

From: [Loewenherz, Franz](#)
To: "TJ Birkel"
Subject: RE: Letter of Support for Bike Bellevue
Date: Monday, September 25, 2023 2:43:00 PM

Hello TJ,

Thank you for contacting the Transportation Commission on behalf of Bird Rides, Inc. and expressing your interest in the Bike Bellevue project.

Earlier this month, the [DRAFT Design Concepts Guide](#) was published and is now available on the [Bike Bellevue](#) webpage. The [main section](#) is about 45 pages while the [appendices](#) are about 310 pages.

If you believe others at Bird Rides, Inc. would be interested in this topic we'd welcome your sharing the variety of ways to get involved over the upcoming months.

- The [Bike Bellevue online engagement tool](#) is live until Friday, November 17th, 2023. All users can provide feedback (in the form of comments, questions, and buttons to agree or disagree with others) on the candidate designs for each Bike Bellevue corridor. All comments received will be reviewed and considered by the Bellevue Transportation Department and Transportation Commission.
- In addition, staff will be discussing Bike Bellevue at [Transportation Commission](#) meetings, including providing engagement summaries. Meetings are open to the public and are held in-person and online.

Please feel free to contact me at 425-452-4077 if you have any further questions.

Best wishes,

Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))

Mobility Planning and Solutions Manager

[Vision Zero](#), [Bike Bellevue](#), [Transit](#)

[Transportation Department](#), [City of Bellevue](#)

FLoewenherz@bellevuewa.gov / (425) 452-4077

From: TJ Birkel <tj.birkel@bird.co>
Sent: Monday, September 11, 2023 4:16 PM
To: TransportationCommission <TransportationCommission@bellevuewa.gov>
Subject: Letter of Support for Bike Bellevue

Hi Kevin - On behalf of Bird Rides, Inc., attached please find a letter for Chairperson Stash, stating Bird's strong support for Bike Bellevue.

Please let me know if you have questions or need any other information from me.

Thank you!

T.J. Birkel

Government Partnerships - Northwest

(402) 770-1777 (m) | tj.birkel@bird.co





September 11, 2023

Karen Stash
Chair, City of Bellevue Transportation Commission
Bellevue City Hall
450 110th Ave NE
Bellevue, WA 98004

Dear Chairperson Stash:

I am writing on behalf of Bird Rides, Inc., in strong support of Bike Bellevue.

Bird is a last-mile electric vehicle company dedicated to bringing affordable, environmentally-friendly transportation solutions to cities everywhere. We use electric-powered scooters and bikes to safely and sustainably get residents around their cities. Today, Bird serves over 350 communities worldwide, ranging from metropolises like Los Angeles, CA (population 4 million), to smaller cities like Fort Scott, KS (population 7,700).

At Bird, we are passionate about vibrant communities that have less traffic, cleaner air, and safer streets. We're working with cities and universities across the world to provide new transportation options, complement public transit systems, and invest in safety infrastructure that benefits everyone.

That's why we feel so strongly about Bike Bellevue - the proposal's principles are completely aligned with our mission as a company. We strongly support the project's stated goal of enhancing the City's multimodal transportation system and helping to make it safer and more equitable, sustainable and accessible for everyone. Implementing the enhancements to Bellevue's transportation infrastructure as envisioned by the Bike Bellevue plan is exactly what more cities need to be doing, to help facilitate the transition away from cars and toward a more active and inclusive transportation system.

Bird currently operates in several cities in Washington, including Seattle, and we also operate in numerous cities throughout Oregon, Idaho, and the broader region. Long term, we believe the City of Bellevue would benefit greatly from a shared electric micromobility program, and the improvements made through the Bike Bellevue project will help to support such a program for City residents and visitors.

We applaud the Transportation Commission for its consideration of Bike Bellevue, and we look forward to continuing our discussions with City staff and City Council about micromobility and active transportation issues in Bellevue. In the meantime, we urge the Commission to

recommend Bike Bellevue for approval, and we hope the City will move forward with the project as quickly as possible.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "TJ Birkel". The letters are cursive and slightly slanted to the right.

T.J. Birkel
Senior Manager, Government Partnerships
Bird Rides, Inc.

From: [Loewenherz, Franz](#)
To: [Edward Wang](#)
Subject: RE: Bike Bellevue
Date: Tuesday, September 26, 2023 6:53:00 AM

Hello Ed,

Thank you for contacting the Transportation Department and sharing your interest in the Bike Bellevue project. We value your input as we strive to develop a safe and comfortable bicycle network.

Ensuring the public's safety is the highest responsibility of city government which is why [Bellevue is committed to Vision Zero](#). Bellevue's approach to bikeway design in the [Bike Bellevue project](#) draws inspiration from other Vision Zero cities and countries including the Netherlands, Sweden, and Denmark. The trailblazing effort in those countries is now more commonplace in North American cities especially those, like the City of Bellevue, who are members of the [National Association of City Transportation Officials \(NACTO\)](#).

Earlier this month, the [DRAFT Design Concepts Guide](#) was published and is now available on the [Bike Bellevue](#) webpage. The [main section](#) is about 45 pages while the [appendices](#) are about 310 pages. There will be a variety of ways to get involved over the upcoming months including:

- The [Bike Bellevue online engagement tool](#), which is live until Friday, November 17th, 2023. All users can provide feedback (in the form of comments, questions, and buttons to agree or disagree with others) on the candidate designs for each Bike Bellevue corridor. All comments received will be reviewed and considered by the Bellevue Transportation Department and Transportation Commission.
- In addition, staff will be discussing Bike Bellevue at [Transportation Commission](#) meetings, including providing engagement summaries. Meetings are open to the public and are held in-person and online.

Please feel free to contact me at 425-452-4077 if you have any further questions.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))
Mobility Planning and Solutions Manager
[Vision Zero](#), [Bike Bellevue](#), [Transit](#)
[Transportation Department](#), [City of Bellevue](#)
FLoewenherz@bellevuewa.gov / (425) 452-4077

From: Edward Wang <wangedwa@gmail.com>

Sent: Monday, September 11, 2023 9:49 AM

To: TransportationCommission <TransportationCommission@bellevuewa.gov>

Cc: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>

Subject: Bike Bellevue

Transportation Commission members,

I have been a resident of Bellevue for over ten years and have regularly cycled for both transportation and leisure during this time. My wife and I recently had a baby boy, and the area we are able to safely access by bike as a family has suddenly and dramatically shrunk. In areas without good bike facilities, we are forced onto bumpy sidewalks that jar our baby and are too narrow to comfortably pass pedestrians. Building out the Bike Bellevue project would be immensely valuable not just to us, as existing cyclists, but for anyone else who may want to access Downtown and Bel-Red without a car -- whether that is with a scooter, bicycle, e-bike, or walking.

As residents of the Bridle Trails area, we regularly drive on Northup Way, 140th Ave NE, and Bel-Red Rd at all hours of the day. I can personally confirm the results of the traffic studies which found excess lane capacity on these roads. In particular, Bel-Red Rd has had a westbound lane closed for over a year (for construction), and we have not noticed any sort of delays.

Moreover, we often drive these roads as a through route, simply because Google Maps tells us it is a few seconds faster than SR 520. We are certainly not the only ones. Right-sizing these roads would encourage through drivers to take SR 520 instead, which is much better suited for through traffic than a (future) mixed-use urban neighborhood.

Thank you,

Ed Wang

4035 145th Ave NE

From: [Loewenherz, Franz](#)
To: [Mariya Frost](#)
Subject: Responses to Bike Bellevue inquiries
Date: Friday, September 22, 2023 2:15:00 PM
Attachments: [09132023 Mariya Frost Bike Bellevue request for information.pdf](#)
[KDC Written Comment on Bike Bellevue for 9-14 Meeting.msg](#)
[RE Ouestion RE Bike Bellevue modeling.msg](#)

Hello Ms. Frost – In the attached PDF file are responses to your Bike Bellevue inquiries from September 13, 2023. Thank you, Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))

Mobility Planning and Solutions Manager

[Vision Zero](#), [Bike Bellevue](#), [Transit](#)

[Transportation Department](#), [City of Bellevue](#)

FLoewenherz@bellevuewa.gov / (425) 452-4077

City of Bellevue staff responses on three Bike Bellevue related emails received from Mariya Frost, Director of Transportation, Kemper Development Company on September 13, 2023

- 1. Table 15 (Tangible GHG Emission Contexts) states that the 2035 annual GHG reduction is 2,600-4,000 metric tons. But on page 13, the report states that “when built out in 2035, Bike Bellevue will...reduce GHG emissions by between 1,100-4,000 metric tons per year.” It’s not clear to me why the lower end of these ranges are different for the same year. Could you please clarify?**

Table 15 was developed using the ICLEI methodology, and the range of 2,600-4,000 metric tons is specific to the output from that tool. The text in the report, “1,100-4,000 metric tons” includes the BKRCast data as the low-end of the estimate and ICLEI on the high-end, to present the full spectrum of the modeling results and acknowledge uncertainty in the data. Note that the GHG Emissions Memo clearly identifies the BKRCast output on Table 4.

- 2. Additionally, Table 15 shows that the annual GHG reduction is 2,600-4,000 metric tons, which cumulatively over 20 years (2035-2055) is shown as 75,400-11,5500 (115,500 I assume). How did you arrive at that cumulative range? $2,600 * 20 = 52,000$ not 75,400. Additionally, $4,000 * 20$ equals 80,000 not 115,500. Can you please explain how you arrived at the cumulative reduction range?**

As stated in the first paragraph of text preceding Table 15, we note that VMT increased to account for additional growth in traffic between 2035 and 2055. With growth in traffic, the 20 year cumulative VMT will be higher than simply multiplying VMT (and thus GHG emissions) by 20. Multiplying by 20 would assume that there would be no growth in traffic after 2035, which is inconsistent with land use and traffic forecasts.

- 3. Washington law requires transportation-related CO2 emissions to be basically zero by 2050. Simply multiplying by 20 (if that’s what you did in that calculation, though I’m not sure since the math doesn’t add up) would be incorrect because the annual GHG reduction would decline every year from 2035-2050. As a result of state law, the marginal difference between build/no-build options would decline every year. The numbers don’t appear to match those legal requirements, possibly inflating the CO2 benefit of the Build option. Can you please help me understand some of the assumptions that were made and why?**

The GHG emissions factors were gathered from PSRC, which estimates all regional air pollution and GHG emissions for the four-county region. The GHG emissions factors from PSRC are derived from the US EPA MOVES air pollution model which assumes increased penetration of electric vehicles, but also assumes that it will take many years for electric vehicles to saturate the market as a new gasoline-powered vehicle sold in 2025 could still be on the road in 2045. Therefore, the emissions factors shown in Table 11 used in the GHG emissions forecasting show lower emissions across the board because of increased EV usage, but they do not assume that 100% of the fleet is electric in the 2035-2050 timeframe.

- 4. Could you please point me to where in the appendices it is shown how CO2 emission reductions are calculated? Where are the CO2 estimates from? I see you reference PSRC data, but I can’t find the data. Can you please send a report or link?**

The GHG emissions calculations are all described in the “Bike Bellevue Greenhouse Gas Emission Reduction Calculation” Memorandum in Appendix C – this is on page 151 of the PDF document.

- 5. Can you please help me understand why ICLEI was chosen for this analysis? It is 14 year-old global data completed prior to the recession and COVID. As a result, the CO2 reduction ranges are quite large**

(PSRC for lower, ICLEI for higher end of range). Are there model options the City could use that would offer more precision? A 400% difference between the top and bottom of a CO2 range is not credible or helpful.

ICLEI was used, in addition to the City's BKRCast data to account for research in the literature that demonstrates a link between bicycle mode share, vehicle mode share and implementation of low-stress bicycle infrastructure. ICLEI is used by the City of Bellevue for much of the Environmental Stewardship Plan evaluation. The combination of ICLEI and BKRCast represent the best combination of models for this analysis and we wanted to be transparent about the range of results. In reviewing the background data behind the large spread of results in the ICLEI model, the explanation is related to different combinations of population density, the extent of the bicycle infrastructure outside of the project area, and the ease of parking and other considerations people make when deciding which mode to take. Given that much of the Bike Bellevue project area is yet to develop, presenting a range of outcomes acknowledges that some factors influencing travel choice are not yet known.

- 6. Could you please explain how the City forecast 2035 No-Build and Build volumes to be lower than 2015 volumes at each of the project locations? We see the trends plotted over years with the volumes decreasing in some cases. But if VMT is increasing, the only way for volumes to drop is if the VMT is routing somewhere else. Page 117 in Appendix C shows daily VMT increasing for COB (w/freeways), COB (Local Streets Only), Study Area (Local Streets Only). There is a slight decrease (< 1%) for Other COB Area (Local Streets Only). The volume on a corridor street could only decrease if the traffic was routed to other streets.**

The forecasted daily vehicle volumes on eight of the eleven Bike Bellevue corridors are lower than existing conditions counts under 2035 No Build and Build conditions. Three of the corridors: Corridor 2, Corridor 7, and Corridor 9, have forecasted daily vehicle volumes that are higher than existing conditions counts under 2035 No Build and Build conditions. Forecasted decreasing in vehicle volumes on many of the eight corridors can be largely attributed to the planned local, regional, and state capacity projects assumed in the 2035 model. These projects include I-405 Managed Lanes, NE 6th Street Extension to 116th Ave NE, I-405 Southbound On-Ramp from Lake Hills Connector, Spring Boulevard Phase 3 between 124th Ave NE and 130th Ave NE, and the completion of the interchange at SR 520 and 124th Ave NE. The 2035 models also include expanded public transit options including Sound Transit's Stride BRT and East Link Light Rail to Downtown Redmond. These projects increase the routing options in Bellevue for residents, workers, and visitors. Additionally, the general downward trend in daily vehicle volumes on many major arterials in and around the project area began nearly 20 years.

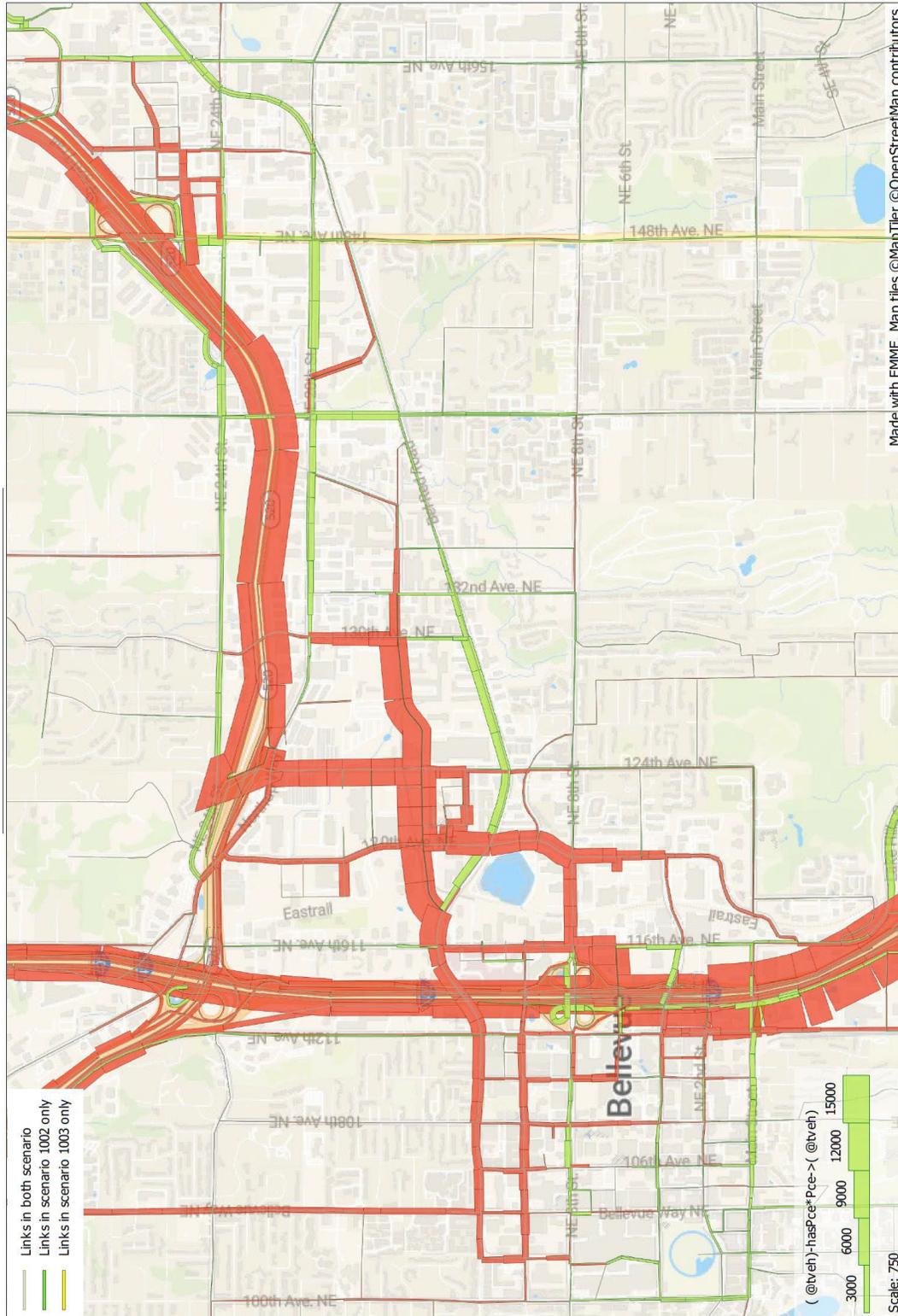
Overall citywide, daily vehicle miles travelled (VMT) is forecasted to increase from 2019 Base conditions to 2035 No Build conditions; however, the daily VMT per capita is forecasted to decrease by approximately 5 miles, or 14%, from Base conditions to No Build condition. The increase in daily VMT can be attributed to overall employment and housing growth, while the decrease in VMT per capita can be attributed to a better balance between jobs and housing, the shift towards non-auto travel modes and shorter trips. The change in daily VMT and VMT per capita between No Build and Build conditions is minimal, less than one percent.

- 7. Can you show where these increases are, and their impacts on delay? Are they routing elsewhere because of the taking of vehicle lanes for bicycle lanes?**

In response to this comment, daily vehicle volume comparison plots have been developed from the BKRCast models. These comparison plots represent raw daily vehicle volumes from BKRCast.

Daily Vehicle Volume (@tveh) on BKRCast Model Links (Scenario 1002 – 1003)

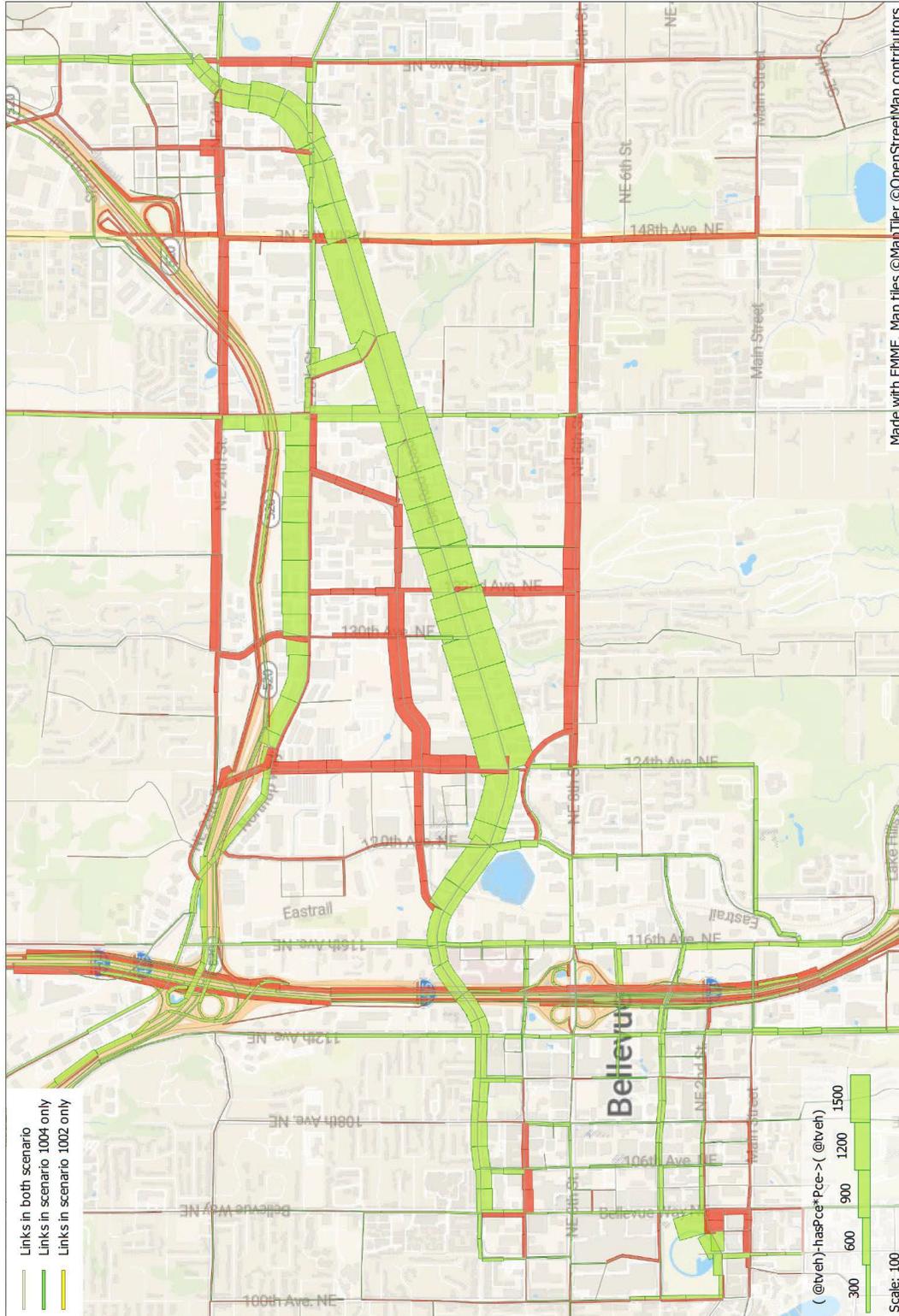
Red – higher under 2035 No Build conditions **Green** – higher under 2019 Base conditions



daily
Scenario 1002: 2035 No Build
Scenario 1003: 2019 Base

Daily Vehicle Volume (@tveh) on BKRCast Model Links (Scenario 1004 – 1002)

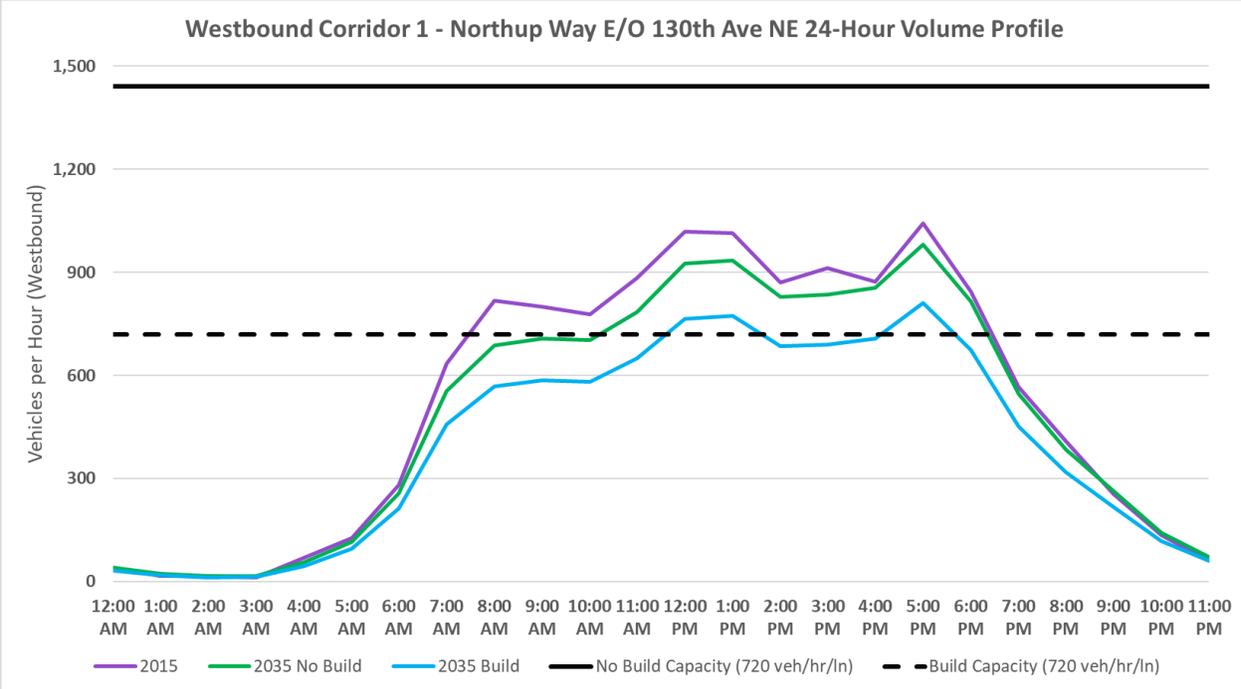
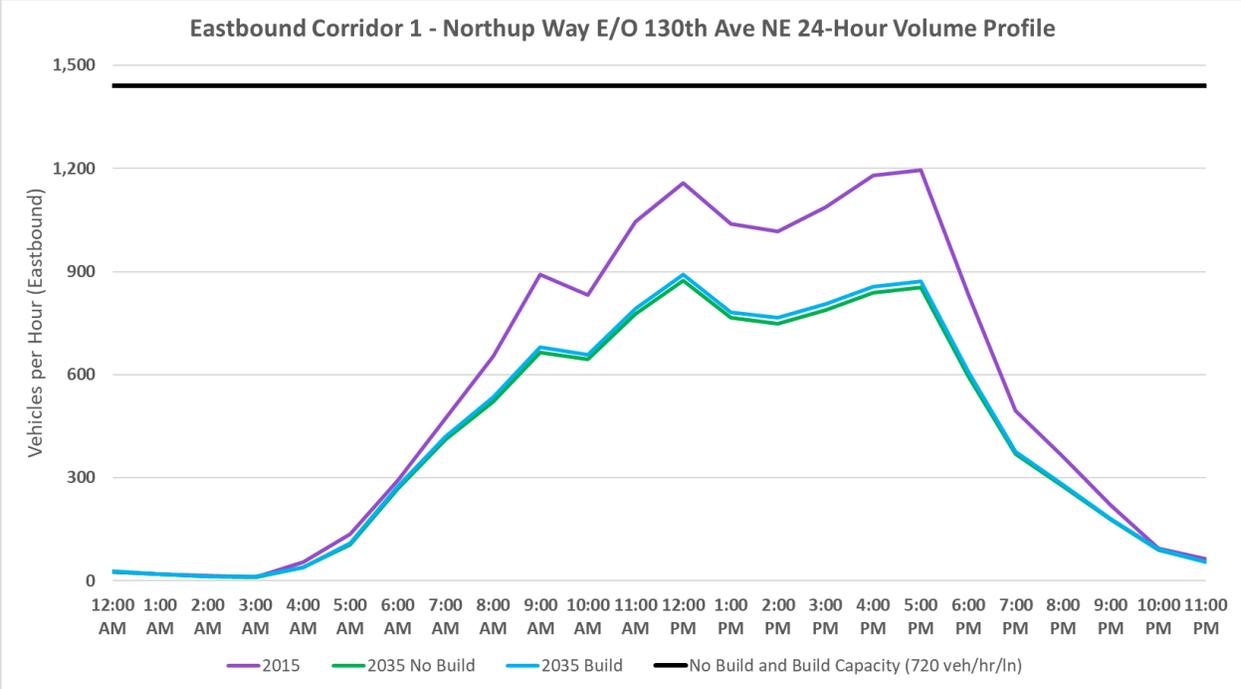
Red – higher under 2035 Build conditions **Green** – higher under 2035 No Build conditions

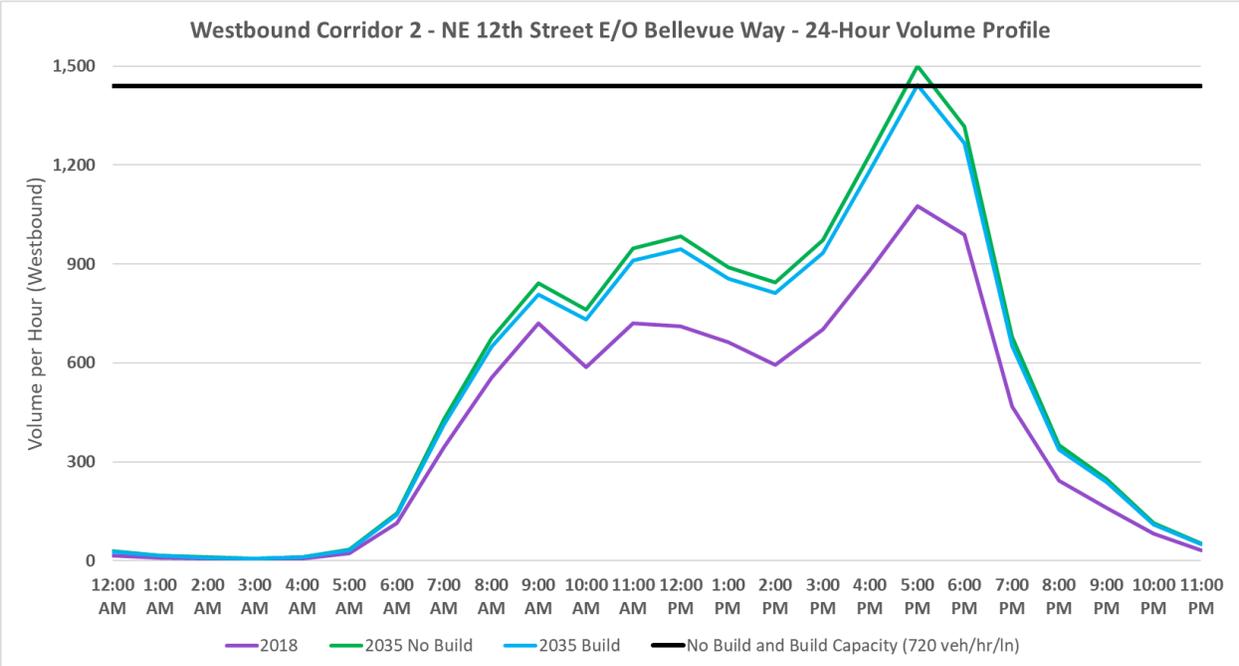
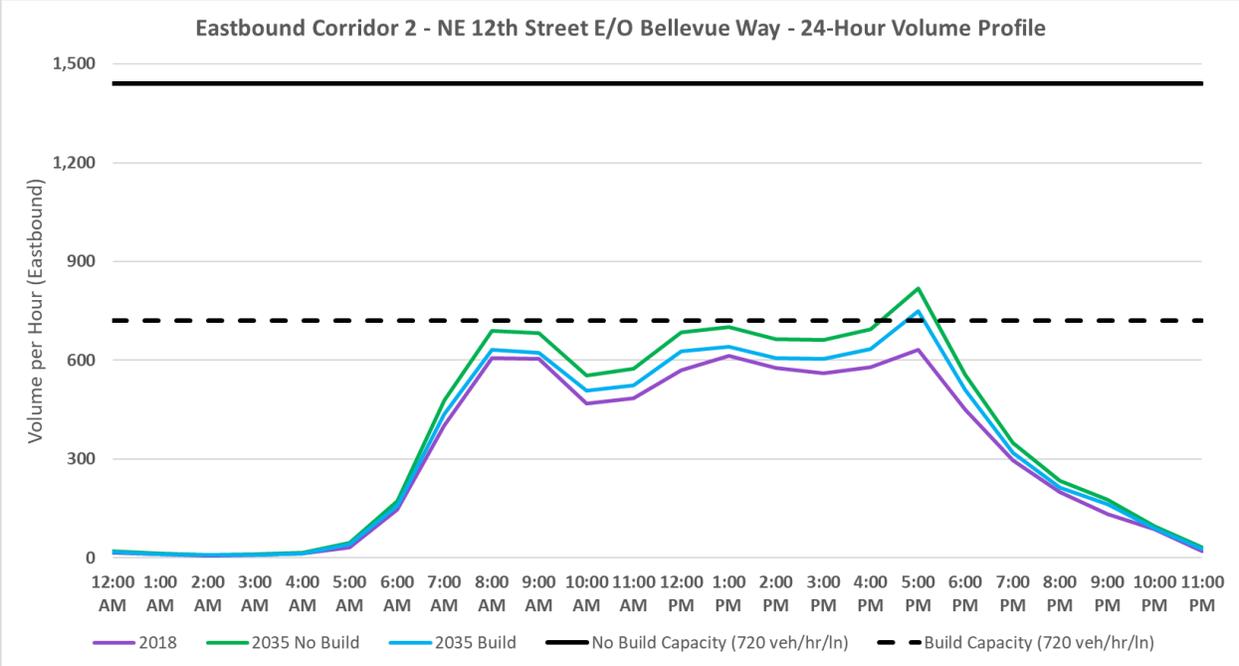


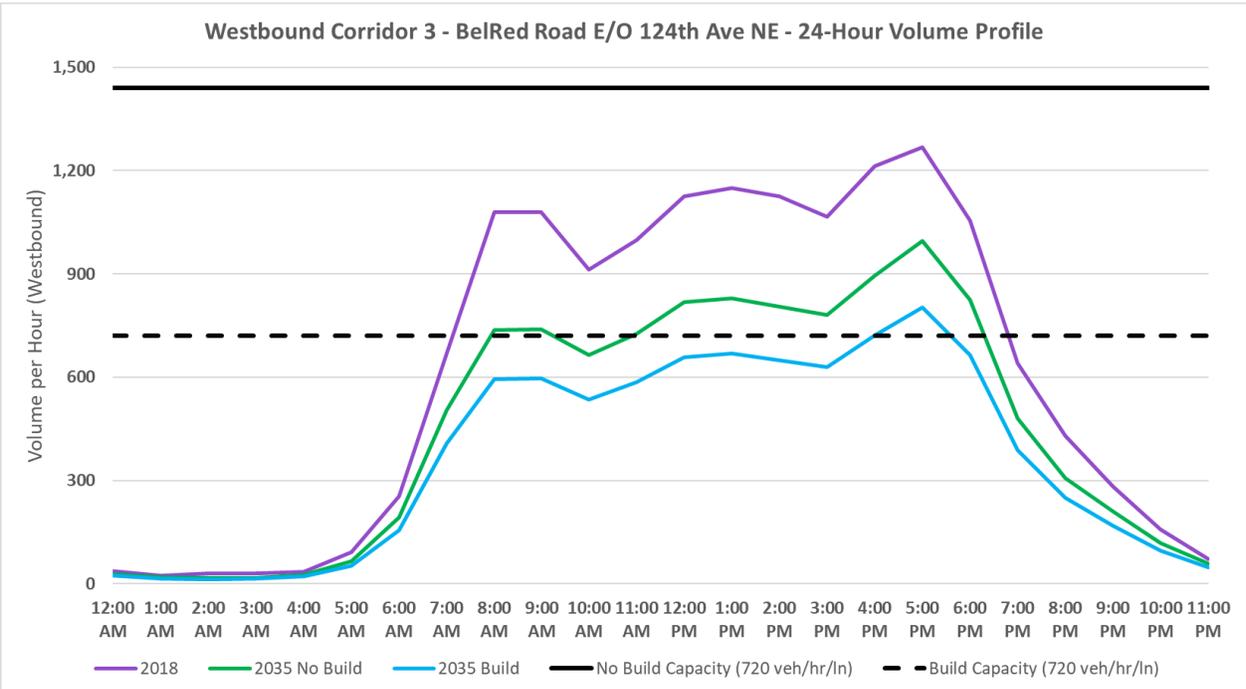
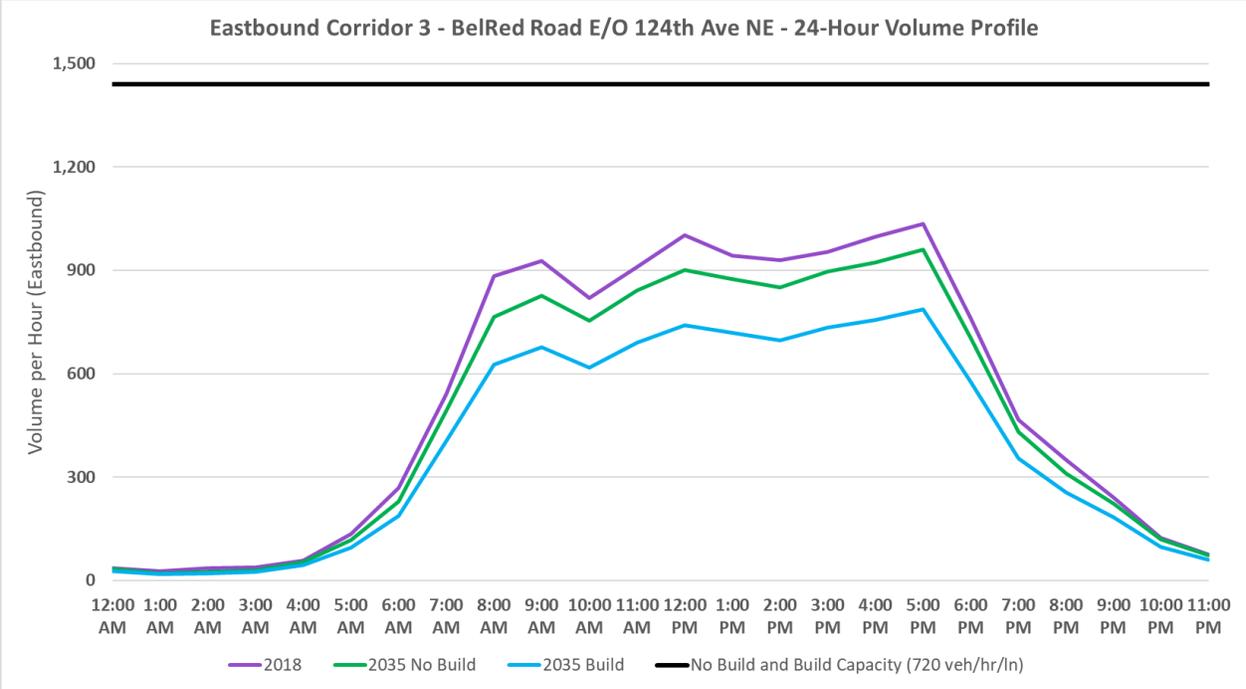
8. Starting on page 122, graphs are shown of comparisons between bi-directional travel demand and capacity. Shouldn't these compare directional travel demand with directional capacity? Can you please provide the analysis that shows the comparisons between directional travel demand with directional capacity to show how traffic operation will be affected?

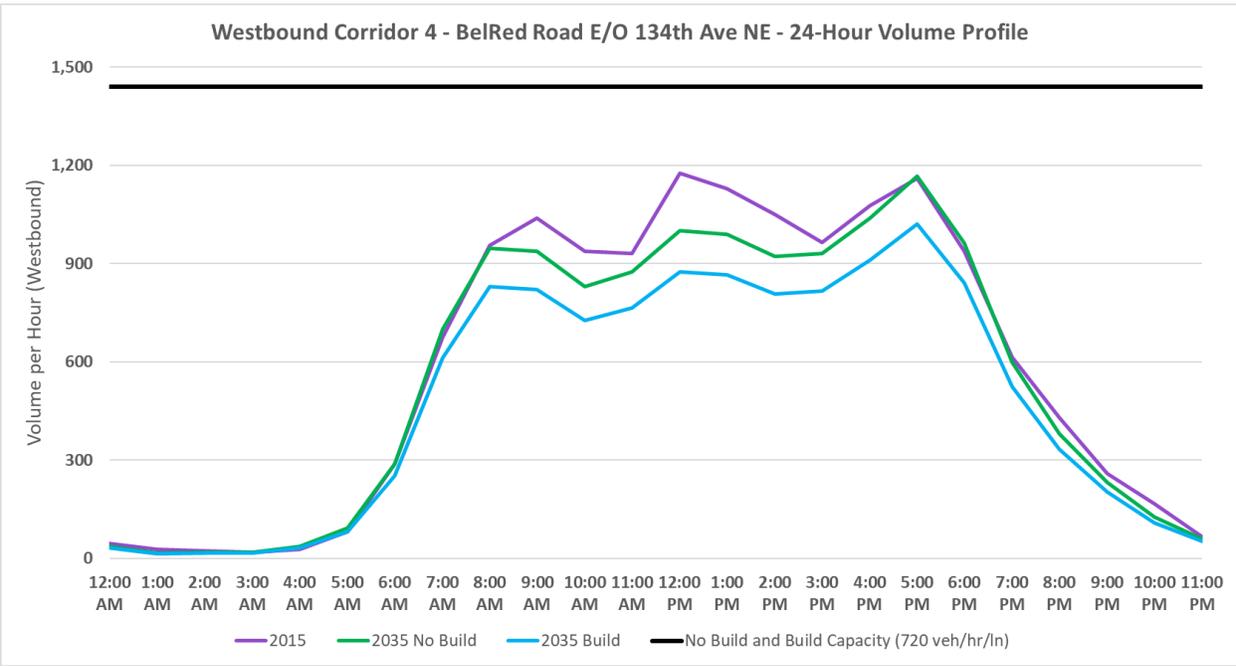
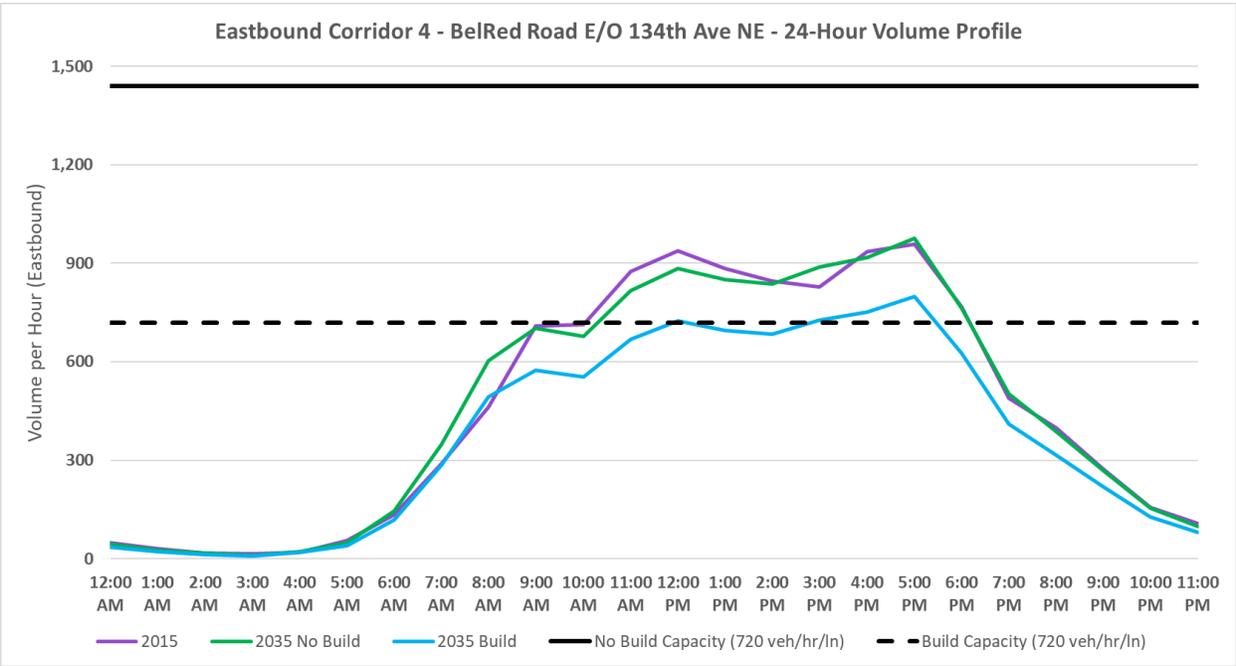
In response to this comment, directional summary profiles were developed for the eleven Bike Bellevue corridors. The directional 24-hour vehicle volume profile's provide further insight into how the roadway capacity is utilized throughout the day as opposed to the single hour snapshot during the pm peak period provided by the V/C ratio and travel time analyses. The profiles split out the volume and capacity by travel direction to understand how the reconfiguration of the roadway could impact vehicular traffic. It is important to consider that the roadway will continue to function "over-capacity". Drivers will experience increased congestion once the capacity has been reached. This congestion will dissipate as the volume decreases below the capacity. Below is a summary of the directional analysis by corridor:

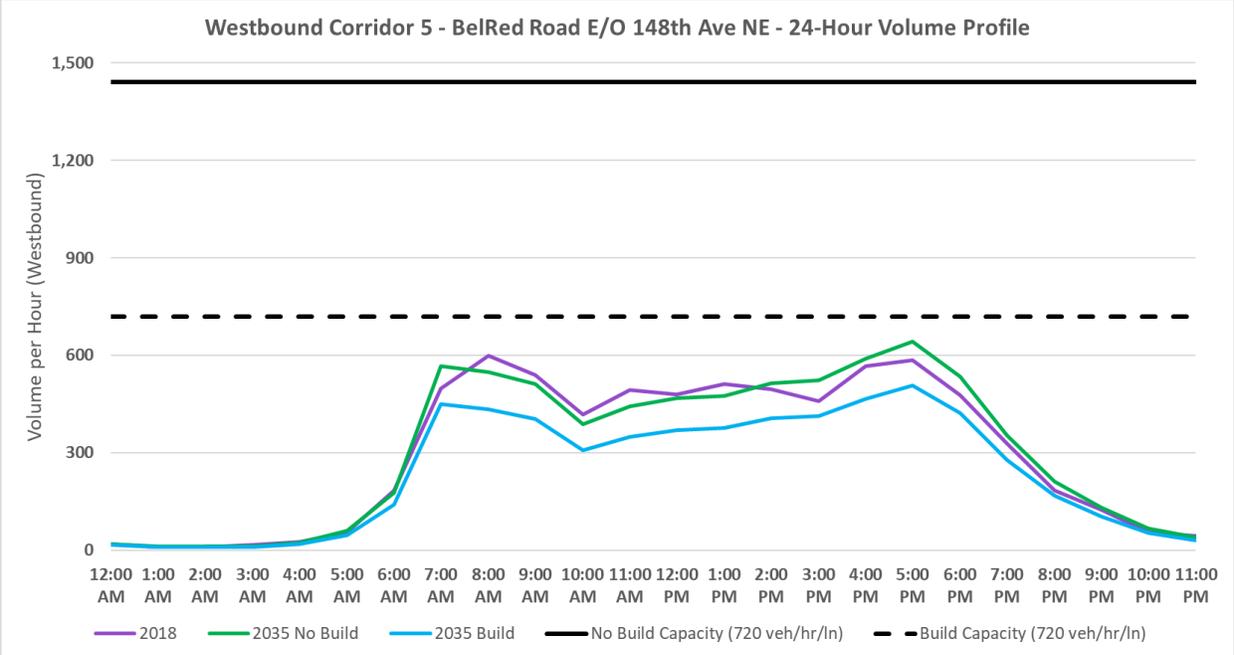
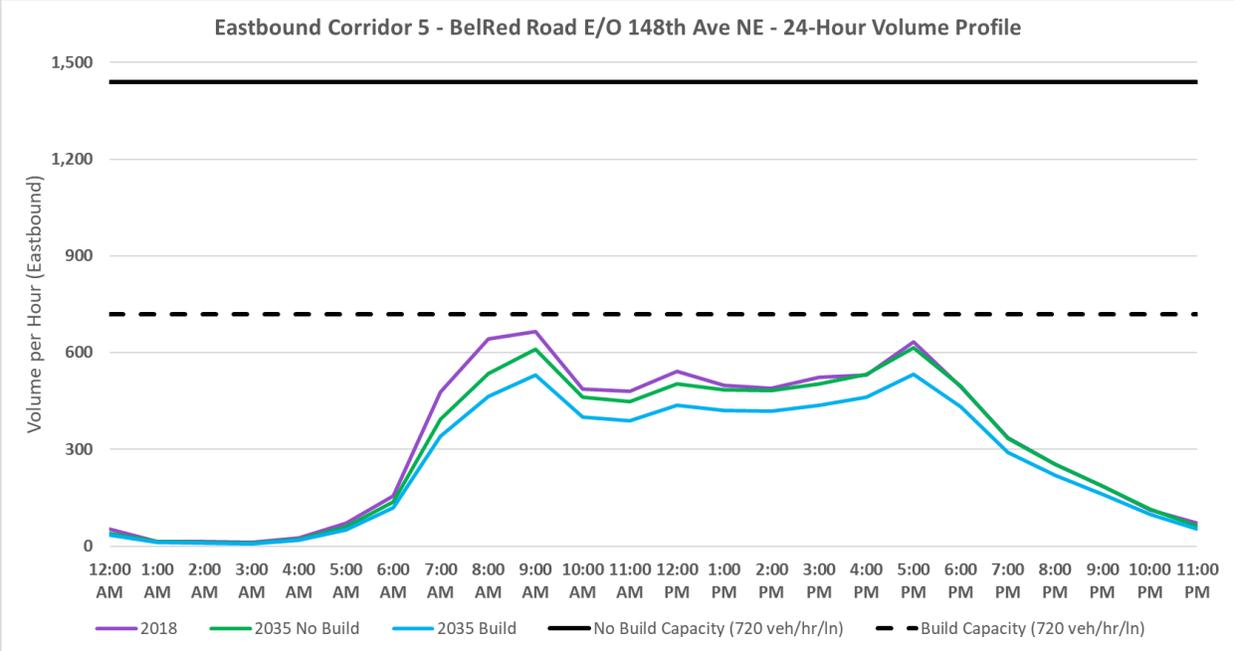
- **Corridor 1 – Northup Way** – The forecasted 2035 Build vehicle volumes in the westbound direction are expected to exceed capacity during the midday and evening peak periods. The eastbound direction is not expected to exceed capacity.
- **Corridor 2 – NE 12th Street** – Although the forecasted 2035 Build vehicle volumes in the eastbound and westbound directions are expected to exceed capacity briefly during the evening peak period; the westbound exceedance is due to high vehicle demand, not due to Bike Bellevue.
- **Corridor 3 – NE 12th Street / Bel-Red Road** – The forecasted 2035 Build vehicle volumes in the westbound direction are expected to exceed capacity during the evening peak period. The eastbound direction is not expected to exceed capacity.
- **Corridor 4 – Bel-Red Road** – The forecasted 2035 Build vehicle volumes in the eastbound direction are expected to exceed capacity during the evening peak period. The westbound direction is not expected to exceed capacity.
- **Corridor 5 – Bel-Red Road** – The forecasted 2035 Build vehicle volumes are not expected to exceed capacity in either direction.
- **Corridor 6 – NE 2nd Street** – The forecasted 2035 Build vehicle volumes are not expected to exceed capacity in either direction.
- **Corridor 7 – Lake Washington Boulevard** – The forecasted 2035 Build vehicle volumes are not expected to exceed capacity in either direction.
- **Corridor 8 – 100th Avenue NE** – The forecasted 2035 Build vehicle volumes are not expected to exceed capacity in either direction.
- **Corridor 9 – Wilburton Route** – The forecasted 2035 Build vehicle volumes are not expected to exceed capacity in either direction.
- **Corridor 10 – 116th Avenue NE** – The forecasted 2035 Build vehicle volumes are not expected to exceed capacity in either direction.
- **Corridor 11 – 140th Avenue NE** – The forecasted 2035 Build vehicle volumes in the southbound direction are expected to exceed capacity during the morning and evening peak periods. The northbound direction is not expected to exceed capacity.

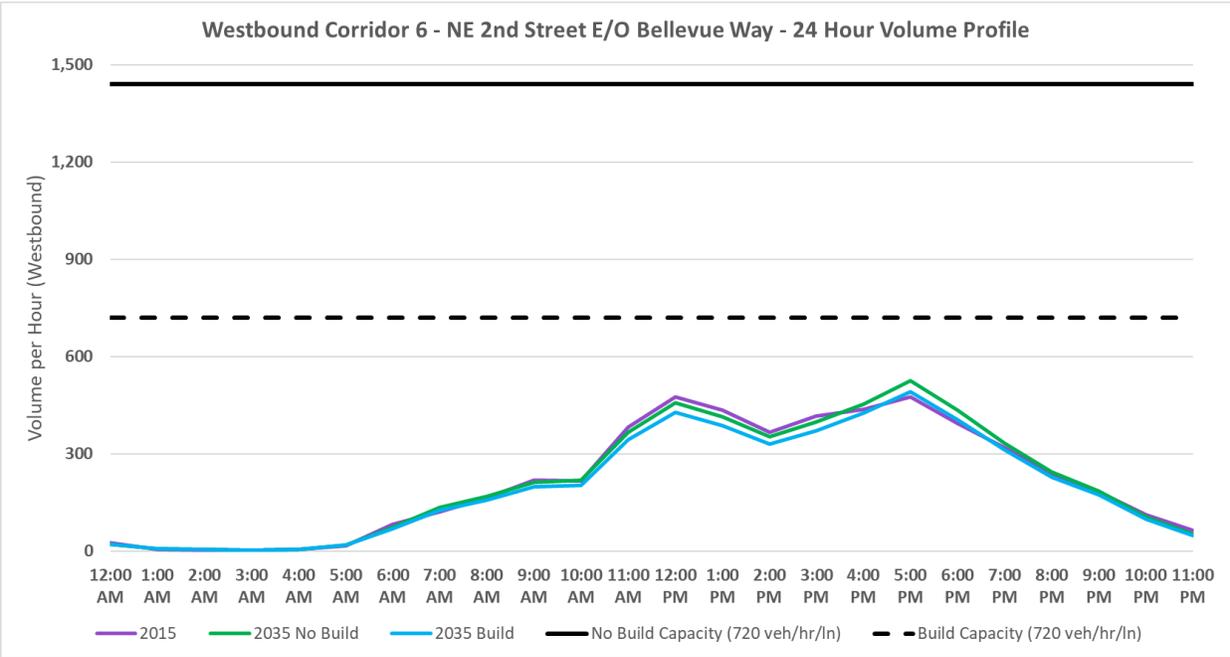
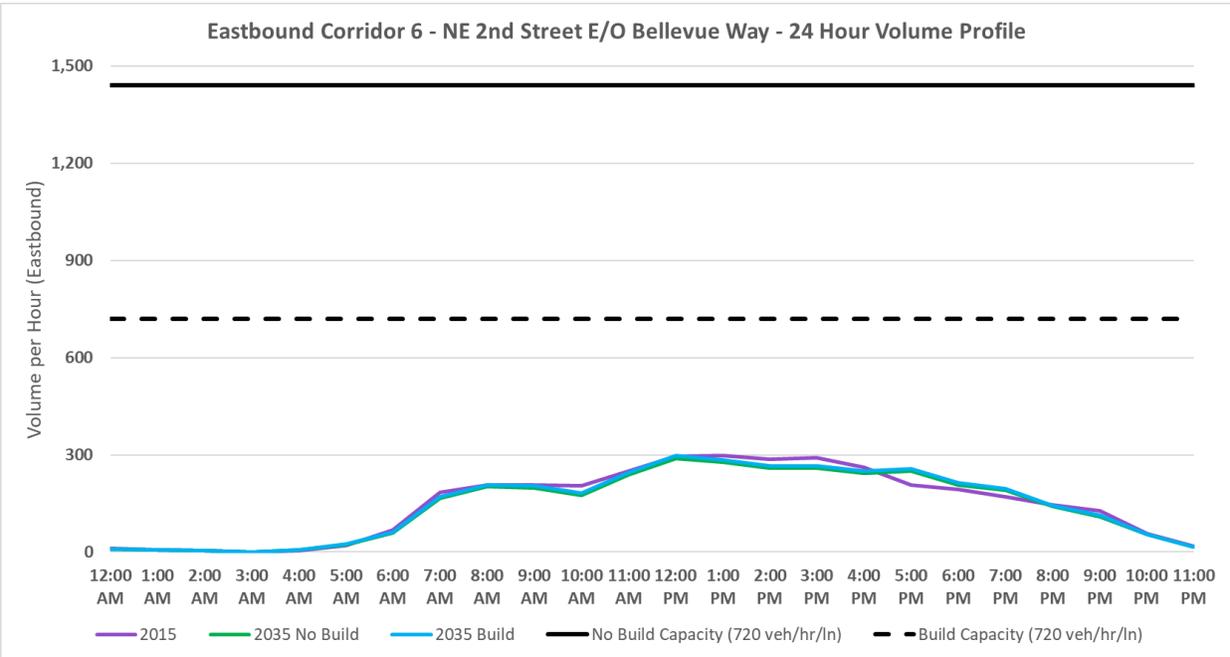


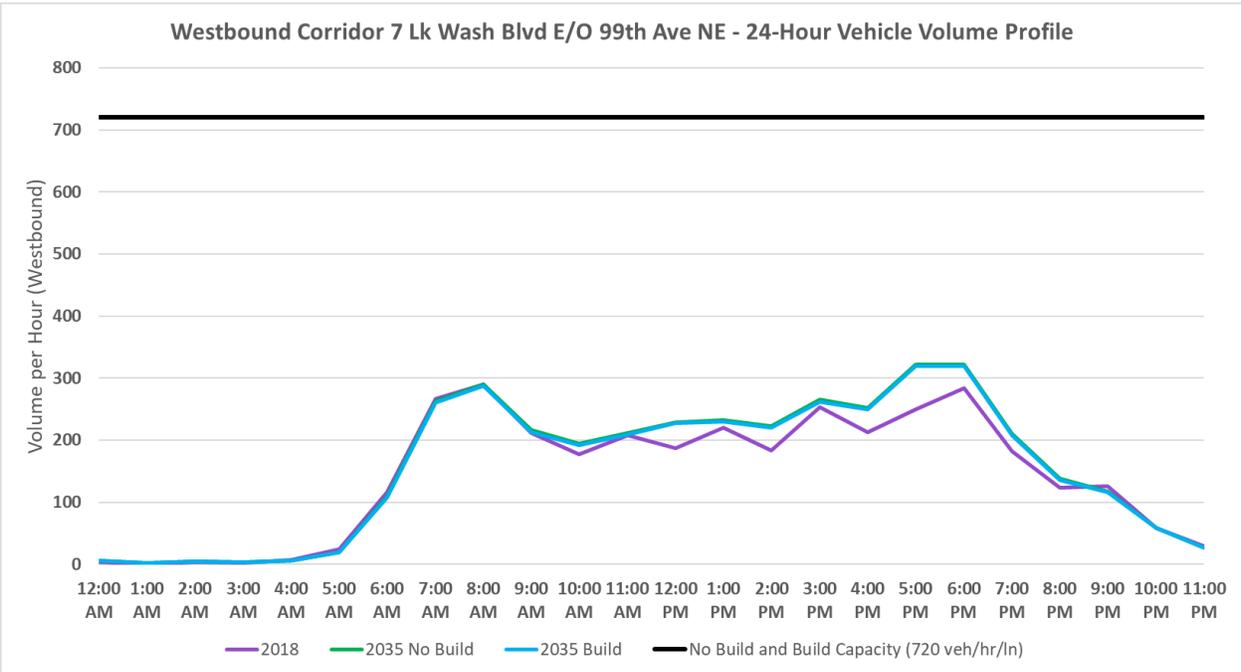
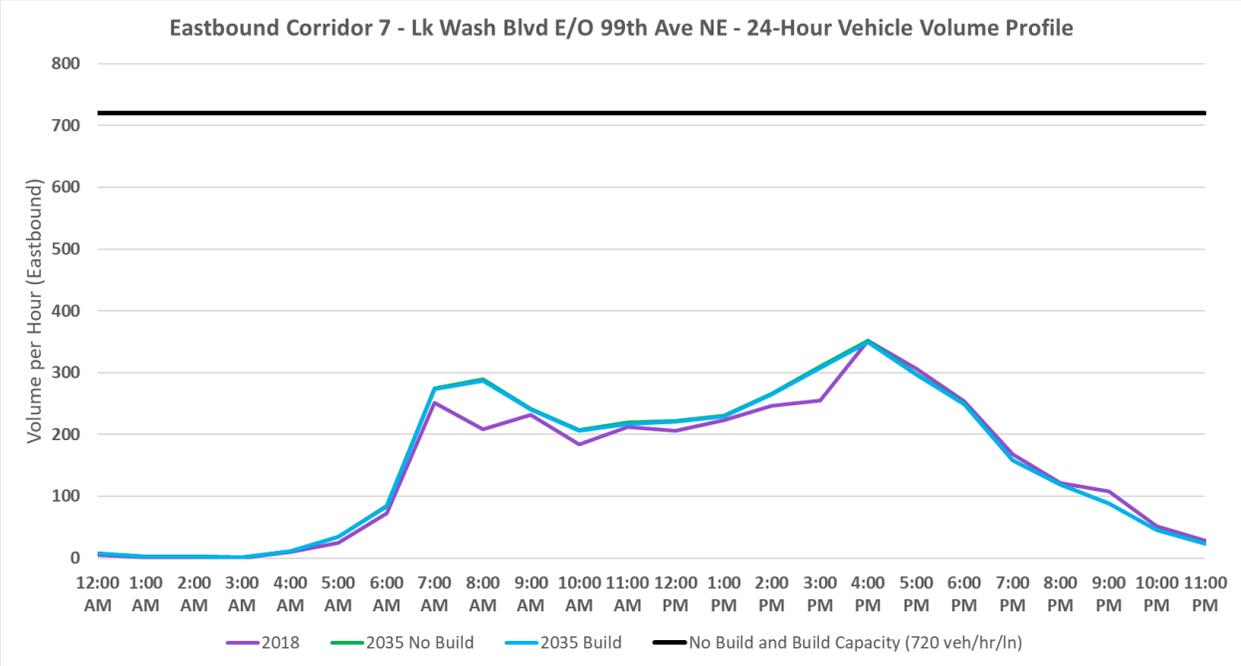


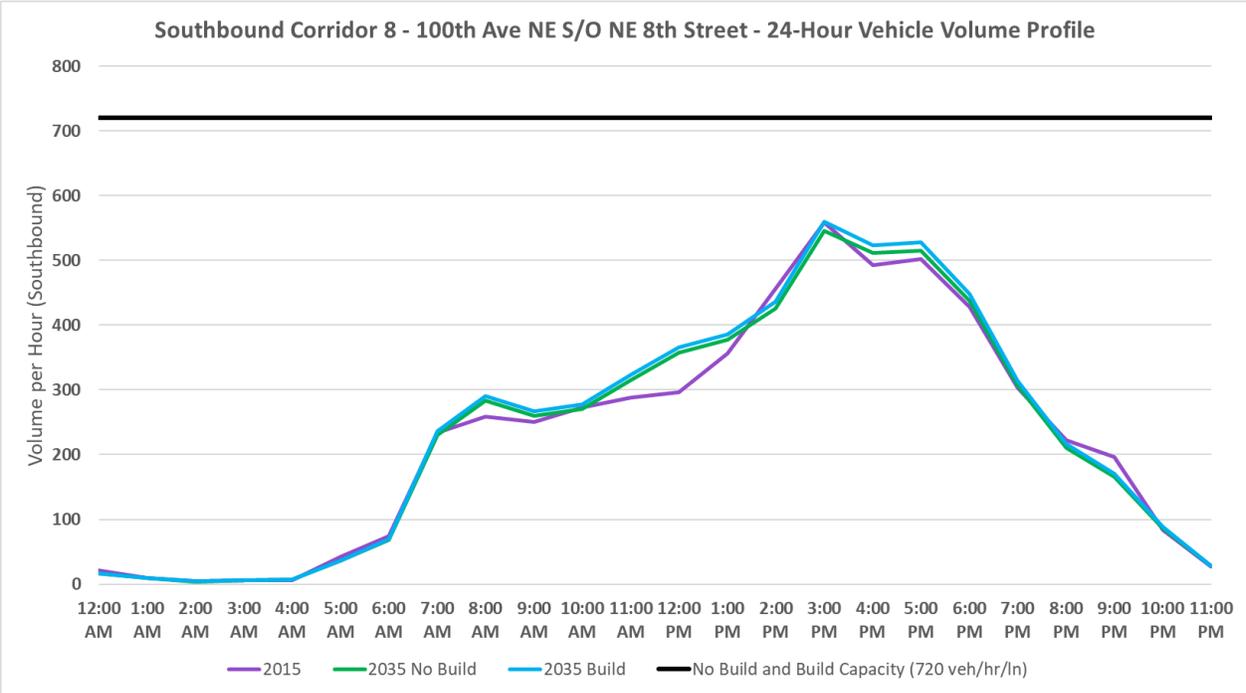
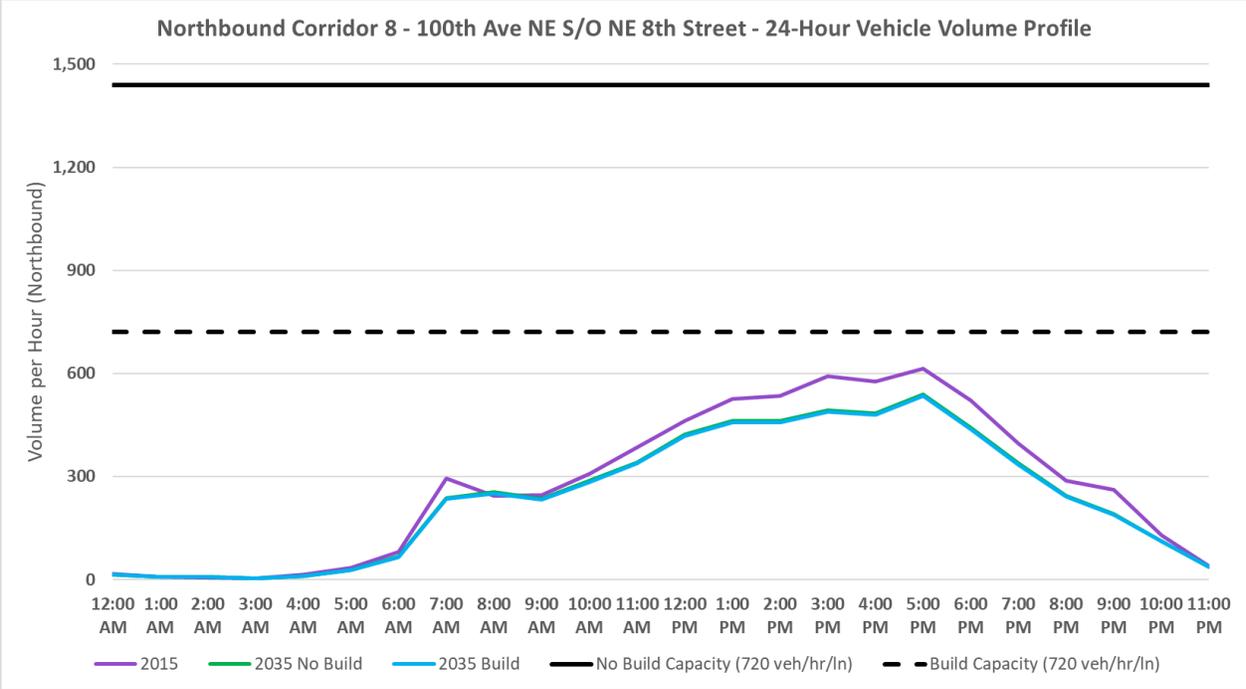


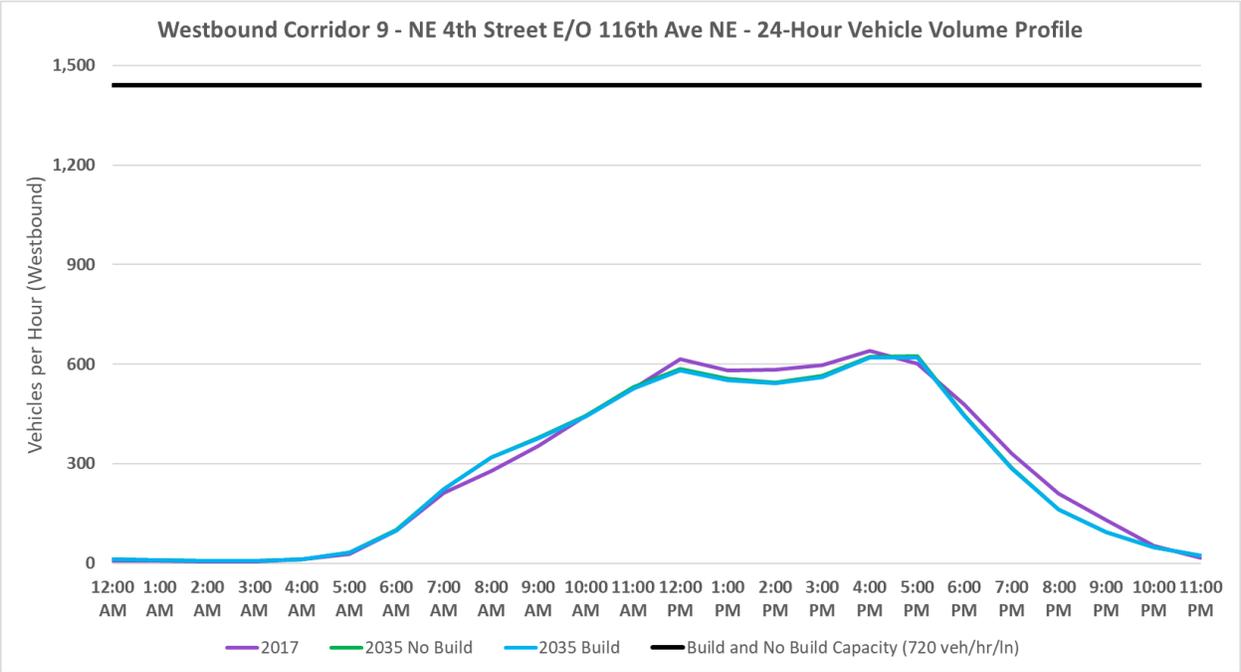
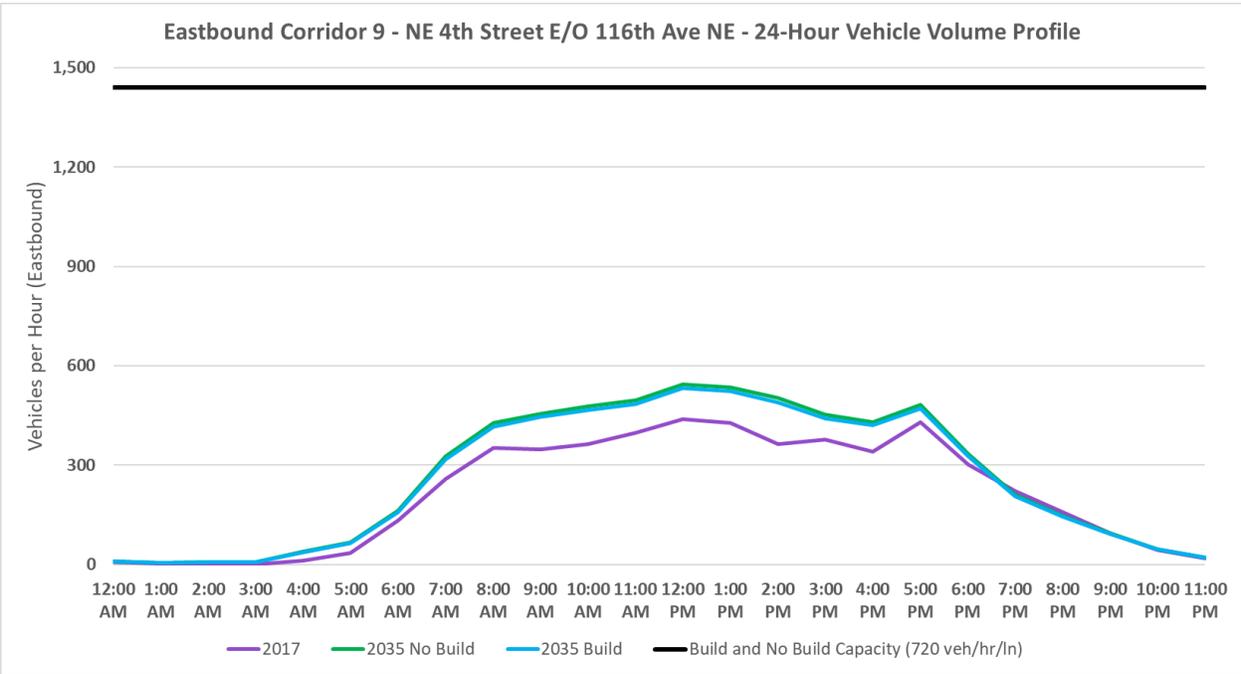


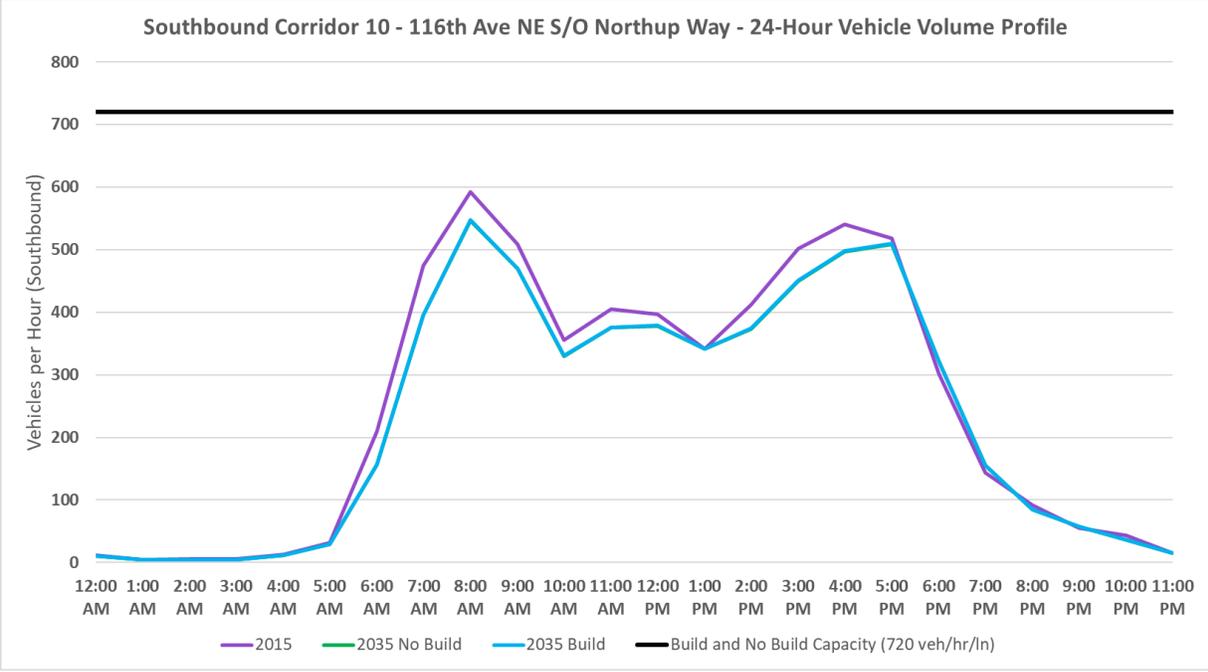
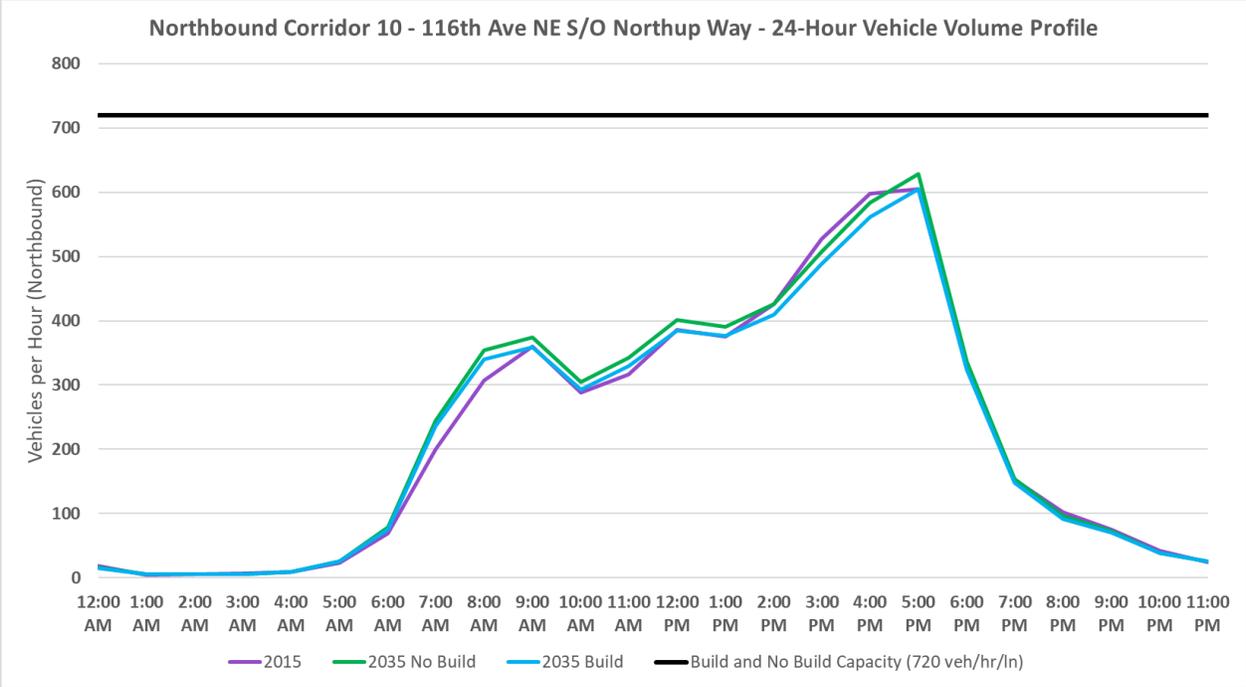


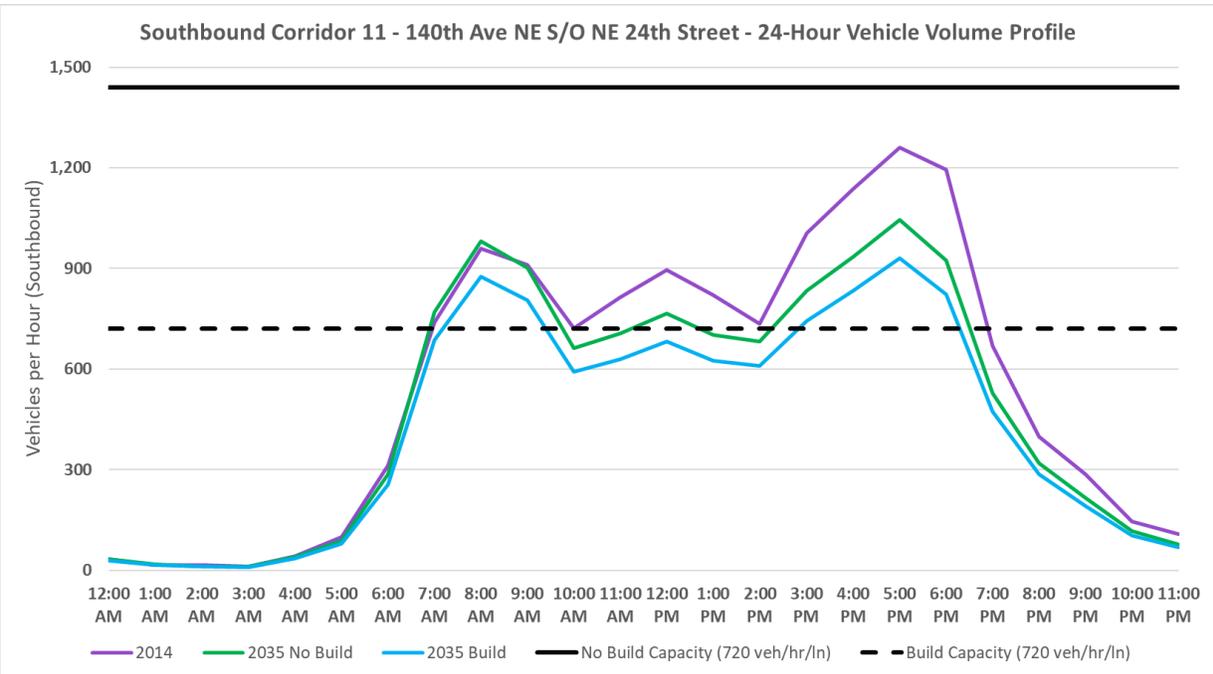
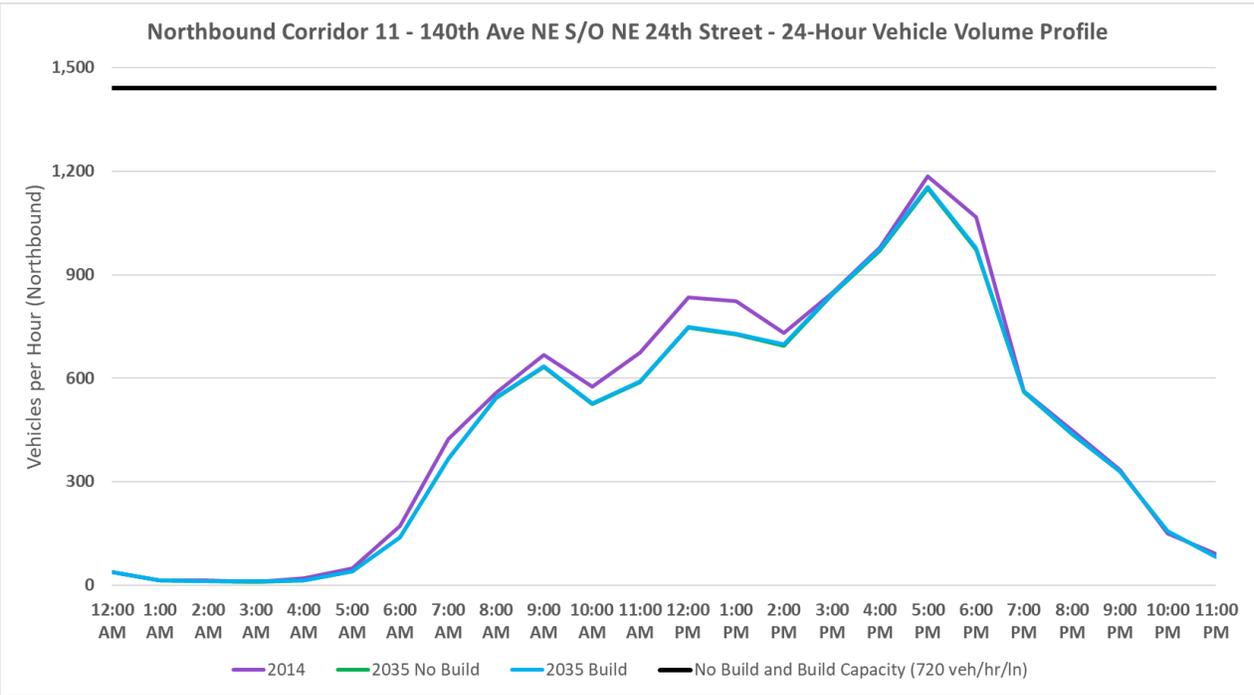












9. Does Bike Bellevue quantify how many total lane miles would be converted to bike lanes?

An estimated 5.9 miles of motor vehicle travel lanes will be repurposed to implement the 15.11 miles of bike lanes referenced in the Bellevue DRAFT Design Concepts Guide, September 2023. Of these 15.11 miles of bike lanes:

- 11.17 miles will result from converting 5.9 miles of travel lanes to bike lanes,
- 2.06 miles of bike lanes will be added while retaining the travel lanes, and
- 1.88 miles of bike lanes will be upgraded, while retaining the travel lanes.

These numbers (see details below) reference the entire length of each corridor (including the centers of the intersections). The calculations are based on the descriptions of the concept designs in the Bike Bellevue DRAFT Design Concepts Guide, September 2023. The project descriptions do not capture small deviations in the design along the corridor (e.g., the bike lane on one side of the street starts proximate to, but not at the intersection, or a limited section of curbside parking removed). The two-way bike lanes are counted twice to account for bike lanes in each direction.

Note: These figures are approximations based on DRAFT concept designs and subject to change.

Bike Bellevue Project Planned Improvements

Data

Corridor Number	Corridor Name	Segment Name	Project Description	Conversion Type	Length, ft
1	Northup Way 120th Ave NE to 140th Ave NE	Northup Way 120th Ave NE to 124th Ave NE	Convert 1 of 2 westbound lanes to one-way separated buffered bike lanes on both sides of the street.	One Travel Lane Removed Two Bike Lanes Added	1452.554878
1	Northup Way 120th Ave NE to 140th Ave NE	Northup Way 124th Ave NE to East of 124th Ave NE	Convert 1 of 2 westbound lanes to one-way separated buffered bike lanes on both sides of the street.	One Travel Lane Removed Two Bike Lanes Added	345.604054
1	Northup Way 120th Ave NE to 140th Ave NE	Northup Way 132nd Ave NE to 136th Ave NE	Convert 1 of 2 westbound lanes to one-way separated buffered bike lanes on both sides of the street.	One Travel Lane Removed Two Bike Lanes Added	1798.499525
1	Northup Way 120th Ave NE to 140th Ave NE	Northup Way 136th Ave NE to 140th Ave NE	Convert 1 of 2 westbound lanes to one-way separated buffered bike lanes on both sides of the street.	One Travel Lane Removed Two Bike Lanes Added	835.335145
1	Northup Way 120th Ave NE to 140th Ave NE	Northup Way East of 124th Ave NE to 132nd Ave NE	Convert 1 of 2 westbound lanes to one-way separated buffered bike lanes on both sides of the street.	One Travel Lane Removed Two Bike Lanes Added	2396.116327
2	NE 12th St 102nd Ave NE to 108th Ave NE	NE 12th St 102nd Ave NE to Bellevue Way NE	Convert 1 of 2 westbound lanes to a two-way separated buffered bike lane on the north side of the street.	One Travel Lane Removed Two Bike Lanes Added	621.360811
2	NE 12th St 102nd Ave NE to 108th Ave NE	NE 12th St 106th Ave NE to 108th Ave NE	Convert 1 of 2 westbound lanes to a two-way separated buffered bike lane on the north side of the street.	One Travel Lane Removed Two Bike Lanes Added	693.030147
2	NE 12th St 102nd Ave NE to 108th Ave NE	NE 12th St Bellevue Way NE to 106th Ave	Convert 1 of 2 westbound lanes to a two-way separated buffered bike lane on the north side of the street.	One Travel Lane Removed Two Bike Lanes Added	632.670131
3	NE 12th St/Bel-Red Rd NE Spring Blvd to 132nd Ave NE	NE 12th St/Bel-Red Rd 120th Ave NE to 124th Ave NE	Convert 1 of 2 westbound lanes to one-way buffered bike lanes on both sides of the street.	One Travel Lane Removed Two Bike Lanes Added	1157.258315
3	NE 12th St/Bel-Red Rd NE Spring Blvd to 132nd Ave NE	NE 12th St/Bel-Red Rd 124th Ave NE to 132nd Ave NE	Convert 1 of 2 eastbound lanes to one-way separated buffered bike lanes on both sides of the street.	One Travel Lane Removed Two Bike Lanes Added	2738.028506
3	NE 12th St/Bel-Red Rd NE Spring Blvd to 132nd Ave NE	NE 12th St/Bel-Red Rd NE Spring Blvd to 120th Ave NE	Convert 1 of 2 westbound lanes to one-way buffered bike lanes on both sides of the street.	One Travel Lane Removed Two Bike Lanes Added	1212.406982
4	Bel-Red Rd 132nd Ave NE to 148th Ave NE	Bel-Red Rd 132nd Ave NE to 140th Ave NE	Convert 1 of 2 eastbound lanes to one-way separated buffered bike lanes on both sides of the street.	One Travel Lane Removed Two Bike Lanes Added	2762.517211
4	Bel-Red Rd 132nd Ave NE to 148th Ave NE	Bel-Red Rd 140th Ave NE to 143rd Ave NE	Convert 1 of 2 eastbound lanes to one-way separated buffered bike lanes on both sides of the street.	One Travel Lane Removed Two Bike Lanes Added	892.644979
4	Bel-Red Rd 132nd Ave NE to 148th Ave NE	Bel-Red Rd 143rd Ave NE to 148th Ave NE	Convert 1 of 2 eastbound lanes to one-way separated buffered bike lanes on both sides of the street.	One Travel Lane Removed Two Bike Lanes Added	1807.573695
5	Bel-Red Rd 148th Ave NE to 156th Ave NE	Bel-Red Rd 148th Ave NE to NE 20th St	Convert 1 of 2 eastbound lanes to one-way separated buffered bike lanes on both sides of the street.	One Travel Lane Removed Two Bike Lanes Added	1544.988667
5	Bel-Red Rd 148th Ave NE to 156th Ave NE	Bel-Red Rd NE 24th St to 156th Ave NE	Convert 1 of 2 westbound lanes to one-way separated buffered bike lanes on both sides of the street.	One Travel Lane Removed Two Bike Lanes Added	593.076903
5	Bel-Red Rd 148th Ave NE to 156th Ave NE	Bel-Red Rd NE 20th St to NE 24th St	Convert 1 eastbound lane and 1 westbound lane to one-way separated buffered bike lanes on both sides of the street.	Two Travel Lanes Removed Two Bike Lanes Added	1677.724754
6	NE 1st St/NE 2nd St 100th Ave NE to 112th Ave NE	NE 2nd St 108th Ave NE to 110th Ave NE	Install one-way bike lanes, retaining 1 travel lane and the two-way left turn lane in each direction.	No Travel Lanes Removed Two Bike Lanes Added	640.271617
6	NE 1st St/NE 2nd St 100th Ave NE to 112th Ave NE	NE 2nd St 110th Ave NE to 112th Ave NE	Install one-way bike lanes, retaining 1 travel lane and the two-way left turn lane in each direction.	No Travel Lanes Removed Two Bike Lanes Added	675.473899

6	NE 1st St/NE 2nd St 100th Ave NE to 112th Ave NE	NE 2nd St Bellevue Way NE to 108th Ave NE	Install one-way bike lanes, retaining 1 travel lane and the two-way left turn lane in each direction.	No Travel Lanes Removed Two Bike Lanes Added	1315.294852
6	NE 1st St/NE 2nd St 100th Ave NE to 112th Ave NE	NE 1st St 100th Ave NE to 102nd Ave NE	Convert the westbound travel lane to a two-way curb-separated bike lane on the north side of the street.	One Travel Lane Removed Two Bike Lanes Added	674.757740
6	NE 1st St/NE 2nd St 100th Ave NE to 112th Ave NE	NE 1st St/NE 2nd St 102nd Ave NE to Bellevue Way NE	Convert the westbound travel lane to a two-way curb-separated bike lane on the north side of the street.	One Travel Lane Removed Two Bike Lanes Added	737.792721
7	Lake Washington Blvd 100th Ave NE to 99th Ave NE	Lake Washington Blvd 100th Ave NE to 99th Ave NE	Convert the existing on street parking on the south side to one-way bicycle lanes on both sides of the street.	No Travel Lanes Removed Two Bike Lanes Added	690.466562
8	100th Ave NE Main St to NE 10th St	100th Ave NE Main St to NE 1st St	Convert the existing curbside parking to one-way bike lanes on both sides of the street.	No Travel Lanes Removed Two Bike Lanes Added	389.219990
8	100th Ave NE Main St to NE 10th St	100th Ave NE NE 8th St to NE 10th St	Install one-way bike lanes on both side of the street.	No Travel Lanes Removed Two Bike Lanes Added	660.937940
8	100th Ave NE Main St to NE 10th St	100th Ave NE NE 4th St to NE 8th St	Convert 1 of 2 northbound lanes to a two-way separated buffered bike lane on the east side of the street.	One Travel Lane Removed Two Bike Lanes Added	1317.319346
9	Wilburton Route 116th Ave NE, NE 4th St, 120th Ave NE	116th Ave NE Main St to NE 2nd St	Install separated buffered bike lanes on both sides of the street while retaining two travel lanes in each direction.	No Travel Lanes Removed Two Bike Lanes Added	579.756256
9	Wilburton Route 116th Ave NE, NE 4th St, 120th Ave NE	116th Ave NE NE 2nd St to NE 4th St	Install separated buffered bike lanes on both sides of the street while retaining two travel lanes in each direction.	No Travel Lanes Removed Two Bike Lanes Added	497.497584
9	Wilburton Route 116th Ave NE, NE 4th St, 120th Ave NE	120th Ave NE 12th Ave NE to NE Spring Blvd	Upgrade the conventional bike lanes to one-way separated buffered bike lanes in each direction while retaining two travel lanes in each direction.	No Travel Lanes Removed Two Bike Lanes Upgraded	967.560501
9	Wilburton Route 116th Ave NE, NE 4th St, 120th Ave NE	120th Ave NE NE 4th St to NE 8th St	Upgrade the conventional bike lanes to one-way separated buffered bike lanes in each direction while retaining two travel lanes in each direction.	No Travel Lanes Removed Two Bike Lanes Upgraded	1356.207493
9	Wilburton Route 116th Ave NE, NE 4th St, 120th Ave NE	120th Ave NE NE 8th St to NE 12th St	Upgrade the conventional bike lanes to one-way separated buffered bike lanes in each direction while retaining two travel lanes in each direction.	No Travel Lanes Removed Two Bike Lanes Upgraded	1280.610945
9	Wilburton Route 116th Ave NE, NE 4th St, 120th Ave NE	NE 4th St 116th Ave NE to 120th Ave NE	Upgrade the conventional bike lanes to one-way separated buffered bike lanes in each direction while retaining two travel lanes in each direction.	No Travel Lanes Removed Two Bike Lanes Upgraded	1360.574271
10	116th Ave NE NE 12th St to NE 14th St	116th Ave NE NE 12th St to NE 14th St	Convert the northbound merge lane to conventional bike lanes on both sides of the street.	One Travel Lane Removed Two Bike Lanes Added	957.168023
11	140th Ave NE Bel-Red Rd to NE 24th St	140th Ave NE Bel-Red Rd to SR 520	Convert 1 of 2 southbound lanes to separated buffered bike lanes on both sides of the street.	One Travel Lane Removed Two Bike Lanes Added	1923.410287
11	140th Ave NE Bel-Red Rd to NE 24th St	140th Ave NE SR 520 to NE 24th St	Convert 1 of 2 southbound lanes to separated buffered bike lanes on both sides of the street.	One Travel Lane Removed Two Bike Lanes Added	706.473286

Summary

	Length, mi
Roadway Improvements, Segment (Centerline) Length, ft	7.56
Travel Lane Removed, Segment (Centerline) Length, ft	5.58
Travel Lane Removed, Lane Length, ft	5.90
Bike Lane Improvements Lane Length, ft	15.11
Bike Lanes Resulting in Travel Lane Removal, Lane Length, ft	11.17
Bike Lanes Added w/o Travel Lane Removal, Lane Length, ft	2.06
Bike Lanes Upgrade w/o Travel Lane Removal, Lane Length, ft	1.88

10. Staff claim that Bike Bellevue will improve safety for bicyclists, measured by Level of Stress (LTS), or the level of comfort a bicyclist feels on a given lane, as well as reduction in vehicle speed and collisions. Beyond perception of safety, it's not clear whether the proposed bike lanes are safe in reality.

There is evidence based road safety research published by the [US Department of Transportation](#), [Federal Highway Administration](#), and the [National Institutes of Health](#) that identify that bicycle lanes are effective at reducing crashes.

11. Many bike lanes are not compatible with auto travel lanes. This is especially true on truck routes like 116th. Other projects in the plan implement bi-directional bike lanes in front of driveways (100th). Drivers who are not as familiar with the area, and even those who are, would have to navigate not just pedestrian traffic, but bi-directional bike traffic so they can pull out into bi-directional car traffic. This type of design seems ripe for conflict.

As noted by [US Department of Transportation](#) information, and [other bicycle facility design guidelines](#), clearly delineating where bicycles can be expected reduces confusion for all road users. [Bi-directional bike lanes](#) do have more conflict points than uni-directional bicycle lanes at driveways, but that does not translate to a default of no bike lanes being the superior outcome. One general conclusion about all separated bicycle lanes (one- or two-direction) is that they reduce the risk of the most severe type of crash, which are high-speed, rear-end crashes from vehicles. Bellevue will continue to refine ideas about which bicycle lane treatments work best to improve safety and reduce stress.

- 12. Implementing bike lanes through busy intersections that have Level of Service problems already (like NE 2nd and Bellevue Way), and adding separate signal phasing, will add to those complications and potential for conflict.**

Per the City's v/c data, NE 2nd and Bellevue Way does not have a "level of service problem." This intersection can be congested in the afternoon, but the City's traffic analysis does not indicate that modifying signal operations for bicycle flow will substantially degrade intersection operations.

- 13. While I understand the rationale in separating bike lanes from traffic with additional barriers, those barriers can become a problem when drivers have to find ways to safely pull over to yield to emergency responders. This problem is well-documented in places with road diets and bike lanes like [Venice Boulevard](#) in LA. In other words, just because a bike lane can be added to a corridor, does not mean it should be. In many places, this may cause more problems than it intends to solve. I do not believe that is the safety outcome any of us are seeking.**

The Transportation Department is cognizant of the importance of maintaining EMS response times and is coordinating with the Bellevue Fire Department to account for their input into Bike Bellevue designs.

- 14. The report authors claim that Bike Bellevue is an environmental good because replacing travel lanes with bike lanes will reduce vehicle miles traveled (VMT). However, their data also shows that overall daily VMT will increase over 10% with or without Bike Bellevue, so it is unclear where this reduction in driving is going. If trips are rerouting outside of the project area – it is not a reduction and may create more problems throughout neighborhoods. If trips are eliminated as people simply choose not to drive to Bellevue at all, how will this reduction in VMT impact Bellevue's economy?**

VMT is increasing overall in the project area and the city due to growth. The VMT reduction identified in the Bike Bellevue DRAFT Design Concepts Guide, September 2023 is specific to reduced driving related to increased bicycle trips that are induced by the new infrastructure, which in turn, reduce driving modestly. Therefore, VMT grows overall, but it grows less if Bike Bellevue were to be implemented than if it was not.

- 15. While projecting that overall driving will continue to increase, the plan states that taking lane capacity will not be a problem because downtown roads are actually overbuilt and underutilized much of the day. This is a remarkable claim that defies logic and experience. The report authors appear to arrive at this conclusion by comparing bi-directional demand to bi-directional capacity in each corridor. In other words, peak demand in one direction on a busy afternoon is offset by moderate traffic in the opposite direction, and this then represents whether the road is fully utilized. Instead, staff should compare directional demand to directional capacity during peak hours of the day, which is when we need to accommodate vehicular traffic the most, and share this information with the Commission at the October work session.**

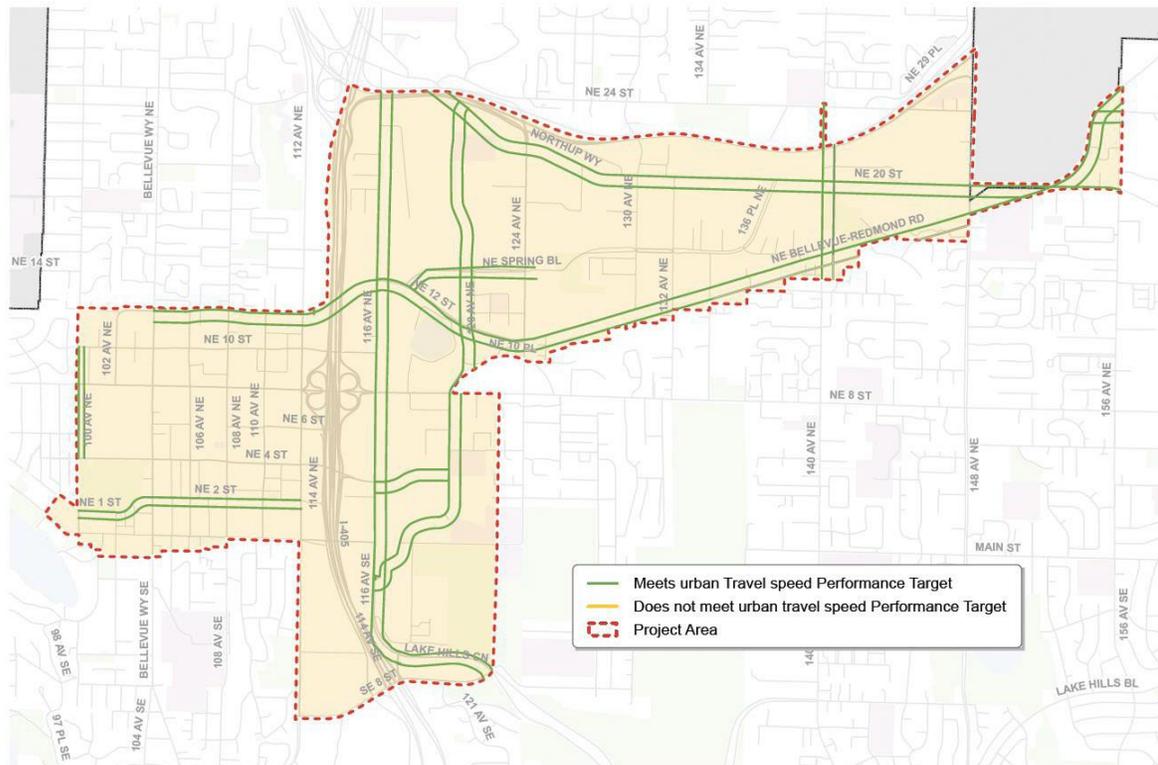
The Bike Bellevue DRAFT Design Concepts Guide, September 2023 reflects all the analysis conducted by the staff and consultant team throughout the life of the project. Prior to the development of the DRAFT Design Concepts Guide, September 2023, staff evaluated a variety of configurations for the corridors; repurposing a single lane travel lane in one direction along the whole corridor, repurposing a single travel lane in the opposite direction along the whole corridor, and hybrid configurations where the repurposed lane changed directions along the corridor based on traffic patterns. Average intersection delay and queuing performance measures were used to compare the configurations. The analysis used Synchro 10 and SimTraffic 10 software and was completed in early 2021 using 2018/2019 pre-pandemic peak hour volumes. This analysis methodology was selected because it allowed for the impact of queuing and delay

from one configuration to be compared to another configuration and highlight any potential corridor failures from queue spill back or bottlenecks. The preferred configurations from this analysis were carried forward to the preliminary design phase and further refined in the DRAFT Design Concepts Guide, September 2023.

The combined impact of the eleven Bike Bellevue corridors on vehicle system performance and travel behavior was analyzed using BKRCast and this analysis is presented in the DRAFT Design Concepts Guide, September 2023. Peak hour analyses were performed using the BKRCast analysis at system intersections and primary vehicle corridors in and around the project area. While the bi-directional demands are presented in the DRAFT Design Concepts Guide, September 2023, the directional analyses were reviewed for any anomalies during the guide development and are presented in this comment response. The conclusion from this comprehensive approach is that Bike Bellevue implementation is not likely to substantially impact traffic operations on the corridors.

For additional information consider Figure 14 in the DRAFT Design Concepts Guide, September 2023 that shows the results of PM Peak hour vehicle speed analysis on all 11 Bike Bellevue Corridors, assuming the bicycle lanes are in place.

Figure 14. Future Conditions, 2035 Bike Bellevue Build Model, Urban Travel Speed on Bike Bellevue Corridors



Page 186 of the document, in Appendix D, provides the modeled PM peak hour travel speeds in each direction, how the speeds relate to the MIP Performance Target, and documents whether the Performance Target is met.

Corridor Travel Speed (Peak hour travel speed)

DRAFT: 05/10/2023											Dynameq Model				Dynameq		
ID	Dir	Corridor	From	To	PMA	Target ratio to TUTS	Speed Limit (mph)	Typical Urban Travel Speed (mph)	Weighted Average (Ileris Peak 15min) Speed (mph)	Existing peak 15min Ratio to the TUTS	NA		Build		Existing peak 15min Ratio to the TUTS	Dynameq	
											2035 PP Speed (mph)	2035 Ratio to TUTC	2035 PP Speed (mph)	2035 Ratio to TUTC		2035 Ratio to TUTS	2035 Ratio to TUTC
UCC1	NB/EB	Northup Way	120th Ave NE	140th Ave NE	1	>0.5	35.00	14.00	14.06	1.00	10.97	0.78	11.15	0.80	Meet the Target	Meet the Target	Meet the Target
UCC1	SB/WB	Northup Way	140th Ave NE	120th Ave NE	1	>0.5	35.00	14.00	15.47	1.11	19.44	1.39	17.89	1.28	Meet the Target	Meet the Target	Meet the Target
UCC2	NB/EB	102nd Ave NE & NE 12th St	NE 8th St	108th Ave NE	1	>0.5	30.00	12.00	12.60	1.05	11.56	0.96	11.30	0.94	Meet the Target	Meet the Target	Meet the Target
UCC2	SB/WB	102nd Ave NE & NE 12th St	108th Ave NE	NE 8th St	1	>0.5	30.00	12.00	12.60	1.05	11.51	0.96	12.04	1.00	Meet the Target	Meet the Target	Meet the Target
UCC3	NB/EB	NE 12th St & Bel-Red Road	116th Ave NE	132nd Ave NE	1	>0.5	35.00	14.00	18.99	1.36	17.24	1.23	14.41	1.03	Meet the Target	Meet the Target	Meet the Target
UCC3	SB/WB	NE 12th St & Bel-Red Road	132nd Ave NE	116th Ave NE	1	>0.5	35.00	14.00	19.69	1.41	17.19	1.23	15.37	1.10	Meet the Target	Meet the Target	Meet the Target
UCC4	NB/EB	Bel-Red Rd	132nd Ave NE	148th Ave NE	1	>0.5	35.00	14.00	15.57	1.11	14.63	1.05	8.70	0.62	Meet the Target	Meet the Target	Meet the Target
UCC4	SB/WB	Bel-Red Rd	148th Ave NE	132nd Ave NE	1	>0.5	35.00	14.00	19.56	1.40	16.55	1.18	19.40	1.39	Meet the Target	Meet the Target	Meet the Target
UCC5	NB/EB	Bel-Red Rd	148th Ave NE	156th Ave NE	1	>0.5	35.00	14.00	13.69	0.98	13.58	0.97	13.53	0.97	Meet the Target	Meet the Target	Meet the Target
UCC5	SB/WB	Bel-Red Rd	156th Ave NE	148th Ave NE	1	>0.5	35.00	14.00	13.07	0.93	12.28	0.88	9.89	0.71	Meet the Target	Meet the Target	Meet the Target
UCC6	NB/EB	NE 1st & NE 2nd St	100th Ave NE	112th Ave NE	1	>0.5	30.00	12.00	10.40	0.87	12.18	1.02	11.71	0.98	Meet the Target	Meet the Target	Meet the Target
UCC6	SB/WB	NE 1st & NE 2nd St	112th Ave NE	100th Ave NE/Bellevue Way	1	>0.5	30.00	12.00	9.36	0.78	9.60	0.80	11.79	0.98*	Meet the Target	Meet the Target	Meet the Target
UCC7	NB/EB	Lake Washington Boulevard	92nd Ave NE	100th Ave NE	1	>0.5	30.00	12.00	21.27	1.77	22.37	1.86	22.43	1.87	Meet the Target	Meet the Target	Meet the Target
UCC7	SB/WB	Lake Washington Boulevard	100th Ave NE	92nd Ave NE	1	>0.5	30.00	12.00	26.80	2.23	21.86	1.82	22.05	1.84	Meet the Target	Meet the Target	Meet the Target
UCC8	NB/EB	100th Ave NE	Main St	NE 10th St	1	>0.5	30.00	12.00	12.40	1.03	12.86	1.07	12.62	1.05	Meet the Target	Meet the Target	Meet the Target
UCC8	SB/WB	100th Ave NE	NE 10th St	Main St	1	>0.5	30.00	12.00	12.40	1.03	11.95	1.00	12.54	1.04	Meet the Target	Meet the Target	Meet the Target
UCC9	NB/EB	Wilburton Route - 116th Ave NE/NE 4th St/120th Ave NE	Main St	Spring Blvd	1	>0.5	30.00	12.00	11.80	0.98	11.23	0.94	11.67	0.97	Meet the Target	Meet the Target	Meet the Target
UCC9	SB/WB	Wilburton Route - 116th Ave NE/NE 4th St/120th Ave NE	Spring Blvd	Main St	1	>0.5	30.00	12.00	11.80	0.98	9.28	0.77	9.25	0.77	Meet the Target	Meet the Target	Meet the Target
UCC10	NB/EB	116th Ave NE	NE 12th St	Northup Way	1	>0.5	30.00	12.00	20.58	1.72	19.50	1.62	19.79	1.65	Meet the Target	Meet the Target	Meet the Target
UCC10	SB/WB	116th Ave NE	Northup Way	NE 12th St	1	>0.5	30.00	12.00	16.32	1.36	15.71	1.31	15.90	1.33	Meet the Target	Meet the Target	Meet the Target
UCC11	NB/EB	140th Ave NE	Bel-Red Rd	NE 24th St	1	>0.5	30.00	12.00	13.16	1.10	12.97	1.08	16.42	1.37	Meet the Target	Meet the Target	Meet the Target
UCC11	SB/WB	140th Ave NE	NE 24th St	Bel-Red Rd	1	>0.5	30.00	12.00	8.98	0.75	7.70	0.64	7.79	0.65	Meet the Target	Meet the Target	Meet the Target
									15.03		14.19		13.98				

Note: * - in 2035 Build scenario 2nd St west of Bellevue Way would become one way. The travel speed for 2nd St WB was measured from 112th Ave NE to Bellevue Way

Lastly, the Corridor Profiles (Appendices F-P) include detailed PM Peak Hour intersection analysis outputs evaluated by City staff. These include peak direction delay data. An example from the intersection of NE 20th (Northup Way) at 148th Ave NE is shown below.

HCM Signalized Intersection Capacity Analysis PM Proposed 1, reduce to 1 lane WB to 140th
47: NE 20th St & 148th

03/19/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	240	517	165	260	482	133	158	948	49	175	1213	147
Future Volume (vph)	240	517	165	260	482	133	158	948	49	175	1213	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.91	
Frbp, ped/bikes	1.00	0.99		1.00	0.98		1.00	0.99		1.00	0.99	
Ftpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	0.97		1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3364		1770	3343		1770	3494		1770	4947	
Flt Permitted	0.17	1.00		0.12	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	320	3364		221	3343		1770	3494		1770	4947	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	253	544	174	274	507	140	172	1030	53	190	1318	160
RTOR Reduction (vph)	0	20	0	0	17	0	0	3	0	0	10	0
Lane Group Flow (vph)	253	698	0	274	630	0	172	1080	0	190	1468	0
Confl. Peds. (#/hr)			19			40			39			39
Turn Type	D.P+P	NA		D.P+P	NA		Prot	NA		Prot	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	55.4	33.7		55.4	37.0		16.8	56.1		18.5	57.8	
Effective Green, g (s)	55.4	33.7		55.4	37.0		16.8	56.1		18.5	57.8	
Actuated g/C Ratio	0.37	0.22		0.37	0.25		0.11	0.37		0.12	0.39	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	3.0		2.0	3.0	
Lane Grp Cap (vph)	296	755		305	824		198	1306		218	1906	
v/s Ratio Prot	0.10	c0.21		c0.13	0.19		0.10	c0.31		c0.11	0.30	
v/s Ratio Perm	c0.21			0.20								
v/c Ratio	0.85	0.92		0.90	0.77		0.87	0.83		0.87	0.77	
Uniform Delay, d1	37.1	56.9		43.3	52.5		65.5	42.6		64.6	40.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	20.0	16.9		26.5	4.3		29.9	6.1		28.7	2.0	
Delay (s)	57.1	73.9		69.7	56.7		95.4	48.7		93.3	42.3	
Level of Service	E	E		E	E		F	D		F	D	
Approach Delay (s)		69.5			60.6			55.1			48.1	
Approach LOS		E			E			E			D	
Intersection Summary												
HCM 2000 Control Delay			56.6				HCM 2000 Level of Service				E	
HCM 2000 Volume to Capacity ratio			0.87									
Actuated Cycle Length (s)			150.0			Sum of lost time (s)			20.0			
Intersection Capacity Utilization			88.7%			ICU Level of Service					E	
Analysis Period (min)			15									
c Critical Lane Group												

These results indicate the approach delay and LOS for all directions. The city does not have a Performance Target at this level of granularity, but the traffic modeling team and design teams considered these outputs when selecting the bikeway designs that could best balance improving LTS while minimizing impact to vehicle operations.

- 16. Staff claim Bike Bellevue improvements will “greatly expand the number of employment opportunities” that people can “comfortably get to by bike within the project area.” They suggest this will help those who are under the poverty line, most of whom the City acknowledges get to work by driving. However, the City’s own data undermines this claim, as only 210 more new bike tours would take place in downtown under the Build scenario, and 0 of them would be for work. If you look outside of the project area – 376 new bike tours would take place under the Build scenario, and 13 would be for work. What this indicates is that access and proximity does not necessarily translate to use. The BKRCast data in Bike Bellevue illustrates this, as both general and commute bicycle mode shares remain the same (1% and 0% respectively) whether Bike Bellevue is implemented or not.**

As noted in the Bike Bellevue DRAFT Design Concepts Guide, September 2023, staff used both BKRCast and the ICLEI models for evaluating change in bike mode share. Due to the limited availability of existing bike facilities in the study area and sparse bicycle counts to calibrate the model more robustly, the bicycle usage as predicated by the BKRCast model represents conservative estimates. Empirical evidence for other communities that have implemented widespread bicycle infrastructure suggests much higher potential for bicycle usage. To that end, staff used the ICLEI model to provide additional insight into the number of additional bicycle riders.

One fundamental note is that a major benefit of Bike Bellevue is that it provides people with a viable choice to bicycle to where they would like to go. People are likely to choose different modes on different days based on their overall travel needs for the day, but for some people today, bicycling is not a viable option because the lack of dedicated bicycle facilities, which makes them feel unsafe when riding, therefore they must resort to driving, even if that would not be their first choice.

From: [Mariya Frost](#)
To: [TransportationCommission](#); [Zahn, Janice](#)
Cc: [McDonald, Kevin](#); [Halse, Katie](#); [Loewenherz, Franz](#)
Subject: KDC Written Comment on Bike Bellevue for 9-14 Meeting
Date: Wednesday, September 13, 2023 8:49:09 PM
Attachments: [image001.png](#)

[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,

Thank you for your consideration and work on the Bike Bellevue plan. We are submitting this letter as public comment on the draft Bike Bellevue Design Concepts Guide, about which we have serious concerns.

At a time when bicycling has declined in cities like Seattle, Portland and Bellevue, we struggle to understand the value of spending over \$18 million dollars on lanes that deliver so little value to the Bellevue community. The plan does more to increase traffic congestion and worsen conditions at intersections than it does to actually increase bike ridership, much less do anything for people living below the poverty line who will not bike to work. Worse still, some of the plan designs create serious safety concerns for all road users.

When the lane capacity reductions in Bike Bellevue are considered in the context of the Wilburton Vision and its dramatic growth alternatives, it becomes clear that Bike Bellevue is a primarily a plan for gridlock and reduced mobility and access.

The benefits of Bike Bellevue are listed as improvements in safety, sustainability, road utilization, and equity. We encourage you to pursue meaningful answers to whether these outcomes are achieved and supported by data and travel trends provided in the plan.

Safety

Staff claim that Bike Bellevue will improve safety for bicyclists, measured by Level of Stress (LTS), or the level of comfort a bicyclist feels on a given lane, as well as reduction in vehicle speed and collisions. Beyond perception of safety, it's not clear whether the proposed bike lanes are safe in reality.

Many bike lanes are not compatible with auto travel lanes. This is especially true on truck routes like 116th. Other projects in the plan implement bi-directional bike lanes in front of driveways (100th). Drivers who are not as familiar with the area, and even those who are, would have to navigate not just pedestrian traffic, but bi-directional bike traffic so they can pull out into bi-directional car traffic. This type of design seems ripe for conflict.

Implementing bike lanes through busy intersections that have Level of Service problems already (like NE 2nd and Bellevue Way), and adding separate signal phasing, will add to those complications and

potential for conflict.

Last but not least, while I understand the rationale in separating bike lanes from traffic with additional barriers, those barriers can become a problem when drivers have to find ways to safely pull over to yield to emergency responders. This problem is well-documented in places with road diets and bike lanes like [Venice Boulevard](#) in LA.

In other words, just because a bike lane can be added to a corridor, does not mean it should be. In many places, this may cause more problems than it intends to solve. I do not believe that is the safety outcome any of us are seeking.

Sustainability & Road Utilization

The report authors claim that Bike Bellevue is an environmental good because replacing travel lanes with bike lanes will reduce vehicle miles traveled (VMT). However, their data also shows that overall daily VMT will increase over 10% with or without Bike Bellevue, so it is unclear where this reduction in driving is going. If trips are rerouting outside of the project area – it is not a reduction and may create more problems throughout neighborhoods. If trips are eliminated as people simply choose not to drive to Bellevue at all, how will this reduction in VMT impact Bellevue’s economy?

While projecting that overall driving will continue to increase, the plan states that taking lane capacity will not be a problem because downtown roads are actually overbuilt and underutilized much of the day. This is a remarkable claim that defies logic and experience. The report authors appear to arrive at this conclusion by comparing bi-directional demand to bi-directional capacity in each corridor. In other words, peak demand in one direction on a busy afternoon is offset by moderate traffic in the opposite direction, and this then represents whether the road is fully utilized. Instead, staff should compare directional demand to directional capacity during peak hours of the day, which is when we need to accommodate vehicular traffic the most, and share this information with the Commission at the October work session.

Equity

Staff claim Bike Bellevue improvements will “greatly expand the number of employment opportunities” that people can “comfortably get to by bike within the project area.” They suggest this will help those who are under the poverty line, most of whom the City acknowledges get to work by driving. However, the City’s own data undermines this claim, as only 210 more new bike tours would take place in downtown under the Build scenario, and 0 of them would be for work. If you look outside of the project area – 376 new bike tours would take place under the Build scenario, and 13 would be for work.

What this indicates is that access and proximity does not necessarily translate to use. The BKRCast data in Bike Bellevue illustrates this, as both general and commute bicycle mode shares remain the same (1% and 0% respectively) whether Bike Bellevue is implemented or not.

We oppose the implementation of Bike Bellevue as a whole because it does not meet Bellevue’s transportation needs, and encourage the Commission to pursue efforts that support growth,

accommodate the public's preferred mode of travel, and ensure Bellevue remains accessible and welcoming to everyone.

Thank you again for your consideration and time. We look forward to hearing from you and City staff to gain clarity on these issues.

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



From: [Mariya Frost](#)
To: [Loewenherz, Franz](#)
Cc: [McDonald, Kevin](#); [Halse, Katie](#)
Subject: RE: Questions RE: Bike Bellevue modeling
Date: Wednesday, September 13, 2023 11:28:52 AM
Attachments: [image001.png](#)

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

Franz,

Thank you for your response. In addition to the questions below, I am wondering if you might help me better understand Bike Bellevue's CO2/sustainability claims.

- Table 15 (Tangible GHG Emission Contexts) states that the 2035 annual GHG reduction is 2,600-4,000 metric tons. But on page 13, the report states that "when built out in 2035, Bike Bellevue will...reduce GHG emissions by between 1,100-4,000 metric tons per year." It's not clear to me why the lower end of these ranges are different for the same year. Could you please clarify?
- Additionally, Table 15 shows that the annual GHG reduction is 2,600-4,000 metric tons, which cumulatively over 20 years (2035-2055) is shown as 75,400-11,5500 (115,500 I assume). How did you arrive at that cumulative range? $2,600 * 20 = 52,000$ not 75,400. Additionally, $4,000 * 20$ equals 80,000 not 115,500. Can you please explain how you arrived at the cumulative reduction range?
- Washington law requires transportation-related CO2 emissions to be basically zero by 2050. Simply multiplying by 20 (if that's what you did in that calculation, though I'm not sure since the math doesn't add up) would be incorrect because the annual GHG reduction would decline every year from 2035-2050. As a result of state law, the marginal difference between build/no-build options would decline every year. The numbers don't appear to match those legal requirements, possibly inflating the CO2 benefit of the Build option. Can you please help me understand some of the assumptions that were made and why?
- Could you please point me to where in the appendices it is shown how CO2 emission reductions are calculated? Where are the CO2 estimates from? I see you reference PSRC data, but I can't find the data. Can you please send a report or link?
- Can you please help me understand why ICLEI was chosen for this analysis? It is 14 year-old global data completed prior to the recession and COVID. As a result, the CO2 reduction ranges are quite large (PSRC for lower, ICLEI for higher end of range). Are there model options the City could use that would offer more precision? A 400% difference between the top and bottom of a CO2 range is not credible or helpful.

Thanks again for all your help. I appreciate you taking the time to respond.

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



THE BELLEVUE COLLECTION™

From: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Sent: Wednesday, September 13, 2023 11:07 AM
To: Mariya Frost <mariya.frost@kemperdc.com>
Cc: McDonald, Kevin <KMcDonald@bellevuewa.gov>; Halse, Katie <KHalse@bellevuewa.gov>
Subject: [ext] RE: Questions RE: Bike Bellevue modeling

Hello Mariya –

We're in receipt of your questions/comments and have added this request for information to the Bike Bellevue project tracking system requiring follow-up. We're working on a response; however, it will not be ready in advance of the TC meeting tomorrow night.

Thank you,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))
Mobility Planning and Solutions Manager
[Vision Zero](#), [Bike Bellevue](#), [Transit](#)
[Transportation Department](#), [City of Bellevue](#)
FLoewenherz@bellevuewa.gov / (425) 452-4077

From: Mariya Frost <mariya.frost@kemperdc.com>
Sent: Tuesday, September 12, 2023 1:10 PM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Cc: McDonald, Kevin <KMcDonald@bellevuewa.gov>; Halse, Katie <KHalse@bellevuewa.gov>
Subject: Questions RE: Bike Bellevue modeling

Good afternoon Franz,

I am reviewing Bike Bellevue and have a few questions I hope you could help answer prior to the Transportation Commission meeting this Thursday (if possible).

Could you please explain how the City forecast 2035 No-Build and Build volumes to be lower than 2015 volumes at each of the project locations? We see the trends plotted over years with the volumes decreasing in some cases. But if VMT is increasing, the only way for volumes to drop is if the VMT is routing somewhere else. Page 117 in Appendix C shows daily VMT increasing for COB

(w/freeways), COB (Local Streets Only), Study Area (Local Streets Only). There is a slight decrease (< 1%) for Other COB Area (Local Streets Only). The volume on a corridor street could only decrease if the traffic was routed to other streets. Can you show where these increases are, and their impacts on delay? Are they routing elsewhere because of the taking of vehicle lanes for bicycle lanes?

Starting on page 122, graphs are shown of comparisons between bi-directional travel demand and capacity. Shouldn't these compare directional travel demand with directional capacity? Can you please provide the analysis that shows the comparisons between directional travel demand with directional capacity to show how traffic operation will be affected?

Lastly, does Bike Bellevue quantify how many total lane miles would be converted to bike lanes?

Thank you!

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



From: [Loewenherz, Franz](#)
To: [Armand Shahbazian](#)
Subject: RE: Written Communications - September 14th, 2023
Date: Monday, October 2, 2023 7:54:00 AM

Hello Armand,

Thank you for contacting the Transportation Department and sharing your interest in the Bike Bellevue project, as well as your experience commuting through the city each day. Your concerns about the lack of separated/protected facilities as well as your interest in improving East-West bike connections have been noted. We value your input as we strive to develop a safe and comfortable bicycle network.

Ensuring the public's safety is the highest responsibility of city government which is why [Bellevue is committed to Vision Zero](#). Bellevue's approach to bikeway design in the [Bike Bellevue project](#) draws inspiration from other Vision Zero cities. If you are interested in additional explanation for the designs, the [DRAFT Design Concepts Guide](#) was published earlier this month and is now available on the [Bike Bellevue](#) webpage. The [main section](#) is about 45 pages while the [appendices](#) are about 310 pages.

If you are interested in providing feedback directly on the candidate designs, there will be a variety of ways to get involved over the upcoming months including:

- The [Bike Bellevue online engagement tool](#), which is live until Friday, November 17th, 2023. All users can provide feedback (in the form of comments, questions, and buttons to agree or disagree with others) on the candidate designs for each Bike Bellevue corridor. All comments received will be reviewed and considered by the Bellevue Transportation Department and Transportation Commission.
- In addition, staff will be discussing Bike Bellevue at [Transportation Commission](#) meetings, including providing engagement summaries. Meetings are open to the public and are held in-person and online.

Please feel free to contact me at 425-452-4077 if you have any further questions.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))
Mobility Planning and Solutions Manager
[Vision Zero](#), [Bike Bellevue](#), [Transit](#)
[Transportation Department](#), [City of Bellevue](#)
Flowenherz@bellevuewa.gov / (425) 452-4077

From: Armand Shahbazian <shahbazi@seattleu.edu>
Sent: Wednesday, September 13, 2023 10:01 PM

To: TransportationCommission <TransportationCommission@bellevuewa.gov>; Robinson, Lynne <LRobinson@bellevuewa.gov>

Subject: Written Communications - September 14th, 2023

Dear City of Bellevue Transportation Commission and Mayor Robinson,

I am writing to you as a lifelong resident of the Eastside and as a user of Bellevue's roads for transportation via bike. I was raised in Bellevue and I am a product of the Bellevue school district having graduated from Interlake High School. I currently reside in Redmond, just blocks away from the Redmond/Bellevue border. I work in Seattle and commute to my job year-round via bike traveling on Redmond and Bellevue roads before reaching the I-90 trail system into Seattle. My commute is 17 miles each way which I am enabled to do thanks to my eBike.

Almost every time I ride, I experience unsafe, dangerous, and life threatening behavior on Bellevue's streets because my routes are on roads which have either no dedicated bike infrastructure or have a painted bike lane at best. Often, drivers aggressively pass, speed, and even swerve into me as I make my way. I choose to bike to the I-90 trail rather than the much closer 520 trail because it is not safe to bike on NE 24th street through Bellevue to meet the 520 trail.

The lack of any bicycling facilities, especially separated/protected facilities, is extremely disheartening. I live about 1 mile from a future Eastlink station but I do not feel safe biking to connect to the station due to the extreme danger that Bellevue's roads present. I recall a particular incident biking on a Bellevue road where I was met with a 'bike lane ends' sign. I signaled and checked as I merged with the travel lane as the lane did not have a shoulder for me to safely bike to the side on. I was met with a driver who sped behind me and honked for the entire time that I was biking in front of him. I arrived at my destination frightened that the minimal delay caused by my presence could have resulted in me being injured or killed.

Biking brings me immense joy. Using a bike for transportation means that I am healthier and more connected to my community. I stop in shops much more frequently than when I drive because of the ease of a spontaneous detour. Biking is also beneficial for the environment, my wallet, and the city's budget. The average American spends \$12,000 a year on vehicle related expenses, and the city spends an outsized amount of money maintaining roadways built for cars and the damage that vehicles cause infrastructure.

Right now, I am unable to conduct any errands or travel East/West from my home to downtown Bellevue because there is no safe East/West connection to bike on in Bellevue. The Bike Bellevue project would be a first step to creating the infrastructure that is needed for the community to be able to get around and to connect to the transit system. Prioritizing multi-modal infrastructure will benefit all road users and will provide real transportation options for those who cannot or choose not to drive including disabled people, young people, and older people.

I implore you to consider a future where people can live, work, and visit the Eastside without the dependence of a personal vehicle. Please consider any avenues to prioritize the installation of safe, protected, and separated biking infrastructure in Bellevue.

Thank you,

ARMAND SHAHBAZIAN (HE/HIM)

MPA '21, BSEE '17 | SEATTLE UNIVERSITY

ELECTRIC & AUTOMATED MOBILITY LEAD | SEATTLE DEPT. OF TRANSPORTATION

425-233-0312

From: [Loewenherz, Franz](#)
To: [Kian](#)
Subject: RE: Comment for Sept 14 Meeting
Date: Monday, October 2, 2023 7:49:00 AM

Hello Kian,

Thank you for contacting the Transportation Department and sharing your interest in the Bike Bellevue project. We value your input as we strive to develop a safe and comfortable bicycle network and will note this concern for the Bel-Red corridor design.

If you are interested in additional feedback opportunities, there will be a variety of ways to get involved over the upcoming months including:

- The [Bike Bellevue online engagement tool](#), which is live until Friday, November 17th, 2023. All users can provide feedback (in the form of comments, questions, and buttons to agree or disagree with others) on the candidate designs for each Bike Bellevue corridor. All comments received will be reviewed and considered by the Bellevue Transportation Department and Transportation Commission.
- In addition, staff will be discussing Bike Bellevue at [Transportation Commission](#) meetings, including providing engagement summaries. Meetings are open to the public and are held in-person and online.

Ensuring the public's safety is the highest responsibility of city government which is why [Bellevue is committed to Vision Zero](#). Bellevue's approach to bikeway design in the [Bike Bellevue project](#) draws inspiration from other Vision Zero cities and countries including the Netherlands, Sweden, and Denmark. The trailblazing effort in those countries is now more commonplace in North American cities especially those, like the City of Bellevue, who are members of the [National Association of City Transportation Officials \(NACTO\)](#).

Please feel free to contact me at 425-452-4077 if you have any further questions.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))
Mobility Planning and Solutions Manager
[Vision Zero](#), [Bike Bellevue](#), [Transit](#)
[Transportation Department](#), [City of Bellevue](#)
FLoewenherz@bellevuewa.gov / (425) 452-4077

From: Kian <kianbradley@gmail.com>
Sent: Wednesday, September 13, 2023 6:57 PM
To: TransportationCommission <TransportationCommission@bellevuewa.gov>
Subject: Comment for Sept 14 Meeting

Hello,

I am writing in support of the draft Bike Bellevue plan. The current plan looks good- I'm especially supportive of the fully protected lane along NE 2nd St. This is the type of infrastructure that even children would feel safe using.

My only ask is that you go further on the Bel-Red section. The plan does not provide strong protection for cyclists on this busy road. Cars often go 50mph or higher on this street. I would love to see a more permanent barrier, perhaps using a low curb to physically separate the cycle track from the roadway. Seattle has been experimenting with better barriers- I imagine Bellevue could use the approach they are pursuing: <https://sdotblog.seattle.gov/2022/07/29/even-better-bike-lane-pilot-program/>

Thanks! Looking forward to how this plan evolves.

Kian Bradley

(Mercer Island resident, but I do most of my shopping in Bellevue via bike or bus.)

From: [Loewenherz, Franz](#)
To: [Renay Bennett](#)
Subject: RE: NO MORE BIKE LANES
Date: Monday, October 2, 2023 7:38:00 AM

Hello Renay,

Thank you for contacting the Transportation Commission and Transportation Department with your concerns about the Bike Bellevue candidate designs.

By way of background, the City Council directed staff to implement a balanced transportation system that includes safe travel options for people who walk, bicycle, drive, or take transit. Bike Bellevue aligns with [Comprehensive Plan](#) policies advancing multimodal investments:

- TR-25. Increase system connectivity for all modes by providing for vehicular, transit, pedestrian, and bicycling facilities to create a Complete Streets network throughout the city.
- TR-63. Allow for repurposing of travel lanes for other uses such as parking, transit or pedestrian and bicycle facilities where excess vehicular capacity exists and/or to optimize person throughput along a corridor.
- TR-109. Promote and facilitate walking and bicycling.
- TR-110. Incorporate pedestrian and bicycle facilities along with other mobility options in scoping, planning, designing, implementing, operating and maintaining the transportation system.
- TR-144. Support means to reduce transportation-source greenhouse gas emissions.
- S-DT-163. Design and enhance bicycle routes through Downtown to create a pleasant and safe environment for bicycling for people of all ages and abilities.

Consistent with the [2009 Pedestrian and Bicycle Transportation Plan](#), [Mobility Implementation Plan](#), and [Vision Zero Strategic Plan](#) the city is proposing bike lanes in Downtown, Wilburton, and BelRed to make streets safer in Bellevue's busiest neighborhoods. This project is guided by the [2023-2029 Capital Investment Program](#), adopted by City Council in 2022 that provides \$4.5 million to design and implement rapid build bicycle infrastructure on existing streets in Bellevue's busiest neighborhoods to facilitate access to light rail stations and the Eastrail regional trail.

For additional information on the candidate bike lanes, the [DRAFT Design Concepts Guide](#) is available on the [Bike Bellevue](#) webpage. The [main section](#) is about 45 pages while the [appendices](#) are about 310 pages. For additional ways to provide your feedback, there will be a variety of ways to get involved over the upcoming months including:

- The [Bike Bellevue online engagement tool](#), which is live until Friday, November 17th, 2023. All users can provide feedback (in the form of comments, questions, and buttons to agree or disagree with others) on the candidate designs for each Bike Bellevue corridor. All comments received will be reviewed and considered by the Bellevue Transportation Department and Transportation Commission.
- In addition, staff will be discussing Bike Bellevue at [Transportation Commission](#) meetings, including providing engagement summaries. Meetings are open to the public and are held in-person and online.

Please feel free to contact me at 425-452-4077 if you have any further questions.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))

Mobility Planning and Solutions Manager

[Vision Zero](#), [Bike Bellevue](#), [Transit](#)

[Transportation Department](#), [City of Bellevue](#)

FLoewenherz@bellevuewa.gov / (425) 452-4077

From: Renay Bennett <renaybennett@msn.com>

Sent: Tuesday, September 12, 2023 10:34 AM

To: TransportationCommission <TransportationCommission@bellevuewa.gov>

Subject: NO MORE BIKE LANES

It should be obvious that there is no need for bike lanes here in Bellevue. They are rarely used, are dangerous, and take away limited auto lanes for the overwhelming majority of people who use them.

Please stop this social engineering scheme and get back to what is really needed.

Renay Bennett

From: [Loewenherz, Franz](#)
To: [PHIL BLOCH](#)
Subject: RE: Bike Bellevue
Date: Tuesday, October 3, 2023 11:32:00 AM

Hello Mr. Bloch –

Thank you for contacting the Transportation Department and sharing your interest in the Bike Bellevue project. We value your input that additional bicycle infrastructure investments are warranted to provide “efficient and effective routes to/from schools for students by bike.”

City staff concurs with you that improved transportation options for students are needed; indeed, your observations are reflected in the city’s recently completed [School Zone Ped-Bike Road Safety Assessment](#) that involved participation from 12 BSD schools. However, the Bike Bellevue project is guided by the [2023-2029 Capital Investment Program](#), adopted by City Council in 2022, that provides \$4.5 million to design and implement rapid build bicycle infrastructure on existing streets in the Downtown, Wilburton, and BelRed neighborhoods to facilitate access to light rail stations and the Eastrail regional trail. The neighborhoods in this [project area](#) collectively represent just 8.5% of the city geography but account for 52% of citywide transit usage, 65% of citywide jobs, 36% of citywide “high injury network” and 34% of the city’s pedestrian and bicyclists involved in fatal and serious injury crashes.

The Bike Bellevue project area includes or is adjacent to two existing and one planned school – Highland Middle School, the temporarily closed Wilburton Elementary School, and the Elementary School 19 site near 120th Ave NE and Northup Way. Please note that the [DRAFT Design Concepts Guide](#) published last month (the [main section](#) is about 45 pages while the [appendices](#) are about 310 pages) includes in Appendix B an accessibility analysis showing that Bike Bellevue increases the number of residents that have low-stress bike access to schools by an average of 2,200 residents within the project area. The analysis in the DRAFT Guide includes both public and private schools.

Bike Bellevue starts building out a safe and comfortable bicycle network in the densest part of the city with the greatest concentration of transit and active mode use and can be a launching point for further improvements. If you are interested in additional feedback opportunities, there will be a variety of ways to get involved over the upcoming months including:

- The [Bike Bellevue online engagement tool](#), which is live until Friday, November 17th, 2023. All users can provide feedback (in the form of comments, questions, and buttons to agree or disagree with others) on the candidate designs for each Bike Bellevue corridor. All comments received will be reviewed and considered by the Bellevue Transportation Department and Transportation Commission.
- In addition, staff will be discussing Bike Bellevue at [Transportation Commission](#) meetings, including providing engagement summaries. Meetings are open to the public and are held in-person and online.

Please note that your comment and my response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have any further questions.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))

Mobility Planning and Solutions Manager

[Vision Zero](#), [Bike Bellevue](#), [Transit](#)

[Transportation Department](#), [City of Bellevue](#)

FLoewenherz@bellevuewa.gov / (425) 452-4077

From: PHIL BLOCH <bloch1@comcast.net>

Sent: Friday, September 22, 2023 10:32 PM

To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>

Subject: Bike Bellevue

Franz Loewenherz -

After reviewing the proposed Bike Bellevue (<https://bikebellevue.konveio.com/>) information, I find that this content provides some interesting concepts, but fails to explicitly consider the potential to enhance travel to/from schools by provide improved safety and routes. This suggests a failure to integrate planning to support local priorities and development of a bike plan that is centered on speculative adult bike commuters while ignoring the students that must transit these corridors.

Based on the 2022 travel summary (<https://chooseyourwaybellevue.org/schoolpool>) only approximately 1.1% of students in Bellevue School District currently bike or use comparable modes of transportation while 10% walk and 43% drive while a further 10.5% drive in carpools. This suggests that there is a massive opportunity to improve bike transportation options for youth and students by explicitly focusing on improving routes between neighborhoods and schools. Given increased congestion in Bellevue and difficulties maintaining school bus routes, improving transportation options for students should be a central goal of any bike plan effort or investment.

Comparing the proposed Bike Bellevue maps to the Routes to School Bicycle Routes (<https://cobgis.maps.arcgis.com/apps/MapSeries/index.html?appid=36b8587a902e487f9cd0cd8cc94ba363>) highlights that this route plan is built around commercial districts focused on the theory of developing/converting adults to bike riding and likely to have benefits to at most 1 public school (Highland Middle School). Extending plans slight further east may provide routes for students traveling to/from Interlake High School, while slightly further south would connect students to routes to Odle Middle School and Sammamish High School.

Students arriving at these schools by car often add 4 or more daily trips to local roads (morning to/from, afternoon to/from and activity/sports to/from) each weekday creating considerable morning commute congestion in many areas. Working to transition these trips from vehicle trips to bike trips would reduce peak period traffic

and congestion. Further, providing efficient connections between these schools and mass transit routes that support students and bike travel (e.g., Sound Transit and Metro busses) provides options for youth to efficiently combine transit and bike travel modes for school, work and recreation.

Currently, most of the bike lanes that do go past schools are inferior sharrow or bicycle shoulders that many parents perceive as unsafe and are therefore unlikely to permit their children to use those routes. These sorts of bike lanes require a confident, visible rider whereas students are often still learning and appropriately scared of vehicular traffic. Enhancing these routes towards multi-use paths and separated bicycle lanes will lead to improved use by students and families and lead to larger numbers of students walking or riding bikes to schools. A great way to increase the number of future bike users is to start them using that travel method as students. Further, an increasing number of student travel routes are centered on the Bellevue Transit Center in downtown Bellevue necessitating inefficient bus transfers. Providing a bicycle network that efficiently connects to this location could allow students (and adults) to avoid transfers and thereby significantly shorten their overall commute. This transit hub continues to be isolated from the developing bike-ped network, thereby limiting its utility.

I look forward to a refined Bike Bellevue plan that includes schools as explicit destinations on bike routes and further supports the considerable planning, investment and support for providing efficient and effective routes to/from schools for students by bike.

Best,

- Phil Bloch
BSD School Board Candidate, Position 1

From: [Loewenherz, Franz](#)
To: [Victor Bishop](#)
Subject: RE: Bike Bellevue, Sept. 14, 2023
Date: Tuesday, October 3, 2023 4:07:00 PM
Attachments: [09142023 Vic Bishop Bike Bellevue request for information.pdf](#)

Hello Vic –

Thank you for your interest and providing feedback on Bike Bellevue. In the attached PDF file are responses to your questions/comments below from September 14, 2023.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))
Mobility Planning and Solutions Manager
[Vision Zero](#), [Bike Bellevue](#), [Transit](#)
[Transportation Department](#), [City of Bellevue](#)
FLoewenherz@bellevuewa.gov / (425) 452-4077

From: Victor Bishop outlook_DACE356FBCAB1355@outlook.com
Sent: Thursday, September 14, 2023 12:46 PM
To: TransportationCommission TransportationCommission@bellevuewa.gov
Subject: Bike Bellevue, Sept. 14, 2023

Bellevue Transportation Commission

September 14, 2023

RE: Bike Bellevue

Chair Stash and Commissioners,

The Commission is embarking on a major initiative that may have a profound impact on the residents and voters of the city. The Bike Bellevue Draft Design Concepts Guide, September 2023 is a new major document that deserves significant review and comment by a wide range of stakeholders including the users of all modes of travel throughout the city.

Thank you for establishing a significant public review and comment process for the next several months.

I am a long-time resident since 1966, a Professional Traffic Engineer, a retired Bellevue business owner, and past Member and Chair of the Bellevue Transportation Commission. A brief review of the new documents shows that the proposed bike lanes on the eleven corridors is shocking news. The preliminary recommendations are to eliminate travel lanes on several arterial streets with little

acknowledgement of the existing peak period traffic congestion on some of those critical arterial corridors.

I will reserve my specific comments to future communication, but be assured that these factors will play a prominent role in my analysis:

1. Comprehensive Plan Policy TR 2 which was unanimously adopted by the City Council in December 2022:

To aggressively plan, manage, and expand transportation investments to reduce congestion and expand opportunities in a multimodal and comprehensive manner and improve the quality of the travel experience for all users.

2. The 2018 and 2020 Annual Budget Surveys which unambiguously identify “Traffic” as the most significant issue on the minds of Bellevue’s residents. Traffic congestion remains a significantly important issue for our citizens during the post-COVID Pandemic era.
3. The City’s well grounded and respected Bellevue-Kirkland-Redmond (BKR) Travel Forecast Model has consistently shown that the 2015-2019 actual travel mode of choice is the automobile (recently identified at 81%) and the bicycle ridership at under 1% (0.25% of daily trips per my analysis of the city’s bicycle ridership count data at the 17 locations counted in the city) and actual ridership decreased from 2019 to 2021.
4. For the 6 decades of my professional career as a traffic engineer; a.) The analysis time period for traffic congestion evaluation is the PM peak hour, not an average of 12 hours per day, and b.) Bi-directional capacity of an arterial is meaningless when there is a significant directional split of traffic flow in the peak periods.

I look forward to further discussion.

Victor H. Bishop, P.E.
(425) 518-3343

Sent from [Mail](#) for Windows

1. Comprehensive Plan Policy TR 2 which was unanimously adopted by the City Council in December 2022: *To aggressively plan, manage, and expand transportation investments to reduce congestion and expand opportunities in a multimodal and comprehensive manner and improve the quality of the travel experience for all users.*

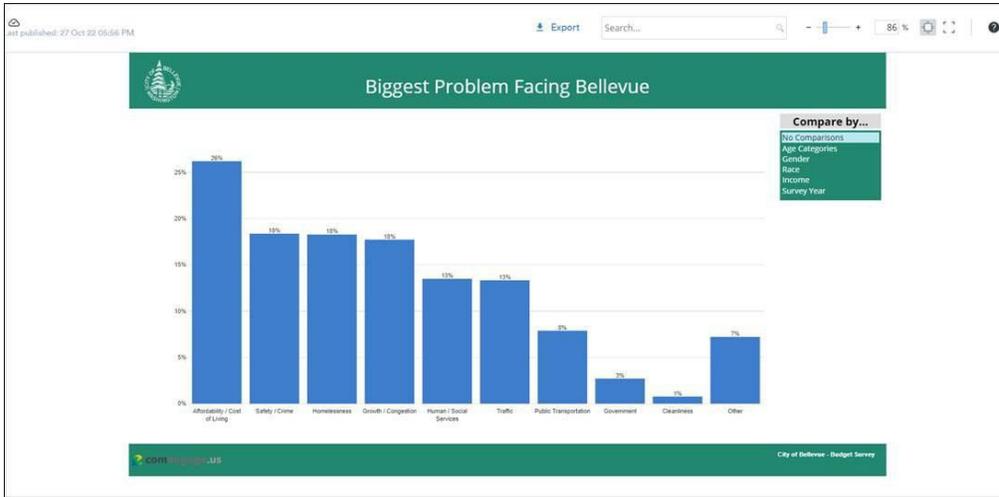
Thank you for referencing Comprehensive Plan Policy TR-2 that includes multiple “and” statements to account for the importance of taking a holistic approach to transportation investments: “...to reduce congestion and expand opportunities in a multimodal and comprehensive manner and improve the quality of the travel experience for all users.” Additional references to advancing multimodal investments are found in policies throughout the Comprehensive Plan including:

- TR-20. Scope, plan, design, implement, operate, and maintain a complete and multimodal transportation system in accordance with the Performance Metrics, Performance Targets and Performance Management Areas as established in the Mobility Implementation Plan.
- TR-21. Ensure that the transportation system infrastructure in Bellevue provides mobility options for all modes, and accommodates the mobility needs of everyone, including underserved populations.
- TR-25. Increase system connectivity for all modes by providing for vehicular, transit, pedestrian, and bicycling facilities to create a Complete Streets network throughout the city.
- TR-32. Evaluate the performance of all modes and engage the community to identify projects, priorities, programs and resources to meet Complete Streets goals and the Performance Targets through updates to the Transportation Facilities Plan.
- TR-55. Maintain and enhance safety for all users of the roadway network.
- TR-63. Allow for repurposing of travel lanes for other uses such as parking, transit or pedestrian and bicycle facilities where excess vehicular capacity exists and/or to optimize person throughput along a corridor.
- TR-66. Design and manage streets to foster safe and context appropriate behavior of all roadway users.
- TR-109. Promote and facilitate walking and bicycling.
- TR-110. Incorporate pedestrian and bicycle facilities along with other mobility options in scoping, planning, designing, implementing, operating and maintaining the transportation system.
- TR-117. Consider the personal health benefits and the community environmental benefits of walking, jogging, and bicycling in pedestrian and bicycle project design and funding.
- TR-144. Support means to reduce transportation-source greenhouse gas emissions
- S-DT-39. Design and manage the Downtown streets to provide mobility and to promote a safe, attractive environment.
- S-DT-163. Design and enhance bicycle routes through Downtown to create a pleasant and safe environment for bicycling for people of all ages and abilities.

The compilation of these policies underscores Bellevue's commitment to creating a comprehensive, safe, and multimodal transportation network.

2. The 2018 and 2020 Annual Budget Surveys which unambiguously identify “Traffic” as the most significant issue on the minds of Bellevue’s residents. Traffic congestion remains a significantly important issue for our citizens during the post-COVID Pandemic era.

There was a noticeable shift in public opinion in the [2022 Annual Budget Survey](#) (see first image below) as compared to the [2018 Annual Budget Survey](#) (see second image below) on the most significant issues facing the City of Bellevue. In 2022, citizens identified “affordable housing/cost of living” as the “biggest problem facing Bellevue.”



BIGGEST PROBLEM FACING BELLEVUE

Traffic continues to be the most commonly mentioned issue when residents were asked to name the biggest problem facing Bellevue.

- Traffic is mentioned most often among long-term residents—57 percent of those who have lived in Bellevue 10 years or more mention traffic as the biggest issue vs 27 percent of those who have lived in Bellevue for 3 years or less. Regardless, traffic is the top mentioned issue among all demographic groups.

There continues to be an increase in residents who mentioned Affordable Housing as the biggest issue facing Bellevue, making this the second-most mentioned issue. Affordable housing is generally seen as a big issue among most residents, but most commonly among the following:

- Residents under 35 years old
- Those who have lived in Bellevue for less than 10 years
- Residents with household incomes below \$150,000
- Residents living in multi-family housing

Issues related to Human and Social Services, such as providing for elderly or poor residents, and issues relating to homelessness are the fourth most commonly mentioned issues facing Bellevue.

- Mentions of this have increased significantly from previous waves. In 2014, only 3 percent of residents mentioned human and social service issues. In 2016, only 1 percent of residents mentioned this.

Figure 3: Top Five Mentioned Biggest Problems Facing Bellevue

Problem	Percentage
Traffic	44%
Affordable Housing / Property Values	15%
Too Much Growth / Congestion	11%
Human / Social Services (including homeless)	9%
Public transportation	7%

Table 6: Biggest Problem Facing Bellevue by Neighborhood - Key Demographic Differences

		Traffic	Affordable Housing	Growth	Human / Social Services
Age	18-34	31%↓	21%↑	14%	11%
	35-54	42%	13%	7%	11%
	55+	56%↑	11%↓	12%	7%
Years Lived in Bellevue	<4	27%↓	22%↑	13%	13%
	4-9	37%	18%↑	5%	11%
	10+	57%↑	9%↓	12%	7%
Dwelling Type	Multi-Family	39%	20%↑	10%	11%
	Single-Family	49%	9%↓	12%	8%

QA1A—What, if anything, is the biggest problem facing Bellevue that you feel the city should do something about over the next two years?
 Base: All respondents (n = 481). Open-ended multiple-response question; sums may add to greater than 100%.
 Arrows represent significant differences between groups.

- 3. The City's well grounded and respected Bellevue-Kirkland-Redmond (BKR) Travel Forecast Model has consistently shown that the 2015-2019 actual travel mode of choice is the automobile (recently identified at 81%) and the bicycle ridership at under 1% (0.25% of daily trips per my analysis of the city's bicycle ridership count data at the 17 locations counted in the city) and actual ridership decreased from 2019 to 2021.**

Thank you for acknowledging the value of the BKR Model. Indeed, the COVID-19 pandemic has had an impact on transportation modes, including a decrease in both vehicle and bicycle counts. It's important to note that the pandemic disrupted travel patterns across the board.

Additionally, you correctly point out that bike share currently represents a small fraction of the overall travel market. This is largely attributable to the limited availability of safe and dedicated bike facilities. As demonstrated in a [2017 online questionnaire](#) involving more than 1,200 people, 57% of respondents reported feeling unsafe riding a bicycle in Downtown, and 62% of respondents expressed a desire to cycle more frequently if there were safe and comfortable bike lanes. People bicycling and driving alike reported feeling most comfortable traveling along bike lanes that are physically protected.

Major capital projects and levy-supported projects are implementing bikeways in the City of Bellevue; however, significant gaps in the network remain, limiting access to and the utility of these investments. In 2022, Council approved \$4.5 million for [CIP PW-W/B-85](#) in the 2023-2029 Capital Investment Program to plan and implement rapid-build bicycle infrastructure on existing streets in the Downtown, Wilburton and BelRed neighborhoods to facilitate access to light rail stations and the Eastrail regional trail. The neighborhoods in this [project area](#) collectively represent just 8.5% of the city geography but account for 52% of citywide transit usage, 65% of citywide jobs, 36% of citywide "high injury network" and 34% of the city's pedestrian and bicyclists involved in fatal and serious injury crashes.

- 4. For the 6 decades of my professional career as a traffic engineer; a.) The analysis time period for traffic congestion evaluation is the PM peak hour, not an average of 12 hours per day, and b.) Bi-directional capacity of an arterial is meaningless when there is a significant directional split of traffic flow in the peak periods.**

Your experience as a traffic engineer is highly regarded, and we greatly appreciate your continued engagement and support for various city transportation initiatives. Your insights have played a role in the development of Bellevue's comprehensive, and adaptable multimodal transportation system, and we are grateful for your contributions.

Regarding the specific point you've raised, it's important to note that the analysis period for traffic congestion evaluation is indeed a crucial metric in our assessments. We acknowledge that the PM peak hour is traditionally a key focus, and we do take this into account. In addition to the 12-hour measurement, our approach also considers two other significant performance measures, as detailed in Appendix D of our documentation. These include the PM peak period volume/capacity ratio at system intersections and the assessment of vehicle travel speed along primary vehicle corridors.

Corridor Travel Speed (Peak hour travel speed)

DRAFT: 05/10/2023											Dynameq Model				Dynameq		
ID	Dir	Corridor	From	To	PMA	Target ratio to TUTS	Speed Limit (mph)	Typical Urban Travel Speed (mph)	Weighted Average (Ileris Peak 15min) Speed (mph)	Existing peak 15min Ratio to the TUTS	NA		Build		Existing peak 15min Ratio to the TUTS	Dynameq	
											2035 PP Speed (mph)	2035 Ratio to TUTC	2035 PP Speed (mph)	2035 Ratio to TUTC		2035 Ratio to TUTS	2035 Ratio to TUTC
UCC1	NB/EB	Northup Way	120th Ave NE	140th Ave NE	1	>0.5	35.00	14.00	14.06	1.00	10.97	0.78	11.15	0.80	Meet the Target	Meet the Target	Meet the Target
UCC1	SB/WB	Northup Way	140th Ave NE	120th Ave NE	1	>0.5	35.00	14.00	15.47	1.11	19.44	1.39	17.89	1.28	Meet the Target	Meet the Target	Meet the Target
UCC2	NB/EB	102nd Ave NE & NE 12th St	NE 8th St	108th Ave NE	1	>0.5	30.00	12.00	12.60	1.05	11.56	0.96	11.30	0.94	Meet the Target	Meet the Target	Meet the Target
UCC2	SB/WB	102nd Ave NE & NE 12th St	108th Ave NE	NE 8th St	1	>0.5	30.00	12.00	12.60	1.05	11.51	0.96	12.04	1.00	Meet the Target	Meet the Target	Meet the Target
UCC3	NB/EB	NE 12th St & Bel-Red Road	116th Ave NE	132nd Ave NE	1	>0.5	35.00	14.00	18.99	1.36	17.24	1.23	14.41	1.03	Meet the Target	Meet the Target	Meet the Target
UCC3	SB/WB	NE 12th St & Bel-Red Road	132nd Ave NE	116th Ave NE	1	>0.5	35.00	14.00	19.69	1.41	17.19	1.23	15.37	1.10	Meet the Target	Meet the Target	Meet the Target
UCC4	NB/EB	Bel-Red Rd	132nd Ave NE	148th Ave NE	1	>0.5	35.00	14.00	15.57	1.11	14.63	1.05	8.70	0.62	Meet the Target	Meet the Target	Meet the Target
UCC4	SB/WB	Bel-Red Rd	148th Ave NE	132nd Ave NE	1	>0.5	35.00	14.00	19.56	1.40	16.55	1.18	19.40	1.39	Meet the Target	Meet the Target	Meet the Target
UCC5	NB/EB	Bel-Red Rd	148th Ave NE	156th Ave NE	1	>0.5	35.00	14.00	13.69	0.98	13.58	0.97	13.53	0.97	Meet the Target	Meet the Target	Meet the Target
UCC5	SB/WB	Bel-Red Rd	156th Ave NE	148th Ave NE	1	>0.5	35.00	14.00	13.07	0.93	12.28	0.88	9.89	0.71	Meet the Target	Meet the Target	Meet the Target
UCC6	NB/EB	NE 1st & NE 2nd St	100th Ave NE	112th Ave NE	1	>0.5	30.00	12.00	10.40	0.87	12.18	1.02	11.71	0.98	Meet the Target	Meet the Target	Meet the Target
UCC6	SB/WB	NE 1st & NE 2nd St	112th Ave NE	100th Ave NE/Bellevue Way	1	>0.5	30.00	12.00	9.36	0.78	9.60	0.80	11.79	0.98*	Meet the Target	Meet the Target	Meet the Target
UCC7	NB/EB	Lake Washington Boulevard	92nd Ave NE	100th Ave NE	1	>0.5	30.00	12.00	21.27	1.77	22.37	1.86	22.43	1.87	Meet the Target	Meet the Target	Meet the Target
UCC7	SB/WB	Lake Washington Boulevard	100th Ave NE	92nd Ave NE	1	>0.5	30.00	12.00	26.80	2.23	21.86	1.82	22.05	1.84	Meet the Target	Meet the Target	Meet the Target
UCC8	NB/EB	100th Ave NE	Main St	NE 10th St	1	>0.5	30.00	12.00	12.40	1.03	12.86	1.07	12.62	1.05	Meet the Target	Meet the Target	Meet the Target
UCC8	SB/WB	100th Ave NE	NE 10th St	Main St	1	>0.5	30.00	12.00	12.40	1.03	11.95	1.00	12.54	1.04	Meet the Target	Meet the Target	Meet the Target
UCC9	NB/EB	Wilburton Route - 116th Ave NE/NE 4th St/120th Ave NE	Main St	Spring Blvd	1	>0.5	30.00	12.00	11.80	0.98	11.23	0.94	11.67	0.97	Meet the Target	Meet the Target	Meet the Target
UCC9	SB/WB	Wilburton Route - 116th Ave NE/NE 4th St/120th Ave NE	Spring Blvd	Main St	1	>0.5	30.00	12.00	11.80	0.98	9.28	0.77	9.25	0.77	Meet the Target	Meet the Target	Meet the Target
UCC10	NB/EB	116th Ave NE	NE 12th St	Northup Way	1	>0.5	30.00	12.00	20.58	1.72	19.50	1.62	19.79	1.65	Meet the Target	Meet the Target	Meet the Target
UCC10	SB/WB	116th Ave NE	Northup Way	NE 12th St	1	>0.5	30.00	12.00	16.32	1.36	15.71	1.31	15.90	1.33	Meet the Target	Meet the Target	Meet the Target
UCC11	NB/EB	140th Ave NE	Bel-Red Rd	NE 24th St	1	>0.5	30.00	12.00	13.16	1.10	12.97	1.08	16.42	1.37	Meet the Target	Meet the Target	Meet the Target
UCC11	SB/WB	140th Ave NE	NE 24th St	Bel-Red Rd	1	>0.5	30.00	12.00	8.98	0.75	7.70	0.64	7.79	0.65	Meet the Target	Meet the Target	Meet the Target
									15.03		14.19		13.98				

Note: * - in 2035 Build scenario 2nd St west of Bellevue Way would become one way. The travel speed for 2nd St WB was measured from 112th Ave NE to Bellevue Way

Lastly, the Corridor Profiles (Appendices F-P) include detailed PM Peak Hour intersection analysis outputs evaluated by City staff. These include peak direction delay data. An example from the intersection of NE 20th (Northup Way) at 148th Ave NE is shown below.

HCM Signalized Intersection Capacity Analysis PM Proposed 1, reduce to 1 lane WB to 140th
 47: NE 20th St & 148th 03/19/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	240	517	165	260	482	133	158	948	49	175	1213	147
Future Volume (vph)	240	517	165	260	482	133	158	948	49	175	1213	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.91	
Frbp, ped/bikes	1.00	0.99		1.00	0.98		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	0.97		1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3364		1770	3343		1770	3494		1770	4947	
Flt Permitted	0.17	1.00		0.12	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	320	3364		221	3343		1770	3494		1770	4947	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	253	544	174	274	507	140	172	1030	53	190	1318	160
RTOR Reduction (vph)	0	20	0	0	17	0	0	3	0	0	10	0
Lane Group Flow (vph)	253	698	0	274	630	0	172	1080	0	190	1468	0
Confl. Peds. (#/hr)			19			40			39			39
Turn Type	D.P+P	NA		D.P+P	NA		Prot	NA		Prot	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	55.4	33.7		55.4	37.0		16.8	56.1		18.5	57.8	
Effective Green, g (s)	55.4	33.7		55.4	37.0		16.8	56.1		18.5	57.8	
Actuated g/C Ratio	0.37	0.22		0.37	0.25		0.11	0.37		0.12	0.39	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	3.0		2.0	3.0	
Lane Grp Cap (vph)	296	755		305	824		198	1306		218	1906	
v/s Ratio Prot	0.10	c0.21		c0.13	0.19		0.10	c0.31		c0.11	0.30	
v/s Ratio Perm	c0.21			0.20								
v/c Ratio	0.85	0.92		0.90	0.77		0.87	0.83		0.87	0.77	
Uniform Delay, d1	37.1	56.9		43.3	52.5		65.5	42.6		64.6	40.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	20.0	16.9		26.5	4.3		29.9	6.1		28.7	2.0	
Delay (s)	57.1	73.9		69.7	56.7		95.4	48.7		93.3	42.3	
Level of Service	E	E		E	E		F	D		F	D	
Approach Delay (s)		69.5			60.6			55.1			48.1	
Approach LOS		E			E			E			D	
Intersection Summary												
HCM 2000 Control Delay			56.6				HCM 2000 Level of Service			E		
HCM 2000 Volume to Capacity ratio			0.87									
Actuated Cycle Length (s)			150.0			Sum of lost time (s)			20.0			
Intersection Capacity Utilization			88.7%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

These results indicate the approach delay and LOS for all directions. Although the City's adopted MIP uses the overall intersection V/C for the performance target, the traffic modeling team and design teams considered these outputs when selecting the bikeway designs that could best balance improving LTS while minimizing impact to vehicle operations.

The conclusion from the city's analysis is that the proposed bike network can be implemented without significantly impacting traffic congestion. Based on a detailed traffic operations analysis, the proposed Bike Bellevue lane modifications will reduce PM peak hour vehicles speeds by less than 1 mile per hour on the 11 Bike Bellevue corridors. This means that thousands of Bellevue residents and employees would have access to a low-stress bicycle route and most drivers would not experience a meaningful change in their travel times during peak travel periods.

From: [Loewenherz, Franz](#)
To: [Andrew Pardoe](#); [TransportationCommission](#)
Subject: RE: Written Communications - September 14th, 2023
Date: Friday, October 6, 2023 12:28:00 PM
Attachments: [image001.png](#)

Hello Andrew,

Thank you for contacting the Transportation Department and sharing your interest in the Bike Bellevue project. Your comments have been recorded and will be considered alongside other public comments by the Transportation Commission and City staff.

The Bike Bellevue project is guided by the City Council adopted [2009 Pedestrian and Bicycle Transportation Plan](#) and the 2021 [Mobility Implementation Plan](#). The MIP identifies the intended level of traffic stress per corridor on the bike network and on the priority bicycle corridors. Bel-Red Road is identified as a target LTS 3 corridor, as it is an arterial street that is part of the bicycle network but not a Priority Bicycle Corridor and is intended to provide connections between activity centers and stop along the frequent transit network. With the speed limit of 35 mph and assuming the highest daily traffic volume, the MIP calls for a buffered bike lane or a protected bike lane to meet the LTS 3 goal (see MIP figure below). However, as you noted, there is also the need to consider the lived reality on the corridor as well as the routes that cyclists must take along arterials. The City will be collecting public feedback to understand what designs are needed to meet the City's safety goals.

Table 3: Bicycle Level of Service/Level of Traffic Stress

Roadway Characteristics		Bicycle Facility Components: Guideline to Achieve Intended Level of Service/Level of Traffic Stress					
Speed Limit	Arterial Traffic Volume	No Marking	Sharrow Lane Marking	Striped Bike Lane	Buffered Bike Lane (Horizontal)	Protected Bike Lane (Vertical)	Physically Separated Bikeway
</=25	<3k	1	1	1	1	1	1
	3-7k	3	3	2	1	1	1
	>/=7k	3	3	2	2	1	1
30	<10k	3	3	2	2	1	1
	10-25k	4	4	3	3	2	1
	>/=25k	4	4	3	3	3	1
35	<25k	4	4	3	3	3	1
	>/=25k	4	4	4	3	3	1
>35	Any	4	4	4	4	3	1

Regarding mid-block connections, the City is working with developers to slowly in-fill the historic blocks throughout the city, particularly in Downtown and BelRed. Notably, the areas north of Bel-Red Road are being cut up as development occurs as a part of the renewal and approval of construction. As this is developer by developer, the timeline to seeing these changes is extended. In addition to creating smaller blocks, there are several groups within the Transportation Department that are involved with installing mid-block crossings, including the Traffic Engineering and Neighborhood Traffic Safety Services teams. Your interest in these actions is appreciated and we

have recorded this note for the Bike Bellevue feedback.

For additional ways to provide your feedback, there will be a variety of ways to get involved over the upcoming months including:

- The [Bike Bellevue online engagement tool](#), which is live until Friday, November 17th, 2023. All users can provide feedback (in the form of comments, questions, and buttons to agree or disagree with others) on the candidate designs for each Bike Bellevue corridor. All comments received will be reviewed and considered by the Bellevue Transportation Department and Transportation Commission.
- In addition, staff will be discussing Bike Bellevue at [Transportation Commission](#) meetings, including providing engagement summaries. Meetings are open to the public and are held in-person and online.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))

Mobility Planning and Solutions Manager

[Vision Zero](#), [Bike Bellevue](#), [Transit](#)

[Transportation Department](#), [City of Bellevue](#)

FLoewenherz@bellevuewa.gov / (425) 452-4077

From: Andrew Pardoe <apardoe@live.com>

Sent: Thursday, September 14, 2023 7:48 AM

To: TransportationCommission <TransportationCommission@bellevuewa.gov>

Subject: Written Communications - September 14th, 2023

I appreciate your support for our city's investment in Bike Bellevue. The draft report highlights increases in access to jobs, schools, and bus routes with the improvements in bike corridors. As someone who primarily rides for transportation, as opposed to sport, I don't feel well-represented in our city's transportation planning.

The Bike Bellevue plan focuses on major automobile arterials: improving the LTS of Bel-Red Road from 4 to 3, for example. Bel-Red is in serious need of improvement—I'm afraid to ride it during peak commute hours. But while an LTS of 3 might be appreciated by a "fearless" bike commuter like myself, is it sufficient for most people? Would you bike with your 8 year-old child on Bel-Red Road after the improvements?

- Automobile drivers routinely crash into the "one-way separated buffered bike lanes" on 108th Ave NE: see the section between NE 2nd and NE 4th that has a permanent traffic cone display on top of the buffer curbs. Or see the planter boxes at NE 12th that have been knocked into

the bike lane, presumably by drivers taking a right turn through the bike lane “protection”.

- Driveways on Bel-Red road mean that a separated bike lane is still dangerous for vulnerable road users. See this Facebook post from the Bellevue Police Department about a driver running over a scooter rider on the separated bike lane on Northup: [The street has reopened. A... - Bellevue, WA Police Department | Facebook](#) in March of this year. Would you ride with your 8 year-old from Redmond to Seattle on the “protected” 520 bike trail? Bike paths on arterials are better than none, but they don’t help to inhibit dangerous driver behaviors.

Secondly, the emphasis on improving major automobile arterials ignores how people get safely from their homes to those arterials. Our lack of a connected street grid means that the only choice is for bike riders to take the arterials. We could improve this with mid-block connections.

Look at the superblock between 156th and 148th, NE 8th and Northup on a map. There is no way to travel from east to west or north to south through this superblock without taking the automobile arterial. There are roads that almost connect between apartment complex cul-de-sacs, but Bellevue hasn’t created pedestrian/bicycle connections between them. This same problem exists when going from 108th Ave NE to Kirkland: you have to either cut over to Bellevue Way or 112th Ave NE, both of which are daunting arterials. All of Bellevue is designed as little pockets of twisty roads with big arterials connecting them. That works for car drivers going high speeds between neighborhoods but doesn’t work well for anyone else.

We could use more mid-block connections in the city for pedestrians and bike riders. We should incentive developers and property owners to create them. Instead, the city continues to allow vacation of existing alleys (such as NE 1st in “Old” Bellevue.)

I do appreciate the work that transportation department and commission are doing to improve biking in Bellevue. I would love if there was actually someone on the Transportation Commission who had the experience of biking as transportation, but I suppose that’s a vain hope in a city that city that was built for—and is still building for—cars.

Andrew Pardoe
10915 SE 1st St

From: [Loewenherz, Franz](#)
To: [Andy Andy](#)
Subject: RE: Bike Bellevue program
Date: Friday, October 6, 2023 12:34:00 PM

Hello Andy,

Thank you for contacting the Transportation Department and sharing your concerns about the Bike Bellevue project. We value your input as we strive to develop a safe and comfortable bicycle network.

Earlier this month, the [DRAFT Design Concepts Guide](#) was published and is now available on the [Bike Bellevue](#) webpage. The [main section](#) is about 45 pages while the [appendices](#) are about 310 pages. Extensive modeling was completed to analyze the potential benefits and challenges for all road users with the proposed bike network. For further information on traffic impacts, please refer to pages 15-17, as well as the Appendix, particularly Appendix D: Modeling.

If you are interested in providing further feedback, there will be a variety of ways to get involved over the upcoming months including:

- The [Bike Bellevue online engagement tool](#), which is live until Friday, November 17th, 2023. All users can provide feedback (in the form of comments, questions, and buttons to agree or disagree with others) on the candidate designs for each Bike Bellevue corridor. All comments received will be reviewed and considered by the Bellevue Transportation Department and Transportation Commission.
- In addition, staff will be discussing Bike Bellevue at [Transportation Commission](#) meetings, including providing engagement summaries. Meetings are open to the public and are held in-person and online.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))
Mobility Planning and Solutions Manager
[Vision Zero](#), [Bike Bellevue](#), [Transit](#)
[Transportation Department](#), [City of Bellevue](#)
FLoewenherz@bellevuewa.gov / (425) 452-4077

From: Andy Andy <andyshopping86@gmail.com>
Sent: Monday, September 18, 2023 7:16 PM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: Bike Bellevue program

Has a study been done on the impact to traffic in the proposed areas?

At first glance it looks insane to take away one lane of traffic considering how awful the traffic congestion already is especially during rush hour.

Also given the nature of the topography, sometimes it is impractical to bike east/west through Bellevue.

From: [Loewenherz, Franz](#)
To: annemarie.dooley@gmail.com
Subject: RE: Written communications Sept 14th 2023
Date: Friday, October 6, 2023 12:21:00 PM

Dear Dr. Dooley,

Thank you for contacting the Transportation Department and sharing your interest in the Bike Bellevue project as well as your lived experience biking in the city. We value your input as we strive to develop a safe and comfortable bicycle network.

Ensuring the public's safety is the highest responsibility of city government which is why [Bellevue is committed to Vision Zero](#). Bellevue's approach to bikeway design in the [Bike Bellevue project](#) draws inspiration from other Vision Zero cities and countries including the Netherlands, Sweden, and Denmark. The trailblazing effort in those countries is now more commonplace in North American cities especially those, like the City of Bellevue, who are members of the [National Association of City Transportation Officials \(NACTO\)](#).

Earlier this month, the [DRAFT Design Concepts Guide](#) was published and is now available on the [Bike Bellevue](#) webpage. This provides an overview of the various climate, safety, and access benefits that the proposed project could have. The [main section](#) is about 45 pages while the [appendices](#) are about 310 pages. In addition, there will be a variety of ways to get involved over the upcoming months including:

- The [Bike Bellevue online engagement tool](#), which is live until Friday, November 17th, 2023. All users can provide feedback (in the form of comments, questions, and buttons to agree or disagree with others) on the candidate designs for each Bike Bellevue corridor. All comments received will be reviewed and considered by the Bellevue Transportation Department and Transportation Commission.
- In addition, staff will be discussing Bike Bellevue at [Transportation Commission](#) meetings, including providing engagement summaries. Meetings are open to the public and are held in-person and online.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))
Mobility Planning and Solutions Manager
[Vision Zero](#), [Bike Bellevue](#), [Transit](#)
[Transportation Department](#), [City of Bellevue](#)
FLoewenherz@bellevuewa.gov / (425) 452-4077

From: Annemarie Dooley annemarie.dooley@gmail.com
Sent: Thursday, September 14, 2023 3:51 PM
To: TransportationCommission TransportationCommission@bellevuewa.gov
Subject: Written communications Sept 14th 2023

Dear Commission Members,

As a Bellevue doctor I watched with distress as hundreds and perhaps thousands of Americans died from severe heat in the US this year.

Unless we get people out of cars, our carbon pollution will increase and we can expect more heat deaths. Which is why Bike Bellevue needs 100% support. I biked to Overlake hospital on Sunday for a patient emergency. Despite a football game and a closed freeway, I knew I could get to the hospital in a set time. But the roads are not safe for biking.

When smoking was first banned in restaurants everyone thought business would suffer. Instead what happened is people who had previously stayed away, came out to eat and drink. If we had safe protected bike/mobility lanes we would see older and younger people dependent on cars come out on e-bikes, bikes and scooters.

Since I last spoke to the Commission in March, we have had the hottest August on record, preceded by the hottest July in record. Our future health demands faster action now.

Please make it safer, faster and more convenient for people to walk, bike and roll. Please support Bike Bellevue.

Thank you for your work.

Annemarie Dooley MD
Washington Physicians for Social Responsibility

From: [Loewenherz, Franz](#)
To: [Bill Temple](#); [Page Temple](#); [Backman, Jay \(They/Them/Theirs\) C.](#)
Subject: RE: Bike Bellevue Engagement
Date: Friday, October 6, 2023 11:52:00 AM

Hello Bill,

Thank you for contacting the Transportation Department and sharing your interest in the [Bike Bellevue](#) project. Looping in my engineering colleague [@Backman, Jay \(They/Them/Theirs\) C.](#) for their awareness on your experience along Lake Washington Blvd. We don't anticipate including traffic calming islands as part of Bike Bellevue that will add bike lanes to existing streets in the urban core areas of Downtown, Wilburton and BelRed.

Ensuring the public's safety is the highest responsibility of city government which is why [Bellevue is committed to Vision Zero](#). Bellevue's approach to bikeway design in the [Bike Bellevue project](#) draws inspiration from other Vision Zero cities. If you are interested in additional explanation for the designs, the [DRAFT Design Concepts Guide](#) was published earlier this month and is now available on the [Bike Bellevue](#) webpage. The [main section](#) is about 45 pages while the [appendices](#) are about 310 pages.

If you are interested in providing feedback directly on the candidate designs, there will be a variety of ways to get involved over the upcoming months including:

- The [Bike Bellevue online engagement tool](#), which is live until Friday, November 17th, 2023. All users can provide feedback (in the form of comments, questions, and buttons to agree or disagree with others) on the candidate designs for each Bike Bellevue corridor. All comments received will be reviewed and considered by the Bellevue Transportation Department and Transportation Commission.
- In addition, staff will be discussing Bike Bellevue at [Transportation Commission](#) meetings, including providing engagement summaries. Meetings are open to the public and are held in-person and online.

Please note that this response will be shared with the Transportation Commission as they have oversight responsibility for Bike Bellevue. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))

Mobility Planning and Solutions Manager

[Vision Zero](#), [Bike Bellevue](#), [Transit](#)

[Transportation Department](#), [City of Bellevue](#)

FLoewenherz@bellevuewa.gov / (425) 452-4077

From: Bill Temple <billtemple@outlook.com>

Sent: Friday, October 6, 2023 10:54 AM

To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>; Bill Temple <billtemple@outlook.com>;
Page Temple <pptemple@gmail.com>

Subject: Bike Bellevue Engagement

Franz – I would like to comment on at least one Bike Bellevue improvement that was done 10 years ago that made the situation more unsafe for bicyclists. I’m talking specifically about the traffic calming islands installed at two places on Lake Washington Blvd. NE between 10th and 84th. At the time of the improvement the City added a sign stating that “Bicycles May Take the Entire Lane” just prior to the traffic islands. After riding this stretch of road many hundreds of times I’ve noticed that a number of drivers will speed up and then swerve over in front of the bike at the last moment in order to get to the island before the cyclist. On more than one occasion I’ve had drivers attempt to squeeze through the narrow space while I’m riding through it.

Please take this into consideration when deciding to use traffic calming islands as part of your “Bike Bellevue” improvements.

I live in Bellevue and have ridden at least 2,500 miles each year for the past 30 years.

I really do appreciate the work you are doing to make Bellevue more bike friendly.

Bill Temple
10036 NE 31st Pl
Bellevue, WA 98004

425.753.0352

Sent from [Mail](#) for Windows

From: [Loewenherz, Franz](#)
To: "Cameron Kast"
Subject: RE: Written Communications - September 14th, 2023
Date: Friday, October 6, 2023 12:17:00 PM

Hello Cameron,

Thank you for contacting the Transportation Department and sharing your interest in the Bike Bellevue project, as well as concerns with the existing bicycle infrastructure. We value your input as we strive to develop a safe and comfortable bicycle network.

Ensuring the public's safety is the highest responsibility of city government which is why [Bellevue is committed to Vision Zero](#). Bellevue's approach to bikeway design in the [Bike Bellevue project](#) draws inspiration from other Vision Zero cities and countries including the Netherlands, Sweden, and Denmark. The trailblazing effort in those countries is now more commonplace in North American cities especially those, like the City of Bellevue, who are members of the [National Association of City Transportation Officials \(NACTO\)](#).

Earlier this month, the [DRAFT Design Concepts Guide](#) was published and is now available on the [Bike Bellevue](#) webpage. The [main section](#) is about 45 pages while the [appendices](#) are about 310 pages. There will be a variety of ways to get involved over the upcoming months including:

- The [Bike Bellevue online engagement tool](#), which is live until Friday, November 17th, 2023. All users can provide feedback (in the form of comments, questions, and buttons to agree or disagree with others) on the candidate designs for each Bike Bellevue corridor. All comments received will be reviewed and considered by the Bellevue Transportation Department and Transportation Commission.
- In addition, staff will be discussing Bike Bellevue at [Transportation Commission](#) meetings, including providing engagement summaries. Meetings are open to the public and are held in-person and online.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))
Mobility Planning and Solutions Manager
[Vision Zero](#), [Bike Bellevue](#), [Transit](#)
[Transportation Department](#), [City of Bellevue](#)
Loewenherz@bellevuewa.gov / (425) 452-4077

From: Cameron Kast <cameronkast456@gmail.com>
Sent: Thursday, September 14, 2023 3:13 PM

To: TransportationCommission <TransportationCommission@bellevuewa.gov>

Subject: Written Communications - September 14th, 2023

Hi there,

I'm writing an email in support of the [Bike Bellevue project](#). I am a near-daily bike rider (for both leisure and commute) living in East Bellevue and fully support measures to increase cycling infrastructure and safety for all in the community.

Cycling is both a passion and form of transportation for me, with its carbon footprint being much lower to that of a passenger vehicle. I would ride my bike even more often than I do if Bellevue had access to more safe cycling infrastructure. I find the city doing OK but lacking when it comes to safe routes.

Please continue forward with the Bike Bellevue project, increasing safety for all choosing to move outside of a car.

Best,

Cameron Kast

(360) 907-2887

From: [Loewenherz, Franz](#)
To: phyllisjwhite@comcast.net
Subject: RE: Best Practices for Bike Lanes
Date: Friday, October 6, 2023 12:39:00 PM

Hello Phyllis,

Thank you for contacting the Transportation Department with your concerns about the existing NE 8th street design and the proposed design of Bel-Red Road.

By way of background, the City Council directed staff to implement a balanced transportation system that includes safe travel options for people who walk, bicycle, drive, or take transit. Bike Bellevue aligns with [Comprehensive Plan](#) policies advancing multimodal investments:

- TR-25. Increase system connectivity for all modes by providing for vehicular, transit, pedestrian, and bicycling facilities to create a Complete Streets network throughout the city.
- TR-63. Allow for repurposing of travel lanes for other uses such as parking, transit or pedestrian and bicycle facilities where excess vehicular capacity exists and/or to optimize person throughput along a corridor.
- TR-109. Promote and facilitate walking and bicycling.
- TR-110. Incorporate pedestrian and bicycle facilities along with other mobility options in scoping, planning, designing, implementing, operating and maintaining the transportation system.
- TR-144. Support means to reduce transportation-source greenhouse gas emissions.
- S-DT-163. Design and enhance bicycle routes through Downtown to create a pleasant and safe environment for bicycling for people of all ages and abilities.

Implementation of the types of facilities proposed in Bike Bellevue are common practice in cities across the nation; as such, [design guidance](#) for bicyclists is actively promoted to cities by the Washington State Department of Transportation.

Regarding the projected number of cars-to-bikes ratio, city modeling indicates that Bike Bellevue improvements and increased land use density will result in bicycle mode share increasing from 0.8% today to 2.6-4.3% by 2035. Extensive modeling for vehicle performance is available starting on page 15 in the [Draft Concepts Guide](#). Notably, modeling of the eleven Bike Bellevue corridors found that with the proposed designs in 2035 the corridors meet the performance target for typical urban travel speed. Further information is available for both the bicycle and vehicle performance modeling in [Appendix D](#) (pg. 162/358 PDF pages). All this modeling informed the Bike Bellevue proposed network design, ensuring that safety and efficiency goals are met for various modes of travel.

In regards to the question about the designation of these streets for bicycle ridership, the selection of these corridors stems from the City Council approved [2009 Pedestrian and Bicycle Transportation Plan](#) and the [2021 Mobility Implementation Plan](#) (MIP). The corridors identified for bike facilities align with the City Council fundamental goals for a safe and equitable system, supporting growth, mobility and providing access for all, in addition to the city priorities of sustainability and access to light rail stations (pp. 10-11 in the [MIP](#)). A map of the bicycle network and priority bicycle corridors is

available on page 15.

For additional ways to provide your feedback, there will be a variety of ways to get involved over the upcoming months including:

- The [Bike Bellevue online engagement tool](#), which is live until Friday, November 17th, 2023. All users can provide feedback (in the form of comments, questions, and buttons to agree or disagree with others) on the candidate designs for each Bike Bellevue corridor. All comments received will be reviewed and considered by the Bellevue Transportation Department and Transportation Commission.
- In addition, staff will be discussing Bike Bellevue at [Transportation Commission](#) meetings, including providing engagement summaries. Meetings are open to the public and are held in-person and online.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))

Mobility Planning and Solutions Manager

[Vision Zero](#), [Bike Bellevue](#), [Transit](#)

[Transportation Department](#), [City of Bellevue](#)

FLoewenherz@bellevuewa.gov / (425) 452-4077

From: phyllisjwhite@comcast.net <phyllisjwhite@comcast.net>

Sent: Thursday, September 14, 2023 11:53 AM

To: TransportationCommission <TransportationCommission@bellevuewa.gov>

Subject: Best Practices for Bike Lanes

Please add me to the party of record.

Dear Transportation Commissioners,

I am Phyllis White, a resident of Wilburton, Bellevue.

I drive daily between BelRed Road and NE 8th Street. There is a narrow bicycle lane immediately after a stop sign heading south from BelRed Road to NE 8th Street. This bicycle lane runs immediately after the stop sign. I do not see many bicyclists traveling on NE 8th coming down towards the stop sign, but when I do, I am startled by an unexpected bicyclist speeding down the hill on NE 8th. The reason I am startled, is because, to see the street for a longer and wider range of view for oncoming traffic, I need to drive or inch my car further, crossing into the bicycle lane to see cars coming down from the hill on NE 8th. This is very dangerous. NE 8th is becoming busier during peak traffic hours. Removing a car lane for a bicycle lane on

congested streets will increase congestion. I also question the safety of bicycle lanes on narrow streets.

BelRed Road is also a narrow two-lane street on both sides, two on the right and two on the left. With 5,000 housing units and over 6,000 parking units in these developments will mean an increasing number of cars on BelRed Road. Developing bike lanes on congested streets will increase congestion.

Is there a projected number of cars-to-bicycle ratio for the proposed growth areas? Is this numbered factored into Bike Bellevue's bike street plans and are these the best-designated streets for bicycle ridership?

Thank you for your consideration of the best bike lanes for cars.

Best regards,

Phyllis White

From: [Loewenherz, Franz](#)
To: [Renzee Sto Tomas](#)
Subject: RE: Write-In Public Comment 9/14 Transportation Commission Meeting
Date: Friday, October 6, 2023 12:31:00 PM

Hello Renzee,

Thank you for contacting the Transportation Department and sharing your interest in the Bike Bellevue project as well as your concerns with existing bicycle infrastructure. Your comments have been recorded and will be considered alongside other public comments by the Transportation Commission and City staff.

Ensuring the public's safety is the highest responsibility of city government which is why [Bellevue is committed to Vision Zero](#). Bellevue's approach to bikeway design in the [Bike Bellevue project](#) draws inspiration from other Vision Zero cities and countries including the Netherlands, Sweden, and Denmark. The trailblazing effort in those countries is now more commonplace in North American cities especially those, like the City of Bellevue, who are members of the [National Association of City Transportation Officials \(NACTO\)](#).

The Bike Bellevue project is guided by the City Council adopted [2009 Pedestrian and Bicycle Transportation Plan](#) and the 2021 [Mobility Implementation Plan](#). The MIP identifies the intended level of traffic stress per corridor and the appropriate corresponding bicycle facilities. However, as you noted, there is also the need to consider the lived reality on the corridor. The City will be collecting public feedback to understand what designs are needed to meet the City's Vision Zero safety goals and the Council adopted Bike Bellevue principles.

The [DRAFT Design Concepts Guide](#) is now available on the [Bike Bellevue](#) webpage. The [main section](#) is about 45 pages while the [appendices](#) are about 310 pages. For additional ways to provide your feedback, there will be a variety of ways to get involved over the upcoming months including:

- The [Bike Bellevue online engagement tool](#), which is live until Friday, November 17th, 2023. All users can provide feedback (in the form of comments, questions, and buttons to agree or disagree with others) on the candidate designs for each Bike Bellevue corridor. All comments received will be reviewed and considered by the Bellevue Transportation Department and Transportation Commission.
- In addition, staff will be discussing Bike Bellevue at [Transportation Commission](#) meetings, including providing engagement summaries. Meetings are open to the public and are held in-person and online.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))

Mobility Planning and Solutions Manager
[Vision Zero](#), [Bike Bellevue](#), [Transit](#)
[Transportation Department](#), [City of Bellevue](#)
FLoewenherz@bellevuewa.gov / (425) 452-4077

From: Renzee Sto Tomas <srenzee@gmail.com>
Sent: Thursday, September 14, 2023 3:42 PM
To: TransportationCommission <TransportationCommission@bellevuewa.gov>
Subject: Write-In Public Comment 9/14 Transportation Commission Meeting

Hello members of Transportation Commission:

I am excited that the City of Bellevue is continuing to move forward with its goal to bring biking, as a mode of transportation, to our city.

However I don't believe the city's past bike projects and ongoing drafts is enough support the ongoing issue of **STREET SAFETY:**

Our current streets are NOT safe for *ANYONE* to bike. If it isn't safe for kids to bike, how can we be sure that the project is safe enough for adults? I would like staff to reconsider what it means to truly build safe streets for *EVERYONE* outside of an automobile. *Hint: People and cars do not mix!

Bellevue residents deserve to live and be safe wherever they are on Bellevue streets. Not Just Cars.

Thank you,

Renzee Sto Tomas

From: [Loewenherz, Franz](#)
To: [Ting, Albert](#)
Cc: [McDonald, Kevin](#); [Stevens, Paula](#)
Subject: RE: Terminology questions
Date: Monday, October 2, 2023 10:26:00 AM
Attachments: [image.png](#)

Hello Albert – Highlighted below are responses to your questions. Thank you, Franz

From: Ting, Albert <ATing@bellevuewa.gov>
Sent: Thursday, September 28, 2023 12:35 PM
To: McDonald, Kevin <KMcDonald@bellevuewa.gov>; Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: Terminology questions

Hi Kevin/Franz,

Hopefully quick questions for you. **What does it mean to have bike lanes at "one-mile intervals"?** Does that mean if you walk straight for 1 mile you will encounter and cross a bike lane? Is this a standard concept?

Yes, the concept expressed in Moving Cooler relates to the idea of a “nominal bicycle network density” which would generally mean that you would be able to walk/bike no more than one-half mile in any direction and encounter a bike lane (this requires a bike lane every mile to accomplish and assumes a square grid of streets). This concept is adopted in many bike plans in the country and was pioneered in Fort Collins, Colorado which is one of the first communities to establish a minimum criteria of “network density” for multiple modes.

For some context:

2015 – plan/2025 – full implementation [all excluding NU]

Citywide and/or regional plans developed and implemented for on-street bicycle accommodations to create a continuous network of routes. The network includes bicycle lanes at one-mile intervals, and other facilities (shared-use markings, signed routes using neighborhood streets) at one-mile intervals, for a combined network density of one-half mile, implemented in areas with population density >2,000 persons per square mile.

Source: Moving Cooler, technical appendix, 2009, p. A-9. This work was indirectly cited in the Bike Bellevue doc.

I assume "network density" described above means miles of facility per square mile. Is that correct?

For bicycle facilities (lanes, shared-use paths, and bicycle boulevards), assumptions were made about the network spacing at each level of implementation, which was then expressed in terms of miles of facility per square mile.

Yes, but at a more tangible level, you could also think of this as how frequently you encounter a “through route.” Streets following a traditional grid pattern have a direct correlation between network density as measured by street-miles per square-mile. Street patterns that are based on many dead-end/cul-de-sacs can have high street-miles per square-mile but low functional network density. In other words, the network needs to be connected to have value for mobility.

Ibid, p. C-20

Internet search:

Table 3: Multimodal Connectivity Analysis Methods and Measures

Analysis Method	Key Question	Example Measures
Network Completeness	How complete is the planned bicycle and pedestrian network?	<ul style="list-style-type: none"> · Percent of planned nonmotorized facility-miles that are complete · Miles of planned nonmotorized facilities that have been built
	What portion of streets contain nonmotorized facilities?	<ul style="list-style-type: none"> · Percent of street-miles with nonmotorized facilities · Percent of street-miles that meet level of service or low-stress thresholds
Network Density	Does the street network allow for travel between destinations via a number of routes?	<ul style="list-style-type: none"> · Intersection density · Connected node ratio · Block length · Network density (street-miles per square mile)
	Do designated bicycle and pedestrian facilities allow people to travel between destinations via a number of routes?	<ul style="list-style-type: none"> · Network density of nonmotorized facilities (lane miles per square mile) · Intersection density of nonmotorized facilities

[Multimodal Connectivity - Publications - Bicycle and Pedestrian Program - Environment - FHWA \(dot.gov\)](#)

Thx,
AlbertT

From: [Loewenherz, Franz](#)
To: [Joe Beer](#)
Subject: RE: Feedback on proposed bike lanes for Bellevue
Date: Monday, October 9, 2023 1:36:00 PM

Hello Joe,

Thank you for contacting the Transportation Department with your concerns about the proposed designs in Bike Bellevue.

By way of background, the City Council directed staff to implement a balanced transportation system that includes safe travel options for people who walk, bicycle, drive, or take transit. Bike Bellevue aligns with [Comprehensive Plan](#) policies advancing multimodal investments. You'll see that TR-63 relates specifically to the repurposing of travel lanes for pedestrian and cyclist facilities:

- TR-25. Increase system connectivity for all modes by providing for vehicular, transit, pedestrian, and bicycling facilities to create a Complete Streets network throughout the city.
- TR-63. Allow for repurposing of travel lanes for other uses such as parking, transit or pedestrian and bicycle facilities where excess vehicular capacity exists and/or to optimize person throughput along a corridor.
- TR-109. Promote and facilitate walking and bicycling.
- TR-110. Incorporate pedestrian and bicycle facilities along with other mobility options in scoping, planning, designing, implementing, operating and maintaining the transportation system.
- TR-144. Support means to reduce transportation-source greenhouse gas emissions.
- S-DT-163. Design and enhance bicycle routes through Downtown to create a pleasant and safe environment for bicycling for people of all ages and abilities.

Implementation of the types of facilities proposed in Bike Bellevue are common practice in cities across the nation; as such, [design guidance](#) for bicyclists is actively promoted to cities by the Washington State Department of Transportation. The selection of the Bike Bellevue corridors stems from the City Council approved [2009 Pedestrian and Bicycle Transportation Plan](#) and the [2021 Mobility Implementation Plan](#) (MIP). The corridors identified for bike facilities align with the City Council's goals for a safe and equitable system, supporting growth, mobility and providing access for all, in addition to the city priorities of sustainability and access to light rail stations (pp. 10-11 in the [MIP](#)). A map of the bicycle network and priority bicycle corridors is available on page 15.

For additional ways to provide your feedback, there will be a variety of ways to get involved over the upcoming months including:

- The [Bike Bellevue online engagement tool](#), which is live until Friday, November 17th, 2023. All users can provide feedback (in the form of comments, questions, and buttons to agree or disagree with others) on the candidate designs for each Bike Bellevue corridor. All comments received will be reviewed and considered by the Bellevue Transportation Department and Transportation Commission.
- In addition, staff will be discussing Bike Bellevue at [Transportation Commission](#) meetings, including providing engagement summaries. Meetings are open to the public and are held in-person and online.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))
Mobility Planning and Solutions Manager
[Vision Zero](#), [Bike Bellevue](#), [Transit](#)
[Transportation Department](#), [City of Bellevue](#)
FLoewenherz@bellevuewa.gov / (425) 452-4077

From: Joe Beer <joe.beer02@gmail.com>
Sent: Tuesday, September 19, 2023 1:18 PM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: Feedback on proposed bike lanes for Bellevue

Hi Franz:

I wanted to provide feedback on the proposed bike lane additions for Bellevue.
<https://bikebellevue.konveio.com/>

I am all for those skinny lanes painted on the sides of the road that do not consume a car lane. However, I am **NOT** for when entire car lanes are taken away, as in plan #3.

I do not know if you travel in downtown Seattle much, but I do, as I have worked there for the past 25 years, and what Seattle has done with removing car lanes for bike lanes has been a disaster. All they have done is INCREASED congestion, as the car traffic is now compressed into fewer lanes, while the bike lanes are seldom used. I remember Mayor Mike McGinn citing all sorts of studies saying how much they would reduce car traffic, because so many people could now bike to work. .. well that was a bunch a baloney as they lanes were and are barely used.

Please do not make our lovely Bellevue and Eastside into another Seattle

Regards

Joe Beer
joe.beer02@gmail.com
joebeer2@comcast.net (alternate)

206-713-2497 cell

Via my Gmail reader

From: [Loewenherz, Franz](#)
To: [lance farris](#)
Subject: RE: Bike Bellevue Engagement
Date: Monday, October 9, 2023 1:39:00 PM

Hello Lance,

Thank you for contacting the Transportation Department and sharing your interest in the Bike Bellevue project. We value your input as we strive to develop a safe and comfortable bicycle network.

Ensuring the public's safety is the highest responsibility of city government which is why [Bellevue is committed to Vision Zero](#). Bellevue's approach to bikeway design in the [Bike Bellevue project](#) draws inspiration from other Vision Zero cities and countries including the Netherlands, Sweden, and Denmark. The trailblazing effort in those countries is now more commonplace in North American cities especially those, like the City of Bellevue, who are members of the [National Association of City Transportation Officials \(NACTO\)](#).

Earlier this month, the [DRAFT Design Concepts Guide](#) was published and is now available on the [Bike Bellevue](#) webpage. This provides an overview of the various safety and access benefits that the proposed project could have, as well as details on the proposed designs along higher speed corridors. The [main section](#) is about 45 pages while the [appendices](#) are about 310 pages. In addition, there will be a variety of ways to get involved over the upcoming months including:

- The [Bike Bellevue online engagement tool](#), which is live until Friday, November 17th, 2023. All users can provide feedback (in the form of comments, questions, and buttons to agree or disagree with others) on the candidate designs for each Bike Bellevue corridor. All comments received will be reviewed and considered by the Bellevue Transportation Department and Transportation Commission.
- In addition, staff will be discussing Bike Bellevue at [Transportation Commission](#) meetings, including providing engagement summaries. Meetings are open to the public and are held in-person and online.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))

Mobility Planning and Solutions Manager

[Vision Zero](#), [Bike Bellevue](#), [Transit](#)

[Transportation Department](#), [City of Bellevue](#)

FLoewenherz@bellevuewa.gov / (425) 452-4077

From: lance farris <lancekfarris@gmail.com>
Sent: Tuesday, September 19, 2023 8:37 PM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: Bike Bellevue Engagement

Hello,

I am glad to see more bike paths in planning. These of course are a good start. I hope more are in the works for the future. We've often seen the logical misconception that since no one is Riding bikes no lanes are needed instead of the more obvious fact that people don't want to ride a 15 mph bike next to a 45 mph car.

Thank you

From: [Loewenherz, Franz](#)
To: ["barbara_hughes@hotmail.com"](mailto:barbara_hughes@hotmail.com)
Subject: RE: Bike Bellevue
Date: Tuesday, October 10, 2023 10:52:00 AM
Attachments: [image002.png](#)
[image003.png](#)

Hello Barbara,

Thank you for contacting the Transportation Department and sharing your interest in the Bike Bellevue project. We value your input as we strive to develop a safe and comfortable bicycle network.

Last month the [DRAFT Design Concepts Guide](#) was published and is now available on the [Bike Bellevue](#) webpage. This provides an overview of the various safety and access benefits that the proposed project could have, as well as details on the proposed designs along higher speed corridors. The [main section](#) is about 45 pages while the [appendices](#) are about 310 pages.

Related to the location you've identified at [1645 140th Ave NE - Google Maps](#), the cross-section (image above the photos) accurately reflects the candidate Bike Bellevue design (see below CAD drawing). The candidate design (looking southbound) includes a southbound buffered bike lane, a southbound travel lane, a two-way left turn lane, two northbound travel lanes, and a northbound buffered bike lane. Unfortunately, due to the viewing angle of the existing conditions street-level photo it was difficult to reflect the entirety of the street cross-section in the after-condition visualization.



On the page 41 of Bike Bellevue Draft Design Concepts Guide, it appears to show the proposal as 2 car lanes going south on 140th (next to the Safeway's lot) yet your photo shows only one car lane.

Which is correct please? Thank you,

Barbara Hughes

From: [Loewenherz, Franz](#)
To: ccgoehle@yahoo.com
Subject: RE: Feedback about giving feedback
Date: Tuesday, October 10, 2023 10:50:00 AM

Hello Christie,

Thank you for reaching out regarding your interest in providing feedback for the Bike Bellevue project. We value your input as we strive to develop a safe and comfortable bicycle network, and I hope the following information will be useful in this manner.

For information on how to navigate the online engagement tool, you can [watch the tutorial video](#). We have received over 650 comments and nearly 6,000 page views on the Konveio. These are being monitored by my colleague, Mackenzie Allan, who is available to discuss the Konveio page at MAllan@bellevuewa.gov or 425-452-6978.

Alternatively, a brief description from the [FAQs](#) is provided: "You may view and comment on the concept plans for each corridor with a computer, tablet or mobile device. For best use, a computer or tablet with a large screen is recommended. First, create a free account by selecting the 'Log in' button at the top right corner of the web page. Once logged in, you can select any of the 11 corridors to view and comment your feedback. To do so, scroll over the conceptual plan PDF on the corridor page and click where you would like to leave a comment. You may respond to other users comments, as well as like or dislike comments. Once your comment is published, this information will be automatically collected by the platform. The City of Bellevue will review all community feedback after the feedback window is closed on November 17th, 2023."

If you prefer to provide feedback by email, please feel free to email Mackenzie or me directly. In addition, staff will be discussing Bike Bellevue at [Transportation Commission](#) meetings, including providing engagement summaries. Meetings are open to the public and are held in-person and online.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))
Mobility Planning and Solutions Manager
[Vision Zero](#), [Bike Bellevue](#), [Transit](#)
[Transportation Department](#), [City of Bellevue](#)
FLoewenherz@bellevuewa.gov / (425) 452-4077

From: christie goehle <ccgoehle@yahoo.com>
Sent: Monday, October 9, 2023 6:48 PM

To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>

Subject: Feedback about giving feedback

Hello. I was attempting to provide feedback on the proposals for cycling safety in Bellevue. I cycle in this region regularly, so it interests me personally. However, when I went to the page showing the 11 different regions, I found it extremely difficult to provide any feedback at all. I'm sure other users are finding the same problem. Thank you.

[Sent from Yahoo Mail for iPhone](#)

From: [Loewenherz, Franz](#)
To: [Liam Bradshaw](#)
Subject: RE: bike bellevue feedback
Date: Tuesday, October 10, 2023 7:08:00 AM
Attachments: [image001.png](#)

Dear Liam,

Thank you for contacting the Transportation Department and sharing your interest in the Bike Bellevue project as well as your lived experience as a cyclist in the city. Your recommendations for the proposed bicycle facility designs have been recorded and will be shared with the Transportation Commission. We value your input as we strive to develop a safe and comfortable bicycle network.

It sounds like you are familiar with the Konveio platform, but there are a few other materials that may be of interest. Last month, the [DRAFT Design Concepts Guide](#) was published and is available on the [Bike Bellevue](#) webpage. The [main section](#) is about 45 pages while the [appendices](#) are about 310 pages. In addition, staff will be discussing Bike Bellevue at [Transportation Commission](#) meetings, including providing engagement summaries. Meetings are open to the public and are held in-person and online.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))
Mobility Planning and Solutions Manager
[Vision Zero](#), [Bike Bellevue](#), [Transit](#)
[Transportation Department](#), [City of Bellevue](#)
FLoewenherz@bellevuewa.gov / (425) 452-4077

From: Liam Bradshaw <liam.bradshaw@gmail.com>
Sent: Thursday, September 21, 2023 2:49 PM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: bike bellevue feedback

Dear Franz-

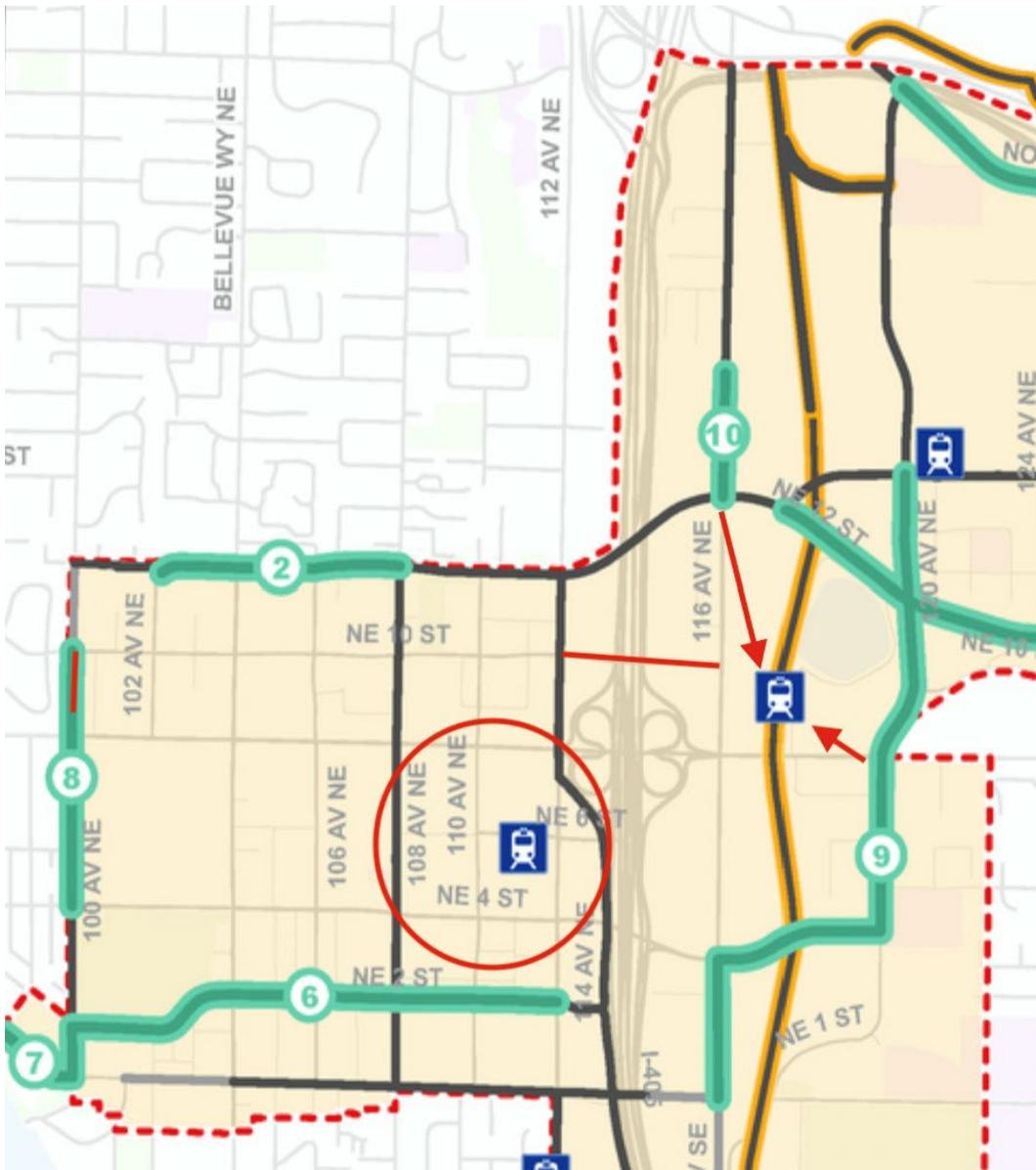
I am very excited to see the plans for a quick build bike network in Bellevue. I work in Bellevue and commute primarily by bike or a combination of bike and transit. I am continuously frustrated by how dangerous and unpleasant it is to get around Bellevue without a car, and I have asked my employer to move our offices because of it. Implementing the bike bellevue plan will make a huge difference to the quality of life Bellevue and you have my full support for lane and parking removals to accomplish it -- nearly all of Bellevue's roads seem dramatically over-built.

There are a few suggestions that I was not able to leave via the map-based feedback portal.

1. It appears that the proposed network fails its goal of Connectivity by providing only minimal connections to Link and the Easttrail, despite coming very close. Extending planned bike facilities on 116th south between 12th and 10th would connect to both, as would adding a bike facility to 8th between 120th and the station.
2. It's similarly not clear how people on bikes are expected to access the downtown link station. Will they ride through the transit center to 108th? It seems like adding a one-block connection on 112th would connect the station to those lanes (which only go northbound to 10th before disappearing completely, so the black line on the overview map seems somewhat disingenuous). Maybe two blocks of bike lanes south from the downtown station on 112th could connect to the planned work on 2nd?
3. Crossing 405 remains treacherous except on the north and south end of town. adding a safe crossing at 10th street (and preferably other locations) would substantially increase connectivity across the freeway. 10th has a huge amount of extra capacity and minimal freeway connectivity while providing a direct connection to Link. I hope that the new main street bridge will also provide a safe non-motorized connection for the south end of town.
4. I hope that you can find a way to connect sections 8 and 2. they are so close.
5. Much of the rapidly developing part of town around Bellevue way/8th seems surprisingly underserved. Is there a way to make connections there? Maybe by working with construction project to change street closures to bike lanes at the end of construction?

Thank you so much for your hard work on this project. I am excited to see it built!

Liam



From: [Loewenherz, Franz](#)
To: [Martin Nizlek](#); [McDonald, Kevin](#)
Subject: RE: Bike Plan Comments - M.Nizlek
Date: Tuesday, October 10, 2023 7:12:00 AM

Hello Martin,

Thank you for contacting the Transportation Department and sharing your interest in the Bike Bellevue project, recommendations for the bicycle facility designs and operations, as well as concerns with the existing roadway maintenance. Your comments on pre-construction considerations, design features, project phasing, operations, review, and careful consideration for spatial separation of facilities have been recorded and will be shared with the Transportation Commission. We value your input as we strive to develop a safe and comfortable bicycle network.

Ensuring the public's safety is the highest responsibility of city government which is why [Bellevue is committed to Vision Zero](#). Bellevue's approach to bikeway design in the [Bike Bellevue project](#) draws inspiration from other Vision Zero cities and countries including the Netherlands, Sweden, and Denmark. The trailblazing effort in those countries is now more commonplace in North American cities especially those, like the City of Bellevue, who are members of the [National Association of City Transportation Officials \(NACTO\)](#).

Last month the [DRAFT Design Concepts Guide](#) was published and is now available on the [Bike Bellevue](#) webpage. The [main section](#) is about 45 pages while the [appendices](#) are about 310 pages.

While you mentioned that you will not be able to be an active participant, I do still want to share the variety of ways that you and those in your network may get involved over the upcoming months including:

- The [Bike Bellevue online engagement tool](#), which is live until Friday, November 17th, 2023. All users can provide feedback (in the form of comments, questions, and buttons to agree or disagree with others) on the candidate designs for each Bike Bellevue corridor. All comments received will be reviewed and considered by the Bellevue Transportation Department and Transportation Commission.
- In addition, staff will be discussing Bike Bellevue at [Transportation Commission](#) meetings, including providing engagement summaries. Meetings are open to the public and are held in-person and online.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))
Mobility Planning and Solutions Manager
[Vision Zero](#), [Bike Bellevue](#), [Transit](#)

From: Martin Nizlek <wsrh93a@msn.com>
Sent: Thursday, September 21, 2023 12:19 PM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>; McDonald, Kevin <KMcdonald@bellevuewa.gov>
Subject: Bike Plan Comments - M.Nizlek

Franz, I will not be able to be an active participant in the bike plan development process. Thus, I'm providing this email with my comments asking that you provide it to the Commission at an appropriate time. In addition, I would note that my comments are not at the corridor level, but are at a higher level. Thus, some broader issues in my comments may already have been taken into consideration.

Pre-Construction Considerations – Prior to major efforts along any corridor, spot improvements, such as removal of bumps in the pavement or potholes, should occur – not as part of the plan but for short term safety of cyclists (and drivers).

Design Features – Beyond the use of nationally recognized and standardized features, my experience over more than 60 years both in planning for cyclists as well as being one, there needs to be an effort to balance between visual overload (i.e., too many visual “things” for cyclists and drivers to fully consider) and adequately defining travel lanes along each route. As important, protecting against hidden users, such as turning vehicles, must be a high priority. Specifically, cyclists have a much greater field of view than motorists – many assuming that drivers see them when the driver doesn't. For example, motorists often cannot see cyclists because of door jams.

Project Phasing – Ideally, construction of entire routes should be preferred over segmented implementation. The exception, for example, might be where segments from several corridors are constructed when they connect logical origin and destination points. For example, a dense housing area might warrant construction of segments from several corridors to connect that dense housing area to a light rail station.

Operation, Review and Update – Finally, though I expect you will do so automatically, review of operation of the system is critical as the plan is implemented. Safety considerations (accident rates, for example) and enforcement experience should be reviewed every other year to identify and correct the plan or previously constructed segments.

To close, the need for spatial separation of these relatively disparate modes of travel comes about, primarily, due to their differences in speed and ability to be seen by the other mode's users. I recommend a very careful design process at (a) transition points where full separation is not possible, and (b) there's a transition from separation of cyclists to their sharing the road with vehicle drivers.

Thank you for your consideration

Martin (Marty) Nizlek, PhD, PE (retired)
Bellevue

From: [Loewenherz, Franz](#)
To: [Shelly Bowman](#)
Subject: RE: Bike Bellevue Engagement
Date: Tuesday, October 10, 2023 7:04:00 AM

Hello Shelly,

Thank you for contacting the Transportation Department and sharing your interest in the Bike Bellevue project, in particular the connection between Overlake and Spring District, as well as Downtown Bellevue and Redmond. We value your input as we strive to develop a safe and comfortable bicycle network.

If you are interested in further information about the project, the [DRAFT Design Concepts Guide](#) was published last month and is available on the [Bike Bellevue](#) webpage. The [main section](#) is about 45 pages while the [appendices](#) are about 310 pages. I would also suggest [signing up for email or text alerts](#) related to biking and walking in Bellevue. There will be a variety of ways to get involved over the upcoming months including:

- The [Bike Bellevue online engagement tool](#), which is live until Friday, November 17th, 2023. All users can provide feedback (in the form of comments, questions, and buttons to agree or disagree with others) on the candidate designs for each Bike Bellevue corridor. All comments received will be reviewed and considered by the Bellevue Transportation Department and Transportation Commission.
- In addition, staff will be discussing Bike Bellevue at [Transportation Commission](#) meetings, including providing engagement summaries. Meetings are open to the public and are held in-person and online.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))
Mobility Planning and Solutions Manager
[Vision Zero](#), [Bike Bellevue](#), [Transit](#)
[Transportation Department](#), [City of Bellevue](#)
FLoewenherz@bellevuewa.gov / (425) 452-4077

From: Shelly Bowman <shellybowman@hotmail.com>
Sent: Thursday, September 21, 2023 3:15 PM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Cc: Shelly Bowman <shellybowman@hotmail.com>
Subject: Bike Bellevue Engagement

Hi Franz,

I am jumping for JOY! what a wonderful comprehensive network project you and your team have put together I. Thank you!

Connection Is between Overlake and Spring District will finally give safe direct routes to people biking and walking. Redmond to Downtown Bellevue and more with ebikes will successfully allow people to move quickly without cars.

Your communication gathering is as always extremely well done. Please train other cities to be as progressive.

Yes, please do send me updates on **Bike Bellevue Engagement**

Thank you!
Shelly Bowman

From: [Loewenherz, Franz](#)
To: [ANNE RITTENHOUSE](#)
Subject: RE: Bike Bellevue
Date: Wednesday, October 11, 2023 5:02:00 PM

Dear Anne,

I enjoyed meeting you today following my presentation to the Bellevue Network on Aging!

Thank you for sharing your feedback regarding the speed limits. Ensuring the public's safety is the highest responsibility of city government which is why [Bellevue is committed to Vision Zero](#). The City is collecting public feedback to understand what designs are needed to meet the City's Vision Zero safety goals and the [Council adopted Bike Bellevue principles](#). Your comments have been recorded and will be considered by the Transportation Commission.

If you are interested in additional details of the proposed project, the [DRAFT Design Concepts Guide](#) is available on the [Bike Bellevue](#) webpage. The [main section](#) is about 45 pages while the [appendices](#) are about 310 pages. If you are interested in further engagement, there will be a variety of ways to get involved over the upcoming months including:

- The [Bike Bellevue online engagement tool](#), is live until Friday, November 17th, 2023. All users can provide feedback (in the form of comments, questions, and buttons to agree or disagree with others) on the candidate designs for each Bike Bellevue corridor. All comments received will be reviewed and considered by the Bellevue Transportation Department and Transportation Commission.
- In addition, staff will be discussing Bike Bellevue at [Transportation Commission](#) meetings, including providing engagement summaries. Meetings are open to the public and are held in-person and online.

With respect to safe speeds more broadly, the City is working on [speed management](#) as a part of the overall Vision Zero Safe System approach. The forthcoming Speed Management Plan will provide guidance for arterial roadways 30mph or greater. If interested, you can [subscribe to alerts](#) from the city to track safe speeds work as a part of Vision Zero.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))

Mobility Planning and Solutions Manager

[Vision Zero](#), [Bike Bellevue](#), [Transit](#)

[Transportation Department](#), [City of Bellevue](#)

FLoewenherz@bellevuewa.gov / (425) 452-4077

From: ritts@comcast.net <ritts@comcast.net>
Sent: Friday, October 6, 2023 7:16 PM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: Bike Bellevue

Dear Frans,

I have reviewed all the project plans for the proposed Bike Bellevue improvements, and I just want to say I am very excited for ALL of them!

Each one will provide much needed visibility and safety improvements. As a bicyclist, I do not venture into many areas of Bellevue, if I have to ride on any busy streets. As a walker, I see bikers forced to use sidewalks because so many streets are unsafe to ride on, and it is disturbing to walk around a corner and have a bike coming at me on the sidewalk. As a driver, I see too many vehicles going too fast, especially when there is no separation or barrier between traffic and bikes.

I believe the proposed City changes will make things safer for walkers, bikers, and drivers.

The only item I didn't see, which I might like to suggest, is also reducing the speed on some of these roads. It seems that this would also be a valuable piece of the safety pie!

Thank you for your work on this.

Sincerely, Anne
Anne Rittenhouse
6229 121st Ave. SE, Bellevue, WA 98006-4422
206-714-0826
Ritts@comcast.net

From: [Loewenherz, Franz](#)
To: [Clint Chapin](#)
Subject: RE: Main to 104th and back
Date: Wednesday, October 11, 2023 4:54:00 PM
Attachments: [image001.png](#)

Hello Clint,

Thank you for contacting the Transportation Department with your concerns with existing street design and bike map, as well as your lived experience biking in the city. We value your input as we strive to develop a safe and comfortable bicycle network.

By way of background, the selection of bike corridors across the city stems from the City Council approved [2009 Pedestrian and Bicycle Transportation Plan](#) and the [2022 Mobility Implementation Plan](#) (MIP). The MIP identifies the intended level of traffic stress per corridor and the appropriate corresponding bicycle facilities. However, as you noted, there is also the need to consider the lived reality on the corridor. The City continually collects public feedback to understand what designs are needed to meet the City's Vision Zero safety goals. Your feedback is being recorded and will be shared with city staff and the Transportation Commission.

The City is also working on a proposed bike network project in the Downtown, BelRed, and Wilburton areas, called Bike Bellevue. If you are interested in learning more about the project, the [Bike Bellevue](#) project webpage features the [DRAFT Design Concepts Guide](#). If you would like to provide feedback on the proposed designs, there will be a variety of ways to get involved over the upcoming months including:

- The [Bike Bellevue online engagement tool](#), is live until Friday, November 17th, 2023. All users can provide feedback (in the form of comments, questions, and buttons to agree or disagree with others) on the candidate designs for each Bike Bellevue corridor. All comments received will be reviewed and considered by the Bellevue Transportation Department and Transportation Commission.
- In addition, staff will be discussing Bike Bellevue at [Transportation Commission](#) meetings, including providing engagement summaries. Meetings are open to the public and are held in-person and online.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))
Mobility Planning and Solutions Manager
[Vision Zero](#), [Bike Bellevue](#), [Transit](#)
[Transportation Department](#), [City of Bellevue](#)
FLoewenherz@bellevuewa.gov / (425) 452-4077

From: Clint Chapin <clintchapin@comcast.net>
Sent: Tuesday, October 3, 2023 7:41 PM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: Main to 104th and back

Franz Loewenherz,

Here's some feedback.

When cycling from our QFC of NE 8th to home on 104th our route takes us south on 100th – jogging to 102nd to SE 6th, then on the sidewalk for a couple blocks to the 104th turnoff at SE 8th and up 104th. Proposed bike routes up 101st or the “trail” on the end of 102nd are both pretty dumb, unless you're in a powerful e-bike or like steep hills, carrying a bag of QFC groceries.

The return trip to the QFC is really interesting. Down the wrong way on 104th between SE 9th and SE 8th, than sidewalk to the SE 6th turnoff to 101st. This seems to be the preferred route for most. After biking this route hundreds of times, one gravitates to – less hills.

It's also possible to use Bellevue way and in theory – with a 30 mph speed limit, the southbound trip would work but with lanes sized for 70 mph it's hard to compete with the – probably – 40 mph average speed, with some 50 mph'ers. What's going for this route is the right lane size where a car can brush past (with care) without hitting a cyclist.

Please cycle the suggested routes shown on your map in this area and compare with the above. The >> symbols need work. These symbols are also not terribly accurate. Notice the distance between the >> signs on 108th Ave south of Main and compare with 108th on either side of Bel Way where the road is considerably steeper. Also check SE 16th where our << signs make no sense. Having bad data leads to bad planning. For planning purposes, please use something better than this map.

Having lived on 104th for several years, worked in the area, etc. I can forward to you that 104th is filled on fair days, with cyclists or, outside of school pickups or commute bypasses, about a 1 bike to 1 car, rather than 108th. Since you have not counted bikes or pedestrians on 104th (that I'm aware of) a planner wouldn't know what this volume is and whether it's worth curing this area.

This is just a small part of your bike map. There is other 'bad data' throughout. – It is a nice looking map..

Clint Chapin
1645 104th Ave SE



From: [Loewenherz, Franz](#)
To: [Dawne A.](#)
Subject: RE: Bike Bellevue
Date: Wednesday, October 11, 2023 5:10:00 PM

Dear Dawne,

Thank you for contacting the Transportation Department and sharing your interest in the Bike Bellevue project. We value your input as we strive to develop a safe and comfortable bicycle network.

We will begin to send out screener surveys to the public in the upcoming weeks which will help determine eligibility of participants. Once these are finalized, I will be sure to send you a survey to complete.

If in the meantime you are interested in learning more about the project, the [DRAFT Design Concepts Guide](#) is available on the [Bike Bellevue](#) webpage. This provides an overview of the various climate, safety, and access benefits that the proposed project could have. The [main section](#) is about 45 pages while the [appendices](#) are about 310 pages. In addition, there will be a variety of ways to get involved over the upcoming months including:

- The [Bike Bellevue online engagement tool](#) is live until Friday, November 17th, 2023. All users can provide feedback (in the form of comments, questions, and buttons to agree or disagree with others) on the candidate designs for each Bike Bellevue corridor. All comments received will be reviewed and considered by the Bellevue Transportation Department and Transportation Commission.
- In addition, staff will be discussing Bike Bellevue at [Transportation Commission](#) meetings, including providing engagement summaries. Meetings are open to the public and are held in-person and online.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))
Mobility Planning and Solutions Manager
[Vision Zero](#), [Bike Bellevue](#), [Transit](#)
[Transportation Department](#), [City of Bellevue](#)
FLoewenherz@bellevuewa.gov / (425) 452-4077

From: Dawne A. <dawnec.adam@gmail.com>
Sent: Saturday, October 7, 2023 6:30 PM

To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>

Subject: Bike Bellevue

Dear Franz,

I'm happy to read of improvements to the bike corridors in Bellevue. I bike regularly everywhere here, and so I am eager to see and help with any improvements. I would be happy to participate in a focus group or in a stakeholder interview. I live in Esterra Park, and here too would be a good place for a presentation, although I don't want to give it.

Sincerely,
Dawne Adam
Redmond, WA

From: [Loewenherz, Franz](#)
To: [Jon Zulanis](#)
Subject: RE: A Comment and An Invite
Date: Wednesday, October 11, 2023 12:45:00 PM

Dear Mr. Zulanis,

Thank you for contacting the Transportation Department and sharing your interest in the Bike Bellevue project as well as your lived experience biking in the city. We value your input as we strive to develop a safe and comfortable bicycle network.

Ensuring the public's safety is the highest responsibility of city government which is why [Bellevue is committed to Vision Zero](#) and it is one of the project principles for Bike Bellevue. Bellevue's approach to bikeway design in the [Bike Bellevue project](#) draws inspiration from other Vision Zero cities and countries including the Netherlands, Sweden, and Denmark. The trailblazing effort in those countries is now more commonplace in North American cities especially those, like the City of Bellevue, who are members of the [National Association of City Transportation Officials \(NACTO\)](#).

The myriad of social, economic, and environmental benefits you mentioned are all important considerations of the Bike Bellevue project, as summarized in the [DRAFT Design Concepts Guide](#) available on the [Bike Bellevue](#) webpage. The Bike Bellevue project is guided by the City Council adopted [2009 Pedestrian and Bicycle Transportation Plan](#) and the 2021 [Mobility Implementation Plan](#), which also acknowledge the important impacts of more walking and biking on local economy, environment, and community. As you noted, there is also the need to consider the lived reality on the corridor as well as the routes that cyclists must take along arterials. The City will be collecting public feedback to understand what designs are needed to meet the City's safety goals.

If you are interested in further engagement, there will be a variety of ways to get involved over the upcoming months including:

- The [Bike Bellevue online engagement tool](#), which is live until Friday, November 17th, 2023. All users can provide feedback (in the form of comments, questions, and buttons to agree or disagree with others) on the candidate designs for each Bike Bellevue corridor. All comments received will be reviewed and considered by the Bellevue Transportation Department and Transportation Commission.
- In addition, staff will be discussing Bike Bellevue at [Transportation Commission](#) meetings, including providing engagement summaries. Meetings are open to the public and are held in-person and online.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))
Mobility Planning and Solutions Manager
[Vision Zero](#), [Bike Bellevue](#), [Transit](#)
[Transportation Department](#), [City of Bellevue](#)
FLoewenherz@bellevuewa.gov / (425) 452-4077

From: Jon Zulanans <jz3991@gmail.com>
Sent: Wednesday, September 27, 2023 12:54 AM
To: TransportationCommission <TransportationCommission@bellevuewa.gov>
Subject: A Comment and An Invite

Dear Esteemed Commissioners,

My name is Jon Zulanans, a resident in the Crossroads area of Bellevue. In the month of May 2023, I had unexpectedly become the owner of a bike for the first time in 13 years. In the span of two weeks before moving out, I had traveled 92 miles, discovering the robust, interconnected infrastructure of trails, bike lanes, and paths in my local area. Despite living in Redmond for three years - I had never felt so connected to the community until those two weeks. I discovered areas like the Marymoor Windmill, had become a regular at Hoffman's Bakery, had met friends for a movie at the Regal Bella Bottega.

Having moved to Bellevue at the beginning of June, the shock of infrastructure difference from Redmond - astounded me. When I went for a ride to get to know my neighborhood the first week after moving in. I've routinely felt unsafe biking on my own, a nuisance to cars when I had to ride on roads, an annoyance to pedestrians when I bike on the sidewalk, and even when I've reached 35 miles per hour on a shared road, I've felt as I've becoming a target for anyone in a car who needed to be at their destination three minutes faster, even if it meant nearly clipping or cutting me off. The only dedicated area I feel remotely safe is via the 520 Trail - and it still requires riding on sidewalks to get there.

This is ultimately frustrating. I chose this area because the proximity of where I live allows me a commute that's so close that if my car were to immolate, I would be able to walk and still only be 10 minutes late. Furthermore - as I've discovered, it's close enough to bike to. But my options are limited. I've made the most of the infrastructure available, having ridden 734 miles in the three months I've been here, picking up groceries exclusively by bike. Anything short of biking into the heart of Downtown Seattle - I've spent pedaling. I've found a sense of health, social connection, civic involvement, and a healthy care for my environment through biking. It's short of a religious experience - but it's one I've heartily recommended to friends and family. Furthermore, in the 3.5 months since owning a bike, I've spent \$2184.36 at local businesses I've been able to reach via bike. Not Amazon, not chain stores, but local businesses I know I would have otherwise ignored passing by while driving.

When I attended your session on September 14th - I was delighted to see the thoughtful approach and review of the Bike Bellevue project. But it comes to my attention that these proposals - these plans - to the people charged with implementation - they're just illustrations. Markings on a page

with statistics, numbers, and costs. I don't blame you for that. But it's brought me to wonder - as the commissioners charged with the responsibility of making decisions regarding our public transit - how many of you regularly use those systems? When was the last time you used public transit to commute? When's the last time you walked or biked to work? I won't judge you for owning and using a car, but what expertise and informed decision can you truly claim if you don't regularly utilize the very infrastructure that you personally have an effect on?

The benefits of dedicated multimodal infrastructure in the city of Bellevue cannot be understated. By creating safe areas and corridors that encourage walking, biking, rolling, or public transit - it reduces or completely eliminates the risks posed by distracted or unsafe drivers. The benefits of pedestrian infrastructure are staggering. Economically, businesses see far more traffic and sales. Property values around a socially active area are boosted dramatically. Environmentally, using public transit reduces greenhouse gas emissions, and in an area where wildfire smoke has clearly highlighted the value of clean air, this cannot be understated. It actively helps Bellevue achieve the goals they aim for with the Environmental Stewardship Plan.

It is because of these points that I feel the importance and impact of this project can only be truly understood by experiencing it firsthand. In order to grasp the impact - I would love to extend an invite the commission to join the Bellevue Bike Loop on Friday, September 29th @ 6pm. I believe attendance and participation in this will both instill goodwill with your constituents, show an active interest in understanding the impact and weight of your powers, and highlight the true impact of the implementation of what so many of us understand is a critical need. We look forward to having you! Let us know if you need a bike and we'll make sure there's one for you to use.

Thank you for everything you do, and we look forward to jolly cooperation!

Sincerely,
Jon Zulanis

From: [Loewenherz, Franz](#)
To: [Mandi Cosenzo](#)
Subject: RE: Bike Bellevue Support
Date: Wednesday, October 11, 2023 1:14:00 PM

Hello Mandi,

Thank you for contacting the Transportation Department and sharing your interest in the Bike Bellevue project as well as your lived experience biking in the city. We value your input as we strive to develop a safe and comfortable bicycle network.

Ensuring the public's safety is the highest responsibility of city government which is why [Bellevue is committed to Vision Zero](#). Bellevue's approach to bikeway design in the [Bike Bellevue project](#) draws inspiration from other Vision Zero cities and countries including the Netherlands, Sweden, and Denmark. The trailblazing effort in those countries is now more commonplace in North American cities especially those, like the City of Bellevue, who are members of the [National Association of City Transportation Officials \(NACTO\)](#).

In September, the [DRAFT Design Concepts Guide](#) was published and made available on the [Bike Bellevue](#) webpage. This provides an overview of the various climate, safety, and access benefits that the proposed project could have. The [main section](#) is about 45 pages while the [appendices](#) are about 310 pages.

There are a variety of ways to remain involved in Bike Bellevue over the upcoming months including:

- The [Bike Bellevue online engagement tool](#), which is live until Friday, November 17th, 2023. All users can provide feedback (in the form of comments, questions, and buttons to agree or disagree with others) on the candidate designs for each Bike Bellevue corridor. All comments received will be reviewed and considered by the Bellevue Transportation Department and Transportation Commission.
- In addition, staff will be discussing Bike Bellevue at [Transportation Commission](#) meetings, including providing engagement summaries. Meetings are open to the public and are held in-person and online.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))

Mobility Planning and Solutions Manager

[Vision Zero](#), [Bike Bellevue](#), [Transit](#)

[Transportation Department](#), [City of Bellevue](#)

FLoewenherz@bellevuewa.gov / (425) 452-4077

From: Mandi Cosenzo <mandicosenzo@gmail.com>

Sent: Tuesday, September 26, 2023 11:22 AM

To: TransportationCommission <TransportationCommission@bellevuewa.gov>

Subject: Bike Bellevue Support

Hi there, I just wanted to show my support for the Bike Bellevue initiative to bring more bike safe routes to Bellevue.

Personally I commute to Bellevue for work. Right now, I commute by bus. I have tried adding biking to my commute, but it's just so difficult to find a route that is safe. So to avoid those dangerous parts, I have to take a bus outside of Bellevue and then ride from there. I have done the ride without a bus before, and it was just too dangerous. But when I ride the bus outside of Bellevue and then bike, it makes the trip take much longer, plus I have to time my trip with the bus departures. I would love better biking infrastructure so I could ride safely without wasting time worrying about bus stops and timing. I could improve my health while adding more freedom to my commute.

Thanks for listening!

Mandi Cosenzo

From: [Loewenherz, Franz](#)
To: "rick gnehm"
Subject: RE: Regarding Bike Bellevue
Date: Wednesday, October 11, 2023 1:09:00 PM
Attachments: [image001.png](#)

Mr. Gnehm,

Thank you for contacting the Transportation Department and sharing your interest in the Bike Bellevue project as well as your lived experience and concerns biking in the city. We value your input as we strive to develop a safe and comfortable bicycle network.

Ensuring the public’s safety is the highest responsibility of city government which is why [Bellevue is committed to Vision Zero](#) and it is one of the [project principles for Bike Bellevue](#). Bellevue’s approach to bikeway design in the [Bike Bellevue project](#) draws inspiration from other Vision Zero cities and countries including the Netherlands, Sweden, and Denmark. The trailblazing effort in those countries is now more commonplace in North American cities especially those, like the City of Bellevue, who are members of the [National Association of City Transportation Officials \(NACTO\)](#).

The Bike Bellevue project is guided by the City Council adopted [2009 Pedestrian and Bicycle Transportation Plan](#) and the 2022 [Mobility Implementation Plan](#) (MIP). The MIP identifies the intended level of traffic stress per corridor on the bike network and on the priority bicycle corridors. The recommended infrastructure guideline is determined by taking the LTS for a select corridor and identifying the speed limit and daily traffic volume (see figure below). However, as you noted, there is also the need to consider the lived reality on the corridor as well as the routes that cyclists must take along arterials. The City will be collecting public feedback to understand what designs are needed to meet the City’s safety goals.

Table 3: Bicycle Level of Service/Level of Traffic Stress

Roadway Characteristics		Bicycle Facility Components: Guideline to Achieve Intended Level of Service/Level of Traffic Stress					
Speed Limit	Arterial Traffic Volume	No Marking	Sharrow Lane Marking	Striped Bike Lane	Buffered Bike Lane (Horizontal)	Protected Bike Lane (Vertical)	Physically Separated Bikeway
</=25	<3k	1	1	1	1	1	1
	3-7k	3	3	2	1	1	1
	>/=7k	3	3	2	2	1	1
30	<10k	3	3	2	2	1	1
	10-25k	4	4	3	3	2	1
	>/=25k	4	4	3	3	3	1
35	<25k	4	4	3	3	3	1
	>/=25k	4	4	4	3	3	1
>35	Any	4	4	4	4	3	1

Last month the [DRAFT Design Concepts Guide](#) was published and is available on the [Bike Bellevue](#) webpage. This provides an overview of the various climate, safety, and access benefits that the proposed project could have. The [main section](#) is about 45 pages while the [appendices](#) are about 310 pages. In addition, there will be a variety of ways to get involved over the upcoming months including:

- The [Bike Bellevue online engagement tool](#) is live until Friday, November 17th, 2023. All users can provide feedback (in the form of comments, questions, and buttons to agree or disagree with others) on the candidate designs for each Bike Bellevue corridor. All comments received will be reviewed and considered by the Bellevue Transportation Department and Transportation Commission.
- In addition, staff will be discussing Bike Bellevue at [Transportation Commission](#) meetings, including providing engagement summaries. Meetings are open to the public and are held in-person and online.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))

Mobility Planning and Solutions Manager

[Vision Zero](#), [Bike Bellevue](#), [Transit](#)

[Transportation Department](#), [City of Bellevue](#)

FLoewenherz@bellevuewa.gov / (425) 452-4077

From: rick gnehm <rgnehm@yahoo.com>
Sent: Saturday, September 23, 2023 7:02 AM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: Regarding Bike Bellevue

Mr. Loewenherz,

I am an avid cyclist who commutes often from Eastgate to Bellevue School Transportation building on NE 5th and 120th Ave. I'm also a School bus driver.

I applaud City of Bellevue efforts to improve the area under consideration. Every single area describe in "Bike Bellevue" is deserving of improvement.

My personal concern is safety for cyclists. The 3 cycling fatalities over the past few years is deeply troubling, although I never heard anything beyond the the day of incident so it is hard to make any judgements.

I do think that the lack of space between cyclists and cars is dangerous. Bike paths/lanes help.

There is a bike lane on Richard's Road. Heading northbound that lane ends at Lake Hills

connector where cyclists can take their chances riding on the northbound two lane road with cars going at least 40 mph. I consider this quite dangerous, but cyclists are not given much choice except to take their chances. I do ride on the sidewalk when dark but of course that is a sideWALK. Also that sidewalk is really bad shape.

My basic question is; Could the city put an emphasis on safety when considering improvements for cyclists?

Thank you for your work. Rick Gnehm 425 736 9564

From: [Loewenherz, Franz](#)
To: [Sander Valstar](#)
Subject: RE: Please join the Bellevue Loop and several other suggestions
Date: Wednesday, October 11, 2023 4:49:00 PM

Hello Sander,

Thank you for contacting the Transportation Department and sharing your interest in the Bike Bellevue project as well as your invitation to the Bellevue Loop ride and the national week without driving. This message was shared with the Transportation Commission members.

Your suggestion for additional bike rides hosted by the City of Bellevue has been recorded and will be considered alongside other public comments by the Transportation Commission and city staff.

If you are interested in learning more about the Bike Bellevue project, the [DRAFT Design Concepts Guide](#) is available on the [Bike Bellevue](#) webpage. The [main section](#) is about 45 pages while the [appendices](#) are about 310 pages.

For additional ways to provide your feedback, there will be a variety of ways to get involved over the upcoming months including:

- The [Bike Bellevue online engagement tool](#), which is live until Friday, November 17th, 2023. All users can provide feedback (in the form of comments, questions, and buttons to agree or disagree with others) on the candidate designs for each Bike Bellevue corridor. All comments received will be reviewed and considered by the Bellevue Transportation Department and Transportation Commission.
- In addition, staff will be discussing Bike Bellevue at [Transportation Commission](#) meetings, including providing engagement summaries. Meetings are open to the public and are held in-person and online.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))
Mobility Planning and Solutions Manager
[Vision Zero](#), [Bike Bellevue](#), [Transit](#)
[Transportation Department](#), [City of Bellevue](#)
FLoewenherz@bellevuewa.gov / (425) 452-4077

From: Sander Valstar <sandervalstar@gmail.com>
Sent: Tuesday, September 26, 2023 8:33 PM
To: TransportationCommission <TransportationCommission@bellevuewa.gov>
Subject: Please join the Bellevue Loop and several other suggestions

Dear members of the Bellevue Transportation Commission,

I am writing to encourage you to accept the invitation from Eastside Urbanism and Complete Streets Bellevue to attend the Bellevue Loop bike ride on Friday (5:30pm at the south end of downtown park). Personally, I ride from Lake Hills to my work in downtown Bellevue three days a week. While things are noticeably improving for cycling (e.g. the new Main Street bridge has been great), there is a lot left to be desired.

Attending the Bellevue Loop ride is a safe and fun way for members of the commission to experience what it is like to ride a bicycle in Bellevue. The ride will go along many strong parts of the bike network and I am certain we will experience several weaker parts as well.

It has also come to my attention that next week is the national week without driving. It would be fantastic if members of the committee take on this challenge. The needs for improving walking, cycling and transit experiences in Bellevue are best noticed when making intensive use of these modes. Personally I will commit to not driving this week, save for getting my daughter to and from daycare. I would love to do that by bike as well as daycare is only a little over a mile away, but it is unfortunately not safe with the current state of the bike network.

Finally, it would be wonderful if the city of Bellevue could host more bike rides. Personally I have attended the Lake to Lake ride twice and it has been a blast each time. With the Bike Bellevue project being discussed, may I suggest the committee organize a bike ride on that corridor with lane closures to help people experience what it could be like?

Hope to see you on Friday!

Best,

Sander Valstar
1531 145th PL SE
APT J1
Bellevue

From: [Loewenherz, Franz](#)
To: "Sue Harms"
Subject: RE: Bike lanes
Date: Wednesday, October 11, 2023 5:07:00 PM

Hello Sue,

Thank you for contacting the Transportation Department with your concerns about the Bike Bellevue candidate designs.

By way of background, the City Council directed staff to implement a balanced transportation system that includes safe travel options for people who walk, bicycle, drive, or take transit. Bike Bellevue aligns with [Comprehensive Plan](#) policies advancing multimodal investments:

- TR-25. Increase system connectivity for all modes by providing for vehicular, transit, pedestrian, and bicycling facilities to create a Complete Streets network throughout the city.
- TR-63. Allow for repurposing of travel lanes for other uses such as parking, transit or pedestrian and bicycle facilities where excess vehicular capacity exists and/or to optimize person throughput along a corridor.
- TR-109. Promote and facilitate walking and bicycling.
- TR-110. Incorporate pedestrian and bicycle facilities along with other mobility options in scoping, planning, designing, implementing, operating and maintaining the transportation system.
- TR-144. Support means to reduce transportation-source greenhouse gas emissions.
- S-DT-163. Design and enhance bicycle routes through Downtown to create a pleasant and safe environment for bicycling for people of all ages and abilities.

Consistent with the [2009 Pedestrian and Bicycle Transportation Plan](#), [Mobility Implementation Plan](#), and [Vision Zero Strategic Plan](#) the city is proposing bike lanes in Downtown, Wilburton, and BelRed to make streets safer in Bellevue's busiest neighborhoods. This project is guided by the [2023-2029 Capital Investment Program](#), adopted by City Council in 2022 that provides \$4.5 million to design and implement rapid build bicycle infrastructure on existing streets in Bellevue's busiest neighborhoods to facilitate access to light rail stations and the Eastrail regional trail.

Regarding the impact of the proposed Bike Bellevue design on vehicle traffic, extensive modeling for vehicle performance is available starting on page 15 in the [Draft Concepts Guide](#). Notably, modeling of the eleven Bike Bellevue corridors found that with the proposed designs in 2035 the corridors meet the performance target for typical urban travel speed. Further information is available for both the bicycle and vehicle performance modeling in [Appendix D](#) (pg. 162/358 PDF pages). All this modeling informed the Bike Bellevue proposed network design, ensuring that safety and efficiency goals are met for various modes of travel.

For additional ways to provide your feedback, there will be a variety of ways to get involved over the upcoming months including:

- The [Bike Bellevue online engagement tool](#) is live until Friday, November 17th, 2023. All users can provide feedback (in the form of comments, questions, and buttons to agree or disagree with others) on the candidate designs for each Bike Bellevue corridor. All comments received will be

reviewed and considered by the Bellevue Transportation Department and Transportation Commission.

- In addition, staff will be discussing Bike Bellevue at [Transportation Commission](#) meetings, including providing engagement summaries. Meetings are open to the public and are held in-person and online.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))

Mobility Planning and Solutions Manager

[Vision Zero](#), [Bike Bellevue](#), [Transit](#)

[Transportation Department](#), [City of Bellevue](#)

FLoewenherz@bellevuewa.gov / (425) 452-4077

-----Original Message-----

From: Sue Harms SueHarms@comcast.net

Sent: Saturday, October 7, 2023 11:17 AM

To: Loewenherz, Franz FLoewenherz@bellevuewa.gov

Subject: Bike lanes

What a STUPID idea! TRAFFIC IS HORRIBLE and you want to Slow it down. More by having moron bike riders that congest traffic??!! Whois's the idiot that came up with this idea?!??)

Sent from my iPhone

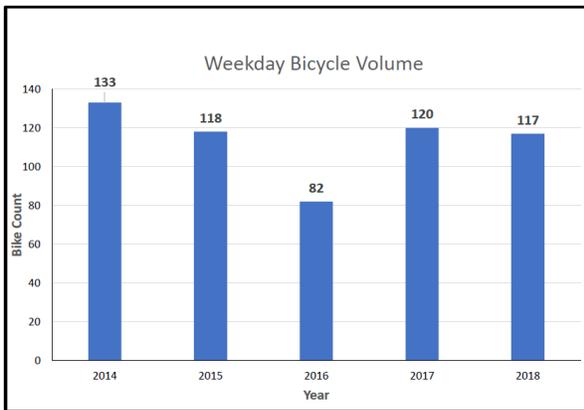
From: [Loewenherz, Franz](#)
To: [Loretta Lopez](#)
Cc: [Ingram, Mike](#)
Subject: RE: Bike Path on 116th
Date: Thursday, October 12, 2023 4:03:00 PM
Attachments: [image001.png](#)
[image002.png](#)

Hello Loretta,

I'm glad to hear that you received the [Bike Bellevue mailer](#).

Consistent with the [2009 Pedestrian and Bicycle Transportation Plan](#), [Mobility Implementation Plan](#), and [Vision Zero Strategic Plan](#) the city is proposing bike lanes in Downtown, Wilburton, and BelRed to make streets safer in Bellevue's busiest neighborhoods. This project is guided by the [2023-2029 Capital Investment Program](#), adopted by City Council in 2022 that provides \$4.5 million to design and implement rapid build bicycle infrastructure on existing streets in Bellevue's busiest neighborhoods to facilitate access to light rail stations and the Eastrail regional trail.

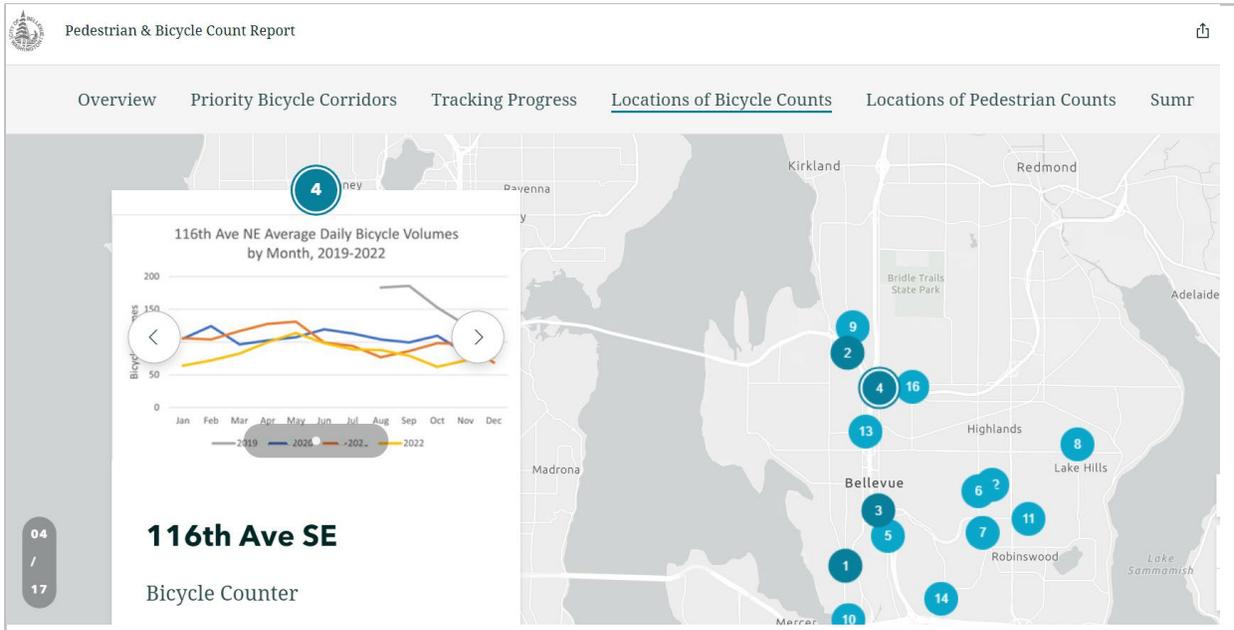
Regarding your question about the 116th Ave NE roadway reconfiguration project, bike lanes were installed on 116th Avenue NE between NE 12th Street and Northup Way in 2015. During the years 2014-2018, we did 1-day counts of bicycles on 116th Avenue NE on a Wednesday or Thursday in May. The figures are shown in the table below. As noted, the counts were for a 12-hour period only (we had to review video footage to get these counts). For most of 2016 and the first part of 2017, there was a city construction project on Northup Way, including at the intersection with 116th Ave NE. This likely suppressed the volumes for the 2016 count.



*Data collected from 6AM-6PM; combined both directions of travel

In the second half of 2019, we installed automated counters in the bike lanes on 116th Avenue NE, so we can capture activity 24/7. The results are available in the city's Pedestrian and Bicycle Count Report story map, [Pedestrian & Bicycle Count Report \(arcgis.com\)](#), which I have excerpted below.

The automated counter results show ~180 cyclists/day in Sept 2019 and ~150 cyclists/day later in the year. Counts for 2020-2022 are lower, in the 70 to 130 daily users range. We believe many users of his corridor are commuters (coming from Kirkland or from Redmond via the SR 520 Trail) and the COVID pandemic has suppressed commuting volumes.



If you have additional questions regarding the 116th Ave NE roadway reconfiguration project, please contact Mike Ingram in the Transportation Dept, mingram@bellevuewa.gov who oversaw that project.

For additional ways to provide your feedback on [Bike Bellevue](#), there are a variety of ways to get involved over the upcoming months including:

- The [Bike Bellevue online engagement tool](#) is live until Friday, November 17th, 2023. All users can provide feedback (in the form of comments, questions, and buttons to agree or disagree with others) on the candidate designs for each Bike Bellevue corridor. All comments received will be reviewed and considered by the Bellevue Transportation Department and Transportation Commission.
- In addition, staff will be discussing Bike Bellevue at [Transportation Commission](#) meetings, including providing engagement summaries. Meetings are open to the public and are held in-person and online.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries about Bike Bellevue.

Best wishes,
Franz

Franz Loewenherz
He/him/his ([Why does this matter?](#))
Mobility Planning and Solutions Manager
[Vision Zero](#), [Bike Bellevue](#), [Transit](#)
[Transportation Department, City of Bellevue](#)
FLoewenherz@bellevuewa.gov / (425) 452-4077

From: Loretta Lopez <llopezmsl@gmail.com>
Sent: Tuesday, October 10, 2023 11:54 AM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: Bike Path on 116th

Hi Franz,

I received a mailing about the current Ped Bike Plan.

This reminded me of the issue that was raised 15 years ago or perhaps it was 10 years ago when the City decided to build a bike lane on 116th though the Bridle Trails sub area. The Bridle Trails Community Club (BTCC) commented upon the proposed bike path.

The City stated that it would monitor the number of bikes after the path was built. Did the City ever monitor the number of bikes using the bike path on 116th? Who do I contact to find out when the City last monitored the bike lane and the results?

Thank you.

Loretta Lopez
Co President, Bridle Trails Community Club

From: [Loewenherz, Franz](#)
To: janick0907@yahoo.com
Cc: [Ingram, Mike](#)
Subject: RE: Questions / comments on Bellevue Bike Plan
Date: Monday, October 16, 2023 1:25:00 PM

Hello Warren,

The [Bike Bellevue project](#) represents only part of the work going on in Bellevue to improve safety and comfort for people moving through and around the city by bicycle. We have work going in various areas of the city via capital projects and other, ongoing work programs. One key focus is building out incremental segments of the [Mountains to Sound Greenway Trail](#) along the I-90 corridor (we are currently working to assemble funding for the 142nd Place to 150th Ave segment). Other work includes coordinating closely with King County Parks to facilitate development of the [Eastrail](#) and to link it with existing and planned Bellevue bicycle routes and facilities. Following is work that is underway or planned for the [Eastrail in Bellevue](#) in the next few years.

- [Eastrail to Northrup Way](#) (i.e. SR 520 Trail Corridor). This County project is largely funded using private sector contributions from Meta and REI. Construction is currently wrapping up on a ramp linking the north-south Eastrail to the regional east-west SR 520 Trail Corridor. The new ramp is expected to open for use in the middle of next month (exact date TBD).
- [Eastrail to Spring Blvd connector](#). This city project will connect the north-south Eastrail to the city's east-west NE 12th St/Spring Blvd trail that links Downtown (108th Ave NE) to the Spring District (124th Ave NE). Design is now wrapping up. We hope to construct the trail connection next year.

[Eastrail bridge at NE 8th Street](#). This county project is currently under construction, with completion expected in May next year. Once the new bridge at NE 8th Street is open, users will be able to travel on the Eastrail from NE 4th Street (behind REI) northward through Kirkland and beyond to Woodinville.

- [Historic Wilburton Trestle](#). This county project will rehabilitate the trestle and convert it to trail use. The project is currently in final stages of permitting, with construction anticipated to start in the first part of next year. Access will be at SE 5th Street at the north end and at SE 11th Street in the Woodridge neighborhood. At the south end, the Trestle improvements will connect to work now underway by WSDOT contractors that will extend the trail through the I-405 ROW to west side of the highway (including via the new bridge now under construction over the southbound lanes of I-405).
- [Eastrail access to 118th Ave SE/Mercer Slough](#). The county purchased a property at 1900 118th Ave SE (the former Doolittle Construction site) that will serve as a trailhead and access point to the Eastrail.

- [Eastrail to Mountains to Sound trail connection](#). The city has applied for funding to construct a connector between the north-south Eastrail and the east-west Mountains to Sound/I-90 Trail. The route will follow SE 32nd Street and 118th Ave SE. We anticipate construction in 2026 or 2027.

The segment of the Eastrail from 1900 118th Ave SE (Doolittle Construction) to Coal Creek Parkway is not currently funded. This includes the old steel railroad bridge over I-90. The city is working closely with the county to secure funding to rehabilitate the bridge and construct trail improvements on this segment. In the meantime, users can travel via the bike lanes and pedestrian facilities on adjacent 118th Ave SE. South of there, from Coal Creek Parkway to Renton, the Eastrail is open.

Thank you for your interest in the overall picture of bicycle mobility in Bellevue. For any additional questions regarding the Eastrail, please contact Mike Ingram (minigram@bellevuewa.gov); he's a planner in the Transportation Department who works closely with the county on the Eastrail project.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))

Mobility Planning and Solutions Manager

[Vision Zero](#), [Bike Bellevue](#), [Transit](#)

[Transportation Department](#), [City of Bellevue](#)

FLoewenherz@bellevuewa.gov / (425) 452-4077

From: Warren & Julia Gold <janick0907@yahoo.com>

Sent: Thursday, October 5, 2023 9:05 PM

To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>

Subject: Questions / comments on Bellevue Bike Plan

Hi Franz,

Excuse me for the email commentary rather than on your web portal but my questions right now are generally broader than any of the specific elements you ask for comments on.

I realize Bellevue may not be responsible for regional trails but it would make great sense to make sure that the regional trails link to each other (through bike lanes if necessary) and link to heavily used routes such as the Round Lake WA loop and new Eastrail path. On the map I do not see any clear connections between the 520 trail and the new Link Light Rail trail going N-S (that goes N onto the Cross Kirkland

Corridor). Right now going between the 520 trail and the N-S Link Light Rail Corridor trail requires some creativity. These should be linked for easy connections. The city of Bellevue could help with this using bike lanes even if you do not have responsibility for those regional trails.

The same can be said at the south end - linking N-S routes like your proposed Wilburton Route and/or the Link LR Trail to the Eastrail trail with bike paths along SE 8th under 405 and along 118th south to the trail. I realize this is outside of your "work area" in this plan but it would be unfortunate to not have these links in a bike plan to allow for larger regional flow of cyclists.

Perhaps this is all thought of already and I'm just missing it.

Thanks for your good work.

Warren Gold

From: [Loewenherz, Franz](#)
To: [Mariya Frost](#)
Cc: [Halse, Katie](#)
Subject: RE: Thank you!
Date: Monday, October 16, 2023 8:14:00 AM
Attachments: [image001.png](#)

Hello Mariya –

Thank you for contacting the Transportation Department with your request for information.

I've consulted with my colleagues in Transportation and Community Development and have confirmed that we do not have the requested information for 2050 transportation-related CO2 emissions in the City.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz

From: Mariya Frost <mariya.frost@kemperdc.com>
Sent: Tuesday, October 10, 2023 11:10 AM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Cc: Halse, Katie <KHalse@bellevuewa.gov>
Subject: RE: Thank you!

Franz,

I wanted to follow up on this email to see if you have information on what Bellevue projects total transportation-related CO2 emissions in the City to be in 2050 with and without Bike Bellevue.

Thanks!

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



From: Mariya Frost
Sent: Wednesday, September 27, 2023 10:39 AM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Cc: Halse, Katie <KHalse@bellevuewa.gov>
Subject: Thank you!

Franz,

I want to sincerely thank you for taking the time to compile a thorough response to my questions and public comments. I really appreciate your effort. Bellevue DOT continues to be responsive and helpful and that means a lot. I do plan to respond and am taking my time going through the materials you provided.

I wanted to also ask if you know, by any chance, what Bellevue projects total transportation-related CO2 emissions in the City to be in 2050 with and without Bike Bellevue. I'm not quite sure where to locate that information, but I'm certain it's there somewhere and I'm just not seeing it.

I look forward to seeing you virtually this afternoon at the Chamber meeting.

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



From: [Loewenherz, Franz](#)
To: [Mariya Frost](#)
Cc: [McDonald, Kevin](#)
Subject: RE:
Date: Monday, October 16, 2023 10:11:00 AM
Attachments: [image001.png](#)

Hello Mariya –

Thank you for contacting the Transportation Department with your request for information.

Reference to “miscellaneous revenue” as the funding source for [PW-W/B-85](#) refers to general taxes – sales and B&O.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,

Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))

Mobility Planning and Solutions Manager

[Vision Zero](#), [Bike Bellevue](#), [Transit](#)

[Transportation Department](#), [City of Bellevue](#)

FLoewenherz@bellevuewa.gov / (425) 452-4077

From: Loewenherz, Franz
Sent: Monday, October 16, 2023 9:11 AM
To: Mariya Frost <mariya.frost@kemperdc.com>
Cc: McDonald, Kevin <KMcdonald@bellevuewa.gov>
Subject: RE:

Hello Mariya –

Thank you for contacting the Transportation Department with your request for information.

You’ll observe on the [Bike Bellevue webpage](#) reference to and a link to [PW-W/B-85](#) that provides \$4.5 million to design and implement rapid build bicycle infrastructure on existing streets in the Downtown, Wilburton and BelRed neighborhoods.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,

Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))

Mobility Planning and Solutions Manager

[Vision Zero](#), [Bike Bellevue](#), [Transit](#)

[Transportation Department](#), [City of Bellevue](#)

FLoewenherz@bellevuewa.gov / (425) 452-4077

From: Mariya Frost <mariya.frost@kemperdc.com>

Sent: Friday, October 13, 2023 9:23 AM

To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>

Cc: McDonald, Kevin <KMcDonald@bellevuewa.gov>

Subject:

Franz,

Could I please get more information on which line-item within the CIP would fund Bike Bellevue? There's a statement under the Bicycle Rapid Implementation Program that "most projects implemented by this program receive funding support from the Neighborhood Safety, Connectivity and Congestion Levy." It looks like the 2023-29 CIP has \$2M for bike facilities, but I can't find the other \$2.5M. Any clarity you might be able to provide on funding would be helpful.

Thanks!

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



From: [Loewenherz, Franz](#)
To: [Mariya Frost](#)
Cc: [Halse, Katie](#)
Subject: RE: Thank you!
Date: Tuesday, October 17, 2023 7:53:00 AM
Attachments: [image001.png](#)

Hello Mariya –

Thank you for contacting the Transportation Department with your request for information.

On Page 13-14 and Appendix C of the [DRAFT Design Concepts Guide](#) you'll find the "Sustainability" assessment for Bike Bellevue. This represents all the information we have available to share on this topic.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))
Mobility Planning and Solutions Manager
[Vision Zero](#), [Bike Bellevue](#), [Transit](#)
[Transportation Department](#), [City of Bellevue](#)
FLoewenherz@bellevuewa.gov / (425) 452-4077

From: Mariya Frost <mariya.frost@kemperdc.com>
Sent: Monday, October 16, 2023 1:56 PM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Cc: Halse, Katie <KHalse@bellevuewa.gov>
Subject: RE: Thank you!

Franz, no problem. Bike Bellevue does project cumulative GHG reductions from 2035 to 2055 in the report - do you have total transportation-related CO2 emissions in the City in **2055** with and without Bike Bellevue?

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



From: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Sent: Monday, October 16, 2023 8:15 AM
To: Mariya Frost <mariya.frost@kemperdc.com>
Cc: Halse, Katie <KHalse@bellevuewa.gov>
Subject: [ext] RE: Thank you!

Hello Mariya –

Thank you for contacting the Transportation Department with your request for information.

I've consulted with my colleagues in Transportation and Community Development and have confirmed that we do not have the requested information for 2050 transportation-related CO2 emissions in the City.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz

From: Mariya Frost <mariya.frost@kemperdc.com>
Sent: Tuesday, October 10, 2023 11:10 AM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Cc: Halse, Katie <KHalse@bellevuewa.gov>
Subject: RE: Thank you!

Franz,

I wanted to follow up on this email to see if you have information on what Bellevue projects total transportation-related CO2 emissions in the City to be in 2050 with and without Bike Bellevue.

Thanks!

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



From: Mariya Frost
Sent: Wednesday, September 27, 2023 10:39 AM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Cc: Halse, Katie <KHalse@bellevuewa.gov>
Subject: Thank you!

Franz,

I want to sincerely thank you for taking the time to compile a thorough response to my questions and public comments. I really appreciate your effort. Bellevue DOT continues to be responsive and helpful and that means a lot. I do plan to respond and am taking my time going through the materials you provided.

I wanted to also ask if you know, by any chance, what Bellevue projects total transportation-related CO2 emissions in the City to be in 2050 with and without Bike Bellevue. I'm not quite sure where to locate that information, but I'm certain it's there somewhere and I'm just not seeing it.

I look forward to seeing you virtually this afternoon at the Chamber meeting.

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



From: [Loewenherz, Franz](#)
To: "junkokimora@gmail.com"
Subject: RE: Draft Response
Date: Tuesday, October 17, 2023 12:37:00 PM
Importance: High

Dear Phyllis –

Thank you for contacting the Transportation Department with your request for information.

For additional information on the candidate bike lanes including impacts to motor vehicle operations please consult the [DRAFT Design Concepts Guide](#) which is available on the [Bike Bellevue](#) webpage. For example, related to corridor travel speeds consider Appendix D that includes modeled PM peak hour travel speeds in each direction and how the speeds relate to the Mobility Implementation Plan (MIP) Performance Targets. Additionally, the Corridor Profiles (Appendices F-P) include detailed PM Peak Hour intersection analysis outputs evaluated by City staff. These include peak direction delay data.

Please note that we have separated the DRAFT Guide into two sections: the [main section](#) is about 45 pages while the [appendices](#) are about 310 pages. By separating the DRAFT Guide into two sections we've reduced the file size which should make it easier for you to download the document.

Regarding outreach to seniors, last week I gave a presentation to the Bellevue Network on Aging (BNOA) and heard from several in the audience that they enjoy bicycling now that they have e-bikes. Other BNOA members in attendance were glad to see bike lanes being added so that people riding bicycles are less inclined to ride on sidewalks which creates conflicts with people walking.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))
Mobility Planning and Solutions Manager
[Vision Zero](#), [Bike Bellevue](#), [Transit](#)
[Transportation Department](#), [City of Bellevue](#)
FLoewenherz@bellevuewa.gov / (425) 452-4077

From: Phyllis White <junkokimora@gmail.com>
Sent: Thursday, October 12, 2023 6:49 PM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: Re: FW: RE: Best Practices for Bike Lanes

Dear Frank,

Thank you for your email.

Do you have a Car to Bike expected ratio with the 6,000 plus parking lots for cars with one lane for cars and one lane for bikes on each side? Will the Metro Bus still stop along the new one lane car street? Do you also have an estimate for the length of time it will take a car driver to drive from 140th Ave NE to 124th Ave NE traveling along BelRed during peak hours on both sides? Have you done studies on relationships between isolation and sedentary habits for people dependent on cars, especially senior citizens? If so, would you provide information on this topic?

I am sorry, the link to the Drafts Concepts Guide is taking a very long time for each page to load on my computer, and I am not able to read it.

Thank you for your time and assistance in this matter.

Best regards,

Phyllis White

On Fri, Oct 6, 2023 at 7:31 PM phyllisjwhite <phyllisjwhite@comcast.net> wrote:

Sent from my Galaxy

----- Original message -----

From: "Loewenherz, Franz" <FLoewenherz@bellevuewa.gov>

Date: 10/6/23 12:39 PM (GMT-08:00)

To: phyllisjwhite@comcast.net

Subject: RE: Best Practices for Bike Lanes

Hello Phyllis,

Thank you for contacting the Transportation Department with your concerns about the existing NE 8th street design and the proposed design of Bel-Red Road.

By way of background, the City Council directed staff to implement a balanced transportation system that includes safe travel options for people who walk, bicycle, drive, or take transit. Bike Bellevue aligns with [Comprehensive Plan](#) policies advancing multimodal investments:

- TR-25. Increase system connectivity for all modes by providing for vehicular, transit, pedestrian, and bicycling facilities to create a Complete Streets network throughout the city.

- TR-63. Allow for repurposing of travel lanes for other uses such as parking, transit or pedestrian and bicycle facilities where excess vehicular capacity exists and/or to optimize person throughput along a corridor.
- TR-109. Promote and facilitate walking and bicycling.
- TR-110. Incorporate pedestrian and bicycle facilities along with other mobility options in scoping, planning, designing, implementing, operating and maintaining the transportation system.
- TR-144. Support means to reduce transportation-source greenhouse gas emissions.
- S-DT-163. Design and enhance bicycle routes through Downtown to create a pleasant and safe environment for bicycling for people of all ages and abilities.

Implementation of the types of facilities proposed in Bike Bellevue are common practice in cities across the nation; as such, [design guidance](#) for bicyclists is actively promoted to cities by the Washington State Department of Transportation.

Regarding the projected number of cars-to-bikes ratio, city modeling indicates that Bike Bellevue improvements and increased land use density will result in bicycle mode share increasing from 0.8% today to 2.6-4.3% by 2035. Extensive modeling for vehicle performance is available starting on page 15 in the [Draft Concepts Guide](#). Notably, modeling of the eleven Bike Bellevue corridors found that with the proposed designs in 2035 the corridors meet the performance target for typical urban travel speed. Further information is available for both the bicycle and vehicle performance modeling in [Appendix D](#) (pg. 162/358 PDF pages). All this modeling informed the Bike Bellevue proposed network design, ensuring that safety and efficiency goals are met for various modes of travel.

In regards to the question about the designation of these streets for bicycle ridership, the selection of these corridors stems from the City Council approved [2009 Pedestrian and Bicycle Transportation Plan](#) and the [2021 Mobility Implementation Plan](#) (MIP). The corridors identified for bike facilities align with the City Council fundamental goals for a safe and equitable system, supporting growth, mobility and providing access for all, in addition to the city priorities of sustainability and access to light rail stations (pp. 10-11 in the [MIP](#)). A map of the bicycle network and priority bicycle corridors is available on page 15.

For additional ways to provide your feedback, there will be a variety of ways to get involved over the upcoming months including:

- The [Bike Bellevue online engagement tool](#), which is live until Friday, November 17th, 2023. All users can provide feedback (in the form of comments, questions, and buttons to agree or disagree with others) on the candidate designs for each Bike Bellevue corridor. All comments received will be reviewed and considered by the Bellevue Transportation Department and Transportation Commission.
- In addition, staff will be discussing Bike Bellevue at [Transportation Commission](#) meetings, including providing engagement summaries. Meetings are open to the public and are held in-person and online.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))

Mobility Planning and Solutions Manager

[Vision Zero](#), [Bike Bellevue](#), [Transit](#)

[Transportation Department](#), [City of Bellevue](#)

FLoewenherz@bellevuewa.gov / (425) 452-4077

From: phyllisjwhite@comcast.net <phyllisjwhite@comcast.net>

Sent: Thursday, September 14, 2023 11:53 AM

To: TransportationCommission <TransportationCommission@bellevuewa.gov>

Subject: Best Practices for Bike Lanes

Please add me to the party of record.

Dear Transportation Commissioners,

I am Phyllis White, a resident of Wilburton, Bellevue.

I drive daily between BelRed Road and NE 8th Street. There is a narrow bicycle lane immediately after a stop sign heading south from BelRed Road to NE 8th Street. This bicycle lane runs immediately after the stop sign. I do not see many bicyclists traveling on NE 8th coming down towards the stop sign, but when I do, I am startled by an unexpected bicyclist speeding down the hill on NE 8th. The reason I am startled, is because, to see the street for a longer and wider range of view for oncoming traffic, I need to drive or inch my car further, crossing into the bicycle lane to see cars coming down from the hill on NE 8th. This is very dangerous. NE 8th is becoming busier during peak traffic hours. Removing a car lane for a bicycle lane on congested streets will increase congestion. I also question the safety of bicycle lanes on narrow streets.

BelRed Road is also a narrow two-lane street on both sides, two on the right and two on the left. With 5,000 housing units and over 6,000 parking units in these developments will mean an increasing number of cars on BelRed Road.

Developing bike lanes on congested streets will increase congestion.

Is there a projected number of cars-to-bicycle ratio for the proposed growth areas? Is this number factored into Bike Bellevue's bike street plans and are these the best-designated streets for bicycle ridership?

Thank you for your consideration of the best bike lanes for cars.

Best regards,
Phyllis White

From: [Loewenherz, Franz](#)
To: [Renay Bennett](#); [Allan, Mackenzie \(she/her\)](#)
Subject: RE: Trying to leave feedback on taking car lanes for bikes...
Date: Tuesday, October 17, 2023 12:56:00 PM
Attachments: [image001.png](#)

Hello Renay,

Thank you for reaching out regarding your interest in providing feedback on the Bike Bellevue project.

It's unfortunate that the [online engagement tool](#) – which since 9/15 has yielded 705 comments – has been difficult to navigate.

Alternatively, you might consider emailing your general comments on Bike Bellevue to the Transportation Commission TransportationCommission@bellevuewa.gov.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))
Mobility Planning and Solutions Manager
[Vision Zero](#), [Bike Bellevue](#), [Transit](#)
[Transportation Department](#), [City of Bellevue](#)
FLoewenherz@bellevuewa.gov / (425) 452-4077

From: Renay Bennett <renaybennett@msn.com>
Sent: Tuesday, October 17, 2023 10:08 AM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>; Allan, Mackenzie (she/her) <MAllan@bellevuewa.gov>
Subject: RE: Trying to leave feedback on taking car lanes for bikes...

Hi Franz,

This is extraordinarily difficult to navigate. Is there is no place to leave general comments?

Thank you for your time,
Renay

From: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Sent: Monday, September 25, 2023 7:42 AM
To: Renay Bennett <renaybennett@msn.com>; Allan, Mackenzie (she/her) <MAllan@bellevuewa.gov>
Subject: RE: Trying to leave feedback on taking car lanes for bikes...

Hello Renay – The Transportation Commission received your 9/12 email message (see following) on [Bike Bellevue](#). Should you want to leave feedback on the [Bike Bellevue online engagement tool](#), it is live until Friday, November 17. Please let us know what you think about the proposed designs for each Bike Bellevue corridor. The online engagement tool lets you add comments, see comments from others, add a response, and agree or disagree. All comments received will be reviewed and considered by the Bellevue Transportation Department and Transportation Commission. For more information on how to navigate the online engagement tool, [watch the tutorial video](#). For more information on the corridor designs, take a look at the [Bike Bellevue DRAFT Design Concepts Guide](#). Should you require additional guidance on the online engagement tool, please contact my colleague [@Allan, Mackenzie \(she/her\)](#) 425-452-6978 who can assist. Thank you, Franz

From: Renay Bennett <renaybennett@msn.com>

Sent: Tuesday, September 12, 2023 10:34 AM

To: TransportationCommission <TransportationCommission@bellevuewa.gov>

Subject: NO MORE BIKE LANES

It should be obvious that there is no need for bike lanes here in Bellevue. They are rarely used, are dangerous, and take away limited auto lanes for the overwhelming majority of people who use them.

Please stop this social engineering scheme and get back to what is really needed.

Renay Bennett

From: Renay Bennett <renaybennett@msn.com>

Sent: Wednesday, September 20, 2023 4:02 PM

To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>

Subject: Trying to leave feedback on taking car lanes for bikes...

Hi Franz,

Trying to leave feedback, but can't get to a feedback page. Can you help?

Thanks!

Renay

From: [Loewenherz, Franz](#)
To: Admin@theWBPA.org; support@thewbpa.org
Subject: RE: Bike Bellevue Plan & Comprehensive Plan Requirements
Date: Wednesday, October 18, 2023 12:33:00 PM
Attachments: [2023.09.14 - WBPA - Bike Bellevue Plan & Comprehensive Plan Requirements.pdf](#)

Hello Mr. Baldwin,

Thank you for contacting the Transportation Department with your concerns about the proposed designs in Bike Bellevue.

Last month staff shared with the Bellevue Transportation Commission the [DRAFT Design Concepts Guide](#) that is available on the [Bike Bellevue](#) webpage. The [main section](#) is about 45 pages while the [appendices](#) are about 310 pages. The appendices are where you will find the analyses conducted to assess the effects of Bike Bellevue projects on the roadway network.

With the release of the DRAFT Guide, staff now commence an engagement process to document community feedback. The engagement process will conclude with staff releasing an updated Design Guide (target: February 2024) that includes refined bikeway designs and a State Environmental Policy Act (SEPA) Checklist. These documents will be shared with the Transportation Commission in advance of their recommendation (target: June 2024) to the city's Transportation Director. The SEPA Checklist will identify any probable impacts that can reasonably be anticipated from the proposal and the City's Environmental Coordinator will review the checklist and the environmental record for this project prior to issuing a threshold determination under SEPA. Following completion of the environmental review, the Transportation Department Director will take final action on the Bike Bellevue Plan.

There are a variety of ways to remain involved in Bike Bellevue over the upcoming months including:

- The [Bike Bellevue online engagement tool](#), which is live until Friday, November 17th, 2023. All users can provide feedback (in the form of comments, questions, and buttons to agree or disagree with others) on the candidate designs for each Bike Bellevue corridor. All comments received will be reviewed and considered by the Bellevue Transportation Department and Transportation Commission.
- Providing comments following Notice of Application during the SEPA comment period.
- In addition, staff will be discussing Bike Bellevue at [Transportation Commission](#) meetings, including providing engagement summaries. Meetings are open to the public and are held in-person and online.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))

Mobility Planning and Solutions Manager

[Vision Zero](#), [Bike Bellevue](#), [Transit](#)

[Transportation Department](#), [City of Bellevue](#)

FLoewenherz@bellevuewa.gov / (425) 452-4077

From: support@thewbpa.org <support@thewbpa.org> **On Behalf Of** WBPA Admin

Sent: Thursday, September 14, 2023 4:36 PM

To: TransportationCommission <TransportationCommission@bellevuewa.gov>; Transportation Reception <TRReception@bellevuewa.gov>

Cc: McDonald, Kevin <KMcDonald@bellevuewa.gov>; Zahn, Janice <JZahn@bellevuewa.gov>; WBPA Admin <Chet@thewbpa.org>; William Shadbolt <william@thewbpa.org>; Laudan Espinoza <comms@thewbpa.org>; Chester Baldwin <chet@lobbywa.com>

Subject: Bike Bellevue Plan & Comprehensive Plan Requirements

Dear Bellevue Transportation Commission,

Please reference the attached letter regarding the Bike Bellevue Plan and Comprehensive Plan Requirements. We share our concern regarding the potential impacts from projects guided by this plan could have on Bellevue's transportation network, our members, and the people their businesses serve.

We appreciate your consideration of these comments.

Sincerely,

Chester Baldwin, CEO & Executive Director
Washington Business Properties Association
123 Fir Street NE, #201
Olympia, WA 98506
Phone: (360) 205-2345
Admin@theWBPA.org

This message may contain confidential or proprietary information intended only for the use of the addressee(s) named above or may contain information that is legally privileged. If you are not the intended addressee, or the person responsible for delivering it to the intended addressee, you are hereby notified that reading, disseminating, distributing or copying this message is strictly prohibited. If you have received this message by mistake, please immediately notify us by replying to the message and delete the original message and any copies immediately thereafter.

If you received this email as a commercial message and would like to opt out of future commercial messages, please let us know and we will remove you from our distribution list. Washington Business Properties Association 123 Fir Street NE #201, Olympia, WA 98506



September 14, 2023

City of Bellevue
450 110th Ave. NE
P.O. Box 90012
Bellevue, WA 98009

Re: Bike Bellevue Plan and Comprehensive Plan Requirements

Dear Transportation Commission,

Washington Business Properties Association (“WBPA”) is a coalition of individuals, businesses and professional associations focused on commercial and residential real estate and property rights issues in Washington State. Our members include many Bellevue businesses and residents. As with our prior letter to the City regarding the Curb Management Plan, we write to share concerns regarding the potential impact that projects guided by the Bellevue Bike Plan could have on Bellevue’s transportation network, our members, and the community as a whole.

The City’s comprehensive planning process must follow the requirements of the Growth Management Act (“GMA”), including an integrated review of impacts associated with proposed plans under the State Environmental Policy Act (“SEPA”). *See* RCW 43.21C.030; WAC 197-11-158 & -210-235. Our state Supreme Court has long recognized that “[i]mplicit in [SEPA] is the requirement that the decision makers consider more than what might be the narrow, limited environmental impact of the immediate, pending action. The agency cannot close its eyes to the ultimate probable environmental consequences of its current action.”

“A “major purpose” of SEPA is to “combine environmental considerations with public decisions”. RCW 43.21C.075(1). Consistent with this purpose, “SEPA *mandates* governmental bodies to consider the total environmental and ecological factors to the fullest in deciding major matters.” *Eastlake Comm’ty Coun. v. Roanoke Assocs.*, 82 Wn.2d 475, 490, 513 P.2d 36, 76 A.L.R.3d 360 (1973). These considerations must be integrated into governmental decision-making processes so that “presently unquantified environmental amenities and values will be given appropriate consideration in decision making along with economic and technical considerations”. RCW 43.21C.030(2)(b); *Eastlake Comm’ty Coun.*, at 492. The environmental impact statement (EIS) must “accompany the proposal through the existing agency review processes” so that officials will use it in making decisions, RCW 43.21C.030(2)(d), WAC 197-11-655, and “[a]ny governmental action may be conditioned or denied” on the basis of adverse impacts disclosed by SEPA’s environmental review process.” RCW 43.21C.060; WAC 197-11-660; BCC 22.02.605(B); *Polygon Corp. v. Seattle*, 90 Wn.2d 59, 65, 578 P.2d 1309 (1978).”

W. Main Assocs. v. Bellevue, 49 Wn. App. 513, 518, 742 P.2d 1266 (1987).

As part of the planning process, SEPA requires the City to identify individual and cumulative environmental impacts that may result from implementation of plans *prior* to adopting them. *See id.*; WAC 197-11-060(4). For





transportation planning, “the GMA requires local jurisdictions to adopt ordinances ‘which prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development.’ RCW 36.70A.070(6)(b).” *Spokane County v. E. Wash. Growth Mgmt. Hearings Bd.*, 173 Wn. App. 310, 293 P.3d 1248 (2013). As such, the City’s various transportation plans and the underlying goals and policies, including Bike Bellevue, must not be developed or analyzed in silos and must ensure that improvements made under the adopted plans don’t cause roads to become gridlocked.

Presently, the City has failed to conduct an analysis that evaluates each of the eleven corridors in which Bike Bellevue proposes replacing travel lanes with bike lanes. This violates SEPA as it deprives the City’s decision-makers and the public of the very information necessary to analyze and potentially mitigate environmental impacts of such actions. Again, the City must “consider more than what might be the narrow, limited environmental impact of the [Bike Bellevue Plan],” and the City “cannot close its eyes to the ultimate probable environmental consequences” of the plan.

Downtown Bellevue, Wilburton and Bel-Red all have a limited street grid due to the “superblock” configuration for much of the land in these areas. This leads to far less general-purpose vehicular right-of-way as compared to other cities. If adopted, the Bike Bellevue Plan will further reduce the already limited capacity in these neighborhoods by removing travel lanes with no supporting analysis.

Instead, the City justifies taking away travel lanes from the public in these areas by arguing without evidence that, “most roads are overbuilt, since a majority of the capacity is **unused during much of the day**. Aside from the cost to build roads that are often under-utilized, there are environmental, safety and livability consequences for roads that are wider than necessary.” (Bold text added.) The City’s conclusion is based in part on using bi-directional traffic flow on a given street instead of the unidirectional demand placed on the lanes during morning and evening commute times.

The position that the City’s road network is “under-utilized” is absurd. Roads, like water systems, electrical utilities, and other basic infrastructure, are required to meet peak demand not average or off-peak demand. It is like saying that our region does not have a housing shortage, because most homes are empty for much of the day while people are at work and school.

Generally smooth bi-directional traffic flow throughout the day would allow Chik-fil-A to claim that its operations at the SW corner of NE 8th Street and 116th Avenue NE don’t cause traffic impacts because traffic flows by freely in the northbound lanes of 116th Avenue and the non-turning lanes of NE 8th Street, even though dozens of cars are queued in southbound lanes leading into the restaurant. Similarly, the fact that Bellevue Way south of Main Street is largely gridlocked to I-90 each afternoon in the southbound direction is, under the City’s logic, offset by the fact that northbound traffic is moderate. In fact, the City would conclude that Bellevue Way is too wide and under-utilized. This defies logic, experience, and common sense.

Minor repurposing of general-purpose travel lanes would likely have a significant negative impact on traffic congestion, hinder mobility and access for emergency responders, commuters, delivery drivers, customers and the residents who live in and around these high-density areas.





Given the potential for significant impacts such as increased emergency response times, traffic congestion, greenhouse gas emissions, and economic factors, it is critical that any travel lane elimination trigger a traffic analysis, and any analysis must examine *directional* demand and *directional* capacity during peak hours of the day in each of the Bike Bellevue corridors. This is precisely what every developer must do as a condition of project approval. It makes no sense—and it violates SEPA and the GMA—for the City to do no analysis or to use facially-flawed reasoning (*i.e.*, “most roads are overbuilt, since a majority of the capacity is unused during much of the day”) to support its transportation planning process.

The City’s businesses, residents, visitors, and tax base depend on all modes of transportation, including people who need to drive downtown, take transit of all kinds, bike, and walk throughout Bellevue’s commercial core. This can only be done through the proper study, analysis, and public comment as required by SEPA. All transportation modes are part of the solution, so long as they don’t increase traffic congestion, which then makes them part of the problem.

WBPA looks forward to continuing to engage on these issues and appreciates the thoughtful consideration of these comments.

Sincerely,

A handwritten signature in blue ink that reads "Chet B." with a long horizontal flourish extending to the right.

Chet Baldwin, CEO & Executive Director
Washington Business Properties Association



From: [Loewenherz_Franz](mailto:Loewenherz_Franz@bellevuewa.gov)
To: [Barbara Hughes](mailto:Barbara.Hughes@bellevuewa.gov)
Subject: RE: Bike Bellevue
Date: Thursday, October 19, 2023 7:30:00 AM
Attachments: [img004.jpg](#)
[img005.jpg](#)
[img006.jpg](#)
[img007.jpg](#)

Hello Barbara,

Thank you for contacting the Transportation Commission with your concerns about the cross-section graphics and photo-visualizations of the existing and proposed bikeway designs for Bike Bellevue.

The intent behind having all cross-section graphics facing north is to correspond to the proposed CAD designs, available in the online design feedback tool. These PDF documents are the interactive portion of the website and the proposed designs shown in them are what the public feedback is primarily geared towards.

I appreciate that you brought the images to our attention so that we can make them more accurate and legible. As such, we incorporated captions in the online feedback tool; see below revised graphics for [11 - 140th Avenue Northeast | Bike Bellevue \(konveio.com\)](#). Additionally, when staff returns to the Transportation Commission on November 9, we will share with them an updated DRAFT Design Concept Guide that accounts for these edits. The [project webpage](#) will be updated as well. I appreciate your assistance in ensuring that our DRAFT Guide is as useful and legible as possible.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz



Franz Loewenherz
He/him/his ([Why does this matter?](#))
Mobility Planning and Solutions Manager
Vision Zero: Bike Bellevue: Transit
Transportation Department - City of Bellevue
FLoewenherz@bellevuewa.gov / (425) 452-4077

From: Barbara Hughes <barbara_hughes@hotmail.com>
Sent: Tuesday, October 10, 2023 3:47 PM
To: TransportationCommission <TransportationCommission@bellevuewa.gov>
Subject: Bike Bellevue
Hello Transportation Commissioners,

I'd like to make you aware of the issue below.

This is extremely confusing to me - the materials presented are rather misleading as they do not clearly illustrate what is planned.

As other members of the public may also have been confused (and based their project comments on these unclear documents) I do feel that the public comment period needs to now be extended. In effect, the documents need to be updated to be clear as to what is intended, then reissued to the public with the comment time period clock starting again.

Thank you,

Barbara Hughes
Bellevue, 98005

From: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Sent: Tuesday, October 10, 2023 12:21 PM
To: Barbara Hughes <barbara_hughes@hotmail.com>
Subject: RE: Bike Bellevue

Hello Barbara - I see the confusion. The street level photograph was taken looking south, but we did all our cross sections looking north. When we update the [DRAFT Design Concepts Guide](#) we'll account for the direction in the cross sections as well as they don't always match the street level image perspective. Thank you, Franz

From: Barbara Hughes <barbara_hughes@hotmail.com>
Sent: Tuesday, October 10, 2023 11:40 AM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: RE: Bike Bellevue

Hello Franz,

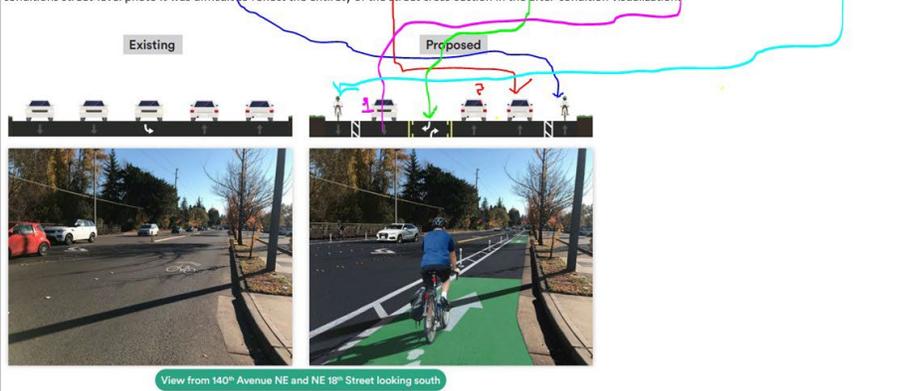
Thank you so much for your prompt response. I'm still not sure I understand, and as I'm tasked to look at this for Bridle Trails sub area I need to be sure I really do understand it correctly!

What I'm reading you say is that the Cross Section (image above the photos) is the accurate design. However, the wording beneath the photo on the right (looking south) surely indicates that the Cross Section is also looking south and the Cross Section (with red rear car lights) therefore shows 2 lanes still remaining south bound under the new design? Also 1 lane heading north under the new design, but your words show 2? Or am I still missing something please?

Please see my colored markings below where I've tried to link your Cross Section v words. With many thanks,

Barbara Hughes

Related to the location you've identified at [1645 140th Ave NE - Google Maps](#), the cross-section (image above the photos) accurately reflects the candidate Bike Bellevue design (see below CAD drawing). The candidate design (looking southbound) includes a southbound buffered bike lane, a southbound travel lane, a two-way left turn lane, two northbound travel lanes, and a northbound buffered bike lane. Unfortunately, due to the viewing angle of the existing conditions street-level photo it was difficult to reflect the entirety of the street cross-section in the after-condition visualization.



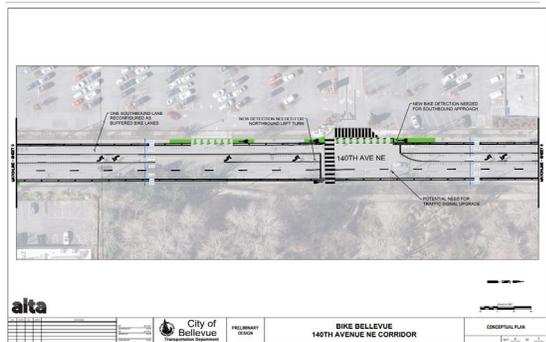
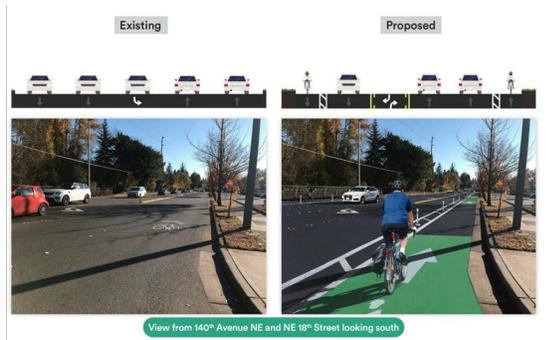
From: Loewenherz, Franz <Loewenherz@bellevuewa.gov>
 Sent: Tuesday, October 10, 2023 10:53 AM
 To: barbara_hughes@hotmail.com
 Subject: RE: Bike Bellevue

Hello Barbara,

Thank you for contacting the Transportation Department and sharing your interest in the Bike Bellevue project. We value your input as we strive to develop a safe and comfortable bicycle network.

Last month the [DRAFT Design Concepts Guide](#) was published and is now available on the [Bike Bellevue](#) webpage. This provides an overview of the various safety and access benefits that the proposed project could have, as well as details on the proposed designs along higher speed corridors. The [main section](#) is about 45 pages while the [appendices](#) are about 310 pages.

Related to the location you've identified at [1645 140th Ave NE - Google Maps](#), the cross-section (image above the photos) accurately reflects the candidate Bike Bellevue design (see below CAD drawing). The candidate design (looking southbound) includes a southbound buffered bike lane, a southbound travel lane, a two-way left turn lane, two northbound travel lanes, and a northbound buffered bike lane. Unfortunately, due to the viewing angle of the existing conditions street-level photo it was difficult to reflect the entirety of the street cross-section in the after-condition visualization.



There are a variety of ways to get involved over the upcoming months including:

- The [Bike Bellevue online engagement tool](#), which is live until Friday, November 17th, 2023. All users can provide feedback (in the form of comments, questions, and buttons to agree or disagree with others) on the candidate designs for each Bike Bellevue corridor. All comments received will be reviewed and considered by the Bellevue Transportation Department and Transportation Commission.
- In addition, staff will be discussing Bike Bellevue at [Transportation Commission](#) meetings, including providing engagement summaries. Meetings are open to the public and are held in-person and online.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
 Franz

Franz Loewenherz
 He/him/his ([Why does this matter?](#))
 Mobility Planning and Solutions Manager
[Vision Zero](#), [Bike Bellevue](#), [Transit](#)
 Transportation Department - City of Bellevue
Loewenherz@bellevuewa.gov / (425) 452-4077

From: Barbara Hughes <barbara_hughes@hotmail.com>
Sent: Monday, October 9, 2023 4:23 PM
To: Loewenherz, Franz <Loewenherz@bellevuewa.gov>
Subject: Bike Bellevue

On the page 41 of Bike Bellevue Draft Design Concepts Guide, it appears to show the proposal as 2 car lanes going south on 140th (next to the Safeway's lot) yet your photo shows only one car lane.

Which is correct please? Thank you,

Barbara Hughes

From: [Loewenherz, Franz](#)
To: [Christina Huang](#)
Subject: RE: [Bike Bellevue] Please install a bike lane on Bellevue Way
Date: Thursday, October 19, 2023 5:05:00 PM
Attachments: [image001.jpg](#)
[image002.png](#)
[image003.png](#)

Hello Christina,

Thank you for contacting the Transportation Department and sharing your interest in the Bike Bellevue project as well as your lived experience biking in the city. We value your input as we strive to develop a safe and comfortable bicycle network.

In regards to your question about Bellevue Way, the Bike Bellevue project is guided by the City Council adopted [2009 Pedestrian and Bicycle Transportation Plan](#) and the [2022 Mobility Implementation Plan \(MIP\)](#). The MIP identifies the intended level of traffic stress per corridor on the bike network and on the priority bicycle corridors. Bellevue Way is not designated to have bike lanes, instead the intended North-South connection is 108th Avenue NE. The corridors identified for bike facilities align with the City Council fundamental goals for a safe and equitable system, supporting growth, mobility and providing access for all, in addition to the city priorities of sustainability and access to light rail stations (pp. 10-11 in the [MIP](#)). Attached below is the map of the bicycle network vision from the MIP and an online version is available [here](#).



If you are interested in additional information about the Bike Bellevue project, the [DRAFT Design Concepts Guide](#) is now available on the [Bike Bellevue](#) webpage. The [main section](#) is about 45 pages while the [appendices](#) are about 310 pages. For additional ways to provide your feedback over the upcoming months:

- The [Bike Bellevue online engagement tool](#) is live until Friday, November 17th, 2023. All users can provide feedback (in the form of comments, questions, and buttons to agree or disagree with others) on the candidate designs for each Bike Bellevue corridor. All comments received will be reviewed and considered by the Bellevue Transportation Department and Transportation Commission.
- In addition, staff will be discussing Bike Bellevue at [Transportation Commission](#) meetings, including providing engagement summaries. Meetings are open to the public and are held in-person and online.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz

Franz Loewenherz
He/him/his ([Why does this matter?](#))
Mobility Planning and Solutions Manager
[Vision Zero, Bike Bellevue, Transit](#)
[Transportation Department, City of Bellevue](#)
FLoewenherz@bellevuewa.gov / (425) 452-4077

From: Christina Huang <christinahuangli@gmail.com>
Sent: Wednesday, October 11, 2023 1:07 AM
To: TransportationCommission <TransportationCommission@bellevuewa.gov>
Subject: Re: [Bike Bellevue] Please install a bike lane on Bellevue Way

This is how it feels to bike on an unprotected bike lane



On Wed, Jun 28, 2023 at 10:37 PM Christina Huang <christinahuangji@gmail.com> wrote:

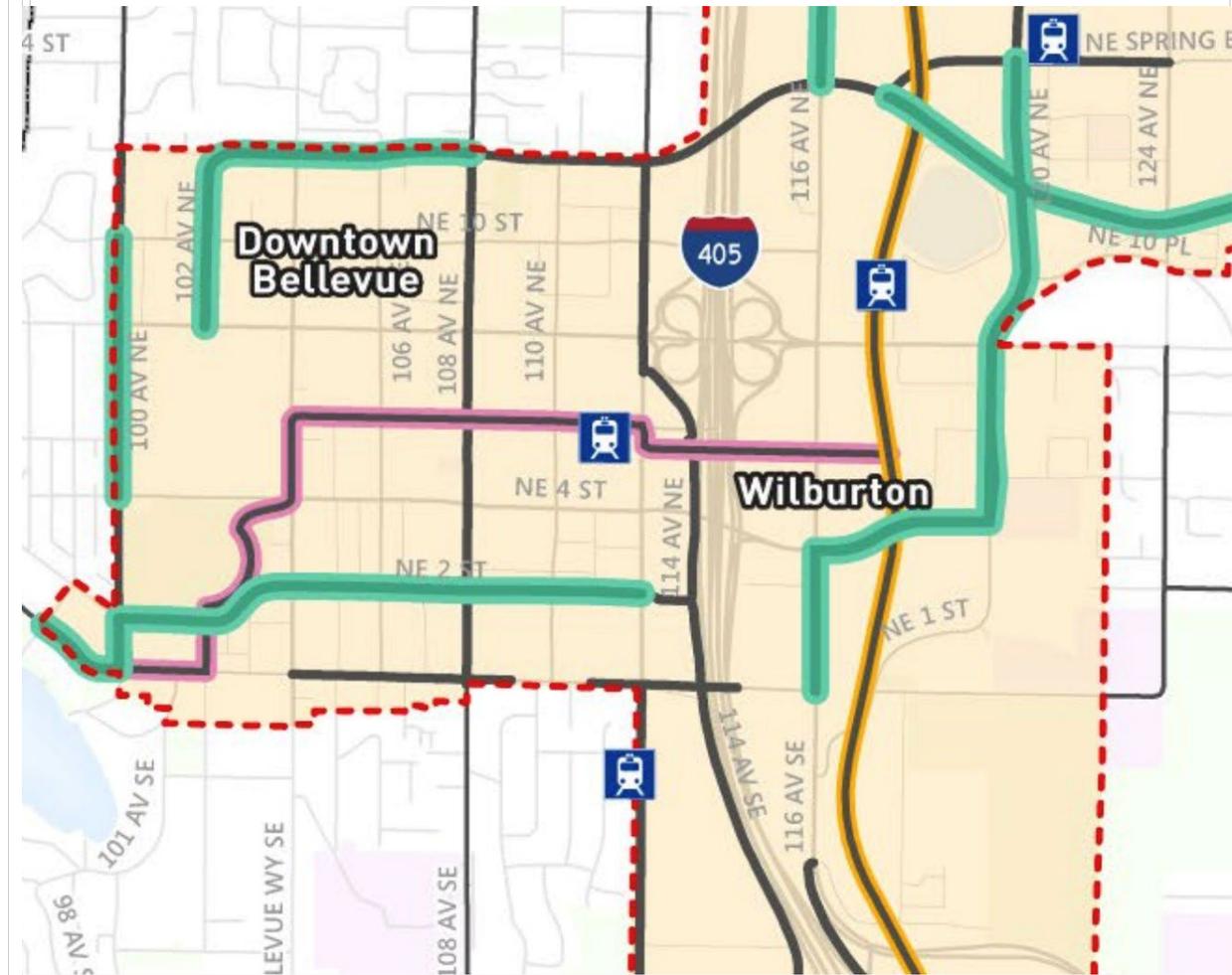
To clarify, I meant Bellevue Way NE that cuts through the heart of downtown Bellevue.

On Wed, Jun 28, 2023 at 10:35 PM Christina Huang <christinahuangji@gmail.com> wrote:

Hi Bellevue Transportation Commission,

I am a local resident living in downtown Bellevue, and I really want to commute to work in Redmond via bike, but I still feel unsafe biking on Bellevue Way, which is the "central" or "main" street running along from south to north through the middle of Bellevue.

I noticed in the proposed plan for Bike Bellevue, there is no bicycle lane planned for Bellevue Way; I would like to ask why this is the case, and can we install a bicycle lane on Bellevue Way? Thank you!



Warmly,
Christina Huang

Warmly,
Christina Huang

From: [Loewenherz, Franz](#)
To: ariel.z.davis@icloud.com
Cc: [Hagstrom, Gillian](#)
Subject: RE: Bike Bellevue
Date: Friday, October 20, 2023 9:19:00 AM

Hello Ariel,

Thank you for contacting the Transportation Department and sharing your interest in the Bike Bellevue project. We value your input as we strive to develop a safe and comfortable bicycle network.

Ensuring the public's safety is the highest responsibility of city government which is why [Bellevue is committed to Vision Zero](#). Bellevue's approach to bikeway design in the [Bike Bellevue project](#) draws inspiration from other Vision Zero cities and countries including the Netherlands, Sweden, and Denmark. The trailblazing effort in those countries is now more commonplace in North American cities especially those, like the City of Bellevue, who are members of the [National Association of City Transportation Officials \(NACTO\)](#).

Last month, the [DRAFT Design Concepts Guide](#) was published and is now available on the [Bike Bellevue](#) webpage. This provides an overview of the various climate, safety, and access benefits that the proposed project could have. The [main section](#) is about 45 pages while the [appendices](#) are about 310 pages. In addition, there will be a variety of ways to get involved over the upcoming months including:

- The [Bike Bellevue online engagement tool](#) is live until Friday, November 17th, 2023. All users can provide feedback (in the form of comments, questions, and buttons to agree or disagree with others) on the candidate designs for each Bike Bellevue corridor. All comments received will be reviewed and considered by the Bellevue Transportation Department and Transportation Commission.
- In addition, staff will be discussing Bike Bellevue at [Transportation Commission](#) meetings, including providing engagement summaries. Meetings are open to the public and are held in-person and online.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))
Mobility Planning and Solutions Manager
[Vision Zero](#), [Bike Bellevue](#), [Transit](#)
[Transportation Department](#), [City of Bellevue](#)
FLoewenherz@bellevuewa.gov / (425) 452-4077

From: Ariel Davis <ariel.z.davis@icloud.com>
Sent: Saturday, October 14, 2023 2:46 AM
To: Hagstrom, Gillian <GHagstrom@bellevuewa.gov>
Subject: Bike Bellevue

Hello,

I'm a citizen of Bellevue, WA. I saw the new proposed projects for more bike lanes etc. I don't have any particular comments on them, but I wanted to write to express my support in general for offering alternatives to car dependency.

I strongly support any and all projects that would reduce the number of cars on the road. Other alternative transport modes like walking, biking, light rail, and bus are safer, more efficient, and cost less for both the users and the public.

Cars have their place, but the fewer trips that require car use, the better.

Thank you for your consideration.

Ariel

From: [Loewenherz, Franz](#)
To: chrissvensson1946@gmail.com
Cc: [Anderson, Loren M.](#)
Subject: RE: Bike lane proposed on BellRed Rd.
Date: Friday, October 20, 2023 9:14:00 AM

Hello Chris,

Thank you for contacting the Transportation Department with your concerns about the proposed design of Bel-Red Road as well as challenges with the Konveio website. We value your input as we strive to develop a safe and comfortable bicycle network.

By way of background, the City Council directed staff to implement a balanced transportation system that includes safe travel options for people who walk, bicycle, drive, or take transit. Bike Bellevue aligns with [Comprehensive Plan](#) policies advancing multimodal investments:

- TR-25. Increase system connectivity for all modes by providing for vehicular, transit, pedestrian, and bicycling facilities to create a Complete Streets network throughout the city.
- TR-63. Allow for repurposing of travel lanes for other uses such as parking, transit or pedestrian and bicycle facilities where excess vehicular capacity exists and/or to optimize person throughput along a corridor.
- TR-109. Promote and facilitate walking and bicycling.
- TR-110. Incorporate pedestrian and bicycle facilities along with other mobility options in scoping, planning, designing, implementing, operating and maintaining the transportation system.
- TR-144. Support means to reduce transportation-source greenhouse gas emissions.
- S-DT-163. Design and enhance bicycle routes through Downtown to create a pleasant and safe environment for bicycling for people of all ages and abilities.

Implementation of the types of facilities proposed in Bike Bellevue are common practice in cities across the nation; as such, [design guidance](#) for bicyclists is actively promoted to cities by the Washington State Department of Transportation.

The selection of these corridors stems from the City Council approved [2009 Pedestrian and Bicycle Transportation Plan](#) and the [2022 Mobility Implementation Plan](#) (MIP). The corridors identified for bike facilities align with the City Council fundamental goals for a safe and equitable system, supporting growth, mobility and providing access for all, in addition to the city priorities of sustainability and access to light rail stations (pp. 10-11 in the [MIP](#)). A map of the bicycle network and priority bicycle corridors is available on page 15.

If you are interested in providing additional feedback, staff will be discussing Bike Bellevue at [Transportation Commission](#) meetings, including providing engagement summaries. Meetings are open to the public and are held in-person and online.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))
Mobility Planning and Solutions Manager
[Vision Zero](#), [Bike Bellevue](#), [Transit](#)
[Transportation Department](#), [City of Bellevue](#)
FLoewenherz@bellevuewa.gov / (425) 452-4077

From: chrissvensson1946 <chrissvensson1946@gmail.com>
Sent: Thursday, October 12, 2023 4:10 PM
To: Transportation Reception <TRReception@bellevuewa.gov>
Subject: Bike lane proposed on BellRed Rd.

Hello, I tried to comment on your proposed bike commuter lanes on your website but it was NOT user friendly at all. So I am emailing you about it instead.

I often use Bell Red going west and lately there is one lane closed by construction going west. There is a back up almost to the next red light when the right lane is closed. I am very worried that using a car lane for bikes will cause back ups in car traffic.
Meanwhile I see really no bicycles using that route.

And there are probably even fewer bikes during the rainy winter.
So I feel that you are overdoing the bike trail planning on existing roads. Why don't you plan bike lanes on the new roads that parallel the light rail line through the Spring district. I would think that might be safer and give access to the light rail to bikes as well .

Just asking you to consider an alternative to .Bell Red.
Sincerely, Chris Svensson
300 145th Pl SE Bellevue 98007. 425-922-3861

Corridor	From To	Collision Location	Report Number	Severity	Injured Person	Date
01 Northup Way	120TH AVE NE TO 140TH AVE NE	NE 20TH ST	E353308	Suspected Serious Injury	Auto	8/22/2014
01 Northup Way	120TH AVE NE TO 140TH AVE NE	NORTHUP WAY	E434040	Suspected Serious Injury	Bicycle	6/5/2015
01 Northup Way	120TH AVE NE TO 140TH AVE NE	NORTHUP WAY	E532234	Suspected Serious Injury	Auto	4/2/2016
02 NE 12th Street	102ND AVE TO 108TH AVE NE	NE 12TH ST	E653288	Suspected Serious Injury	Auto	3/19/2017
02 NE 12th Street	102ND AVE TO 108TH AVE NE	BELLEVUE WAY NE	ED15771	Suspected Serious Injury	Auto	12/12/2022
03 NE 12th Street/Bel-Red Road	116TH AVE NE TO 132ND AVE NE	124TH AVE NE	E316921	Dead at Scene	Pedestrian	2/24/2014
03 NE 12th Street/Bel-Red Road	116TH AVE NE TO 132ND AVE NE	130TH AVE NE	E393673	Suspected Serious Injury	Pedestrian	1/16/2015
03 NE 12th Street/Bel-Red Road	116TH AVE NE TO 132ND AVE NE	BEL RED RD	E602884	Suspected Serious Injury	Auto	10/20/2016
03 NE 12th Street/Bel-Red Road	116TH AVE NE TO 132ND AVE NE	BEL RED RD	EC50190	Suspected Serious Injury	Pedestrian	5/25/2022
04 Bel-Red Road	132ND AVE NE TO 148TH AVE NE	BEL RED RD	E117283	Suspected Serious Injury	Bicycle	7/12/2011
04 Bel-Red Road	132ND AVE NE TO 148TH AVE NE	BEL RED RD	E410314	Suspected Serious Injury	Pedestrian	3/11/2015
04 Bel-Red Road	132ND AVE NE TO 148TH AVE NE	140TH AVE NE	E471755	Dead at Scene	Pedestrian	9/29/2015
04 Bel-Red Road	132ND AVE NE TO 148TH AVE NE	132ND AVE NE	EA95826	Suspected Serious Injury	Pedestrian	1/5/2021
04 Bel-Red Road	132ND AVE NE TO 148TH AVE NE	BEL RED RD	EB82379	Suspected Serious Injury	Pedestrian	10/26/2021
05 Bel-Red Road	148TH AVE NE TO 156TH AVE NE	NE 24TH ST	E296943	Suspected Serious Injury	Pedestrian	12/10/2013
05 Bel-Red Road	148TH AVE NE TO 156TH AVE NE	BEL RED RD	E337825	Suspected Serious Injury	Auto	6/27/2014
05 Bel-Red Road	148TH AVE NE TO 156TH AVE NE	BEL RED RD	E616065	Suspected Serious Injury	Auto	12/3/2016
05 Bel-Red Road	148TH AVE NE TO 156TH AVE NE	BEL RED RD	EA69417	Suspected Serious Injury	Auto	10/2/2020
05 Bel-Red Road	148TH AVE NE TO 156TH AVE NE	BEL RED RD	EC67495	Suspected Serious Injury	Auto	7/22/2022
05 Bel-Red Road	148TH AVE NE TO 156TH AVE NE	BEL RED RD	ED08770	Suspected Serious Injury	Auto	11/10/2022
06 NE 1st/NE 2nd Street	100TH AVE NE TO 112TH AVE NE	106TH AVE NE	E177847	Suspected Serious Injury	Pedestrian	6/20/2012
06 NE 1st/NE 2nd Street	100TH AVE NE TO 112TH AVE NE	NE 1ST ST	E568724	Suspected Serious Injury	Auto	7/28/2016
06 NE 1st/NE 2nd Street	100TH AVE NE TO 112TH AVE NE	NE 2ND ST	E602883	Died in Hospital	Pedestrian	10/5/2016
07 Lake Washington Boulevard	100TH AVE NE TO 99TH AVE NE	LAKE WASHINGTON BLVD NE	EA74445	Suspected Serious Injury	Pedestrian	10/23/2020
09 Wilburton Route	116TH AVE NE & NE 4TH STREET	120TH AVE NE	E824390	Suspected Serious Injury	Pedestrian	7/24/2018
09 Wilburton Route	116TH AVE NE & NE 4TH STREET	116TH AVE NE	E873213	Suspected Serious Injury	Pedestrian	12/11/2018
09 Wilburton Route	116TH AVE NE & NE 4TH STREET	120TH AVE NE	EC10613	Suspected Serious Injury	Pedestrian	1/7/2022
10 116th Avenue NE	NE 12TH STREET TO NE 14TH STREET	116TH AVE NE	EA52685	Suspected Serious Injury	Bicycle	8/4/2020
11 140th Avenue NE	BEL-RED ROAD TO NE 24TH ST	140TH AVE NE	E735354	Suspected Serious Injury	Auto	11/10/2017
11 140th Avenue NE	BEL-RED ROAD TO NE 24TH ST	140TH AVE NE	EA63817	Died in Hospital	Pedestrian	9/14/2020

From: [Loewenherz, Franz](#)
To: [Mariya Frost](#)
Cc: [Vance, Aimee](#)
Subject: Public Records Request C000663-101223
Date: Friday, October 20, 2023 4:19:00 PM
Attachments: [Bike Bellevue Corridors KSI 2011-2022.pdf](#)
[Bike Bellevue Corridors KSI 2011-2022_Summary.xlsx](#)
[image001.png](#)

Hello Mariya,

This email responds to your Public Records Request C000663-101223 below.

As you know, last month, the [DRAFT Design Concepts Guide](#) (dated September 2023) was published and is now available on the [Bike Bellevue](#) webpage.

In response to your questions:

- The 24 fatal and serious injury collisions from the Bike Bellevue corridor summaries are the fatal and serious injury collisions along the Bike Bellevue corridors, including pedestrian, bicycle, and auto collisions, for 2011-2021. The number for 2011-2022 is 30.
- Table 6 in the DRAFT Design Concepts Guide includes the bicycle-only fatal and serious injuries in the Bike Bellevue project area from 2013 to 2022.

You are aware that staff noted in the [11/14 Commission agenda memo](#) that: "The Guide, presently dated September 2023, is expected to evolve over the course of the project to account for new insights and project refinements informed by technical analysis and public input." The summaries in the Bike Bellevue Design Guide Draft will be updated in November to include the fatal in serious injury collisions in 2022.

We are only allowed to share WSDOT crash data with third parties in .pdf format (attached to this email). If you prefer Excel format, please request the data directly from WSDOT by filling out the [Standard Crash Data Request Form](#) available at <https://wsdot.wa.gov/about/transportation-data/crash-data>. Include the report numbers with the requested information and email the form to the email address on the bottom of the form. I am attaching a spreadsheet with the Police report numbers. We cannot share copies of the Police reports. WSDOT doesn't share Police reports either. To obtain copies of the Police reports, please contact [Washington State Patrol](#), but you will have to pay for the copies.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz

Franz Loewenherz
He/him/his ([Why does this matter?](#))
Mobility Planning and Solutions Manager
[Vision Zero, Bike Bellevue, Transit](#)
[Transportation Department, City of Bellevue](#)
FLoewenherz@bellevuewa.gov / (425) 452-4077

From: Vance, Aimee <AVance@bellevuewa.gov>
Sent: Thursday, October 12, 2023 2:20 PM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: Public Records Request C000663-101223

Mariya Frost
Public Records Request #C000663-101223

Details Fees & Time Activities (0/0) Attachments (0) Letters (0) Customers (1) Followers (0) History

Save New Message + Add Forward Print Print Attachments Tools

Save was successful.

Public Records Request Details

Approximate Date or Date Range of Record: 2011-2022

Department of Record (if known):

Describe the Record(s) Requested: Can you please provide us with copies of the crash reports for each of the 24 fatal or serious injury crashes identified in the [Bike Bellevue corridor summaries for the years 2011-2022](#). These should include information such as location, time of day, day of week, direction, other vehicle involvement, weather and street conditions, light conditions, and other possible contributing circumstances. Note that the total of 24 crashes seems inconsistent with the total of 8 fatal and serious injury crashes shown in [Table 6 \(Bike Bellevue\) for the years of 2013-2022](#).

From: [Loewenherz, Franz](#)
To: [Mariya Frost](#)
Subject: RE: Bike Bellevue flyer
Date: Tuesday, October 24, 2023 5:10:00 PM

Hello Ms. Frost,

Thank you for contacting the Transportation Department with your concerns about Bike Bellevue and how we refer to the projects in city communications.

On November 21, 2022 the Bellevue City Council adopted a [2023-2029 Capital Investment Program](#) (CIP) plan that increased from \$1.5 million (in the 2021-2027 CIP) to \$4.5 million funding for Growth Corridor High Comfort Bicycle Network Implementation (CIP #[PW-W/B-85](#)) in the Downtown, Wilburton and BelRed neighborhoods. CIP #PW-W/B-85 funds Bike Bellevue work and includes the following direction: “This program funds rapid-build projects that are implemented on existing streets with no or minimal impact to existing curbs and drainage, which will be addressed as appropriate on a location-by-location basis.”

Bike Bellevue communications – see [project webpage](#), [poster](#), and [mailer](#) – are consistent with the CIP language because not every candidate on-street bicycle lane project involves repurposing a motor vehicle travel lane. An estimated 5.9 miles of motor vehicle travel lanes will be repurposed to implement the 15.11 miles of bike lanes referenced in the [DRAFT Design Concepts Guide](#), September 2023.

Of these 15.11 miles of bike lanes:

- 11.17 miles will result from converting 5.9 miles of travel lanes to bike lanes,
- 2.06 miles of bike lanes will be added while retaining the travel lanes, and
- 1.88 miles of bike lanes will be upgraded, while retaining the travel lanes.

These numbers reference the entire length of each corridor (including the centers of the intersections). The calculations are based on the descriptions of the concept designs in the Bike Bellevue DRAFT Design Concepts Guide, September 2023. The project descriptions do not capture small deviations in the design along the corridor (e.g., the bike lane on one side of the street starts proximate to, but not at the intersection, or a limited section of curbside parking removed). The two-way bike lanes are counted twice to account for bike lanes in each direction.

Please note that this response will be shared with the City Council and Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))

Mobility Planning and Solutions Manager

[Vision Zero, Bike Bellevue, Transit](#)

[Transportation Department, City of Bellevue](#)

FLoewenherz@bellevuewa.gov / (425) 452-4077

From: Mariya Frost <mariya.frost@kemperdc.com>

Sent: Monday, October 23, 2023 1:33 PM

To: Council <Council@bellevuewa.gov>

Subject: Bike Bellevue flyer

Mayor Robinson and Councilmembers,

The Transportation Department appears to have changed the Bike Bellevue plan to “add bike lanes to existing streets” instead of the currently published plan that shows bike lanes *replacing* existing arterial road lanes. We were not aware of this new direction until we saw it in this public communication (copied below and available on the Bike Bellevue website). Obviously this would be much less likely to hinder future growth or cause traffic congestion in violation of Comp Plan Policy TR-2, which you unanimously adopted two years ago.

We would appreciate an update of the actual Bike Bellevue plan to be consistent with what is implied in this poster and in the City’s mailer, showing bike lanes *next to* the arterial lanes instead of *in replacement of* them. We believe that doing so would alleviate the lion’s share of public concerns with the plan.

Alternatively, if the Transportation Department’s plan remains to replace road lanes with bike lanes, in the name of transparency we ask that you direct the City Manager to have the Transportation Department clearly point that out in their communications to your constituents.

Thank you!

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

From: [Loewenherz, Franz](#)
To: [Ting, Albert](#)
Cc: [McDonald, Kevin](#)
Subject: RE: Bicycle Questions
Date: Thursday, October 26, 2023 12:23:00 PM

Hello Albert –

Highlighted below are responses to your questions.

Please note that this response will be shared with the Transportation Commission.

Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))
Mobility Planning and Solutions Manager
[Vision Zero, Bike Bellevue, Transit](#)
[Transportation Department, City of Bellevue](#)
FLoewenherz@bellevuewa.gov / (425) 452-4077

From: Ting, Albert <ATing@bellevuewa.gov>
Sent: Monday, October 16, 2023 9:09 PM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>; McDonald, Kevin <KMcDonald@bellevuewa.gov>
Subject: Bicycle Questions

Hi, a few questions for you:

- How expensive is it to build raised/dedicated bike lanes? Is there a general formula for this? Or is it simply infeasible to even consider?
 - Staff are unable to provide a unit cost figure for raised/dedicated bike lanes. For each type of bicycle facility there are a range of possible costs, determined in part by whether the change is a simple intervention or more complex redesign, and what level of planning or engineering the physical context requires.
 - When compared to on-street bicycle lanes, raised/dedicated bike lanes at sidewalk height must consider additional infrastructure impacts that can increase cost per lane mile, such as:
 - Roadway demolition, excavation, and reconstruction to build new curb

- and raised bike facilities.
 - Moving the face of curb may trigger moving stormwater facilities, such as inlets, catch basins, and pipes.
 - Raised bike lanes often result in construction at intersection corners including but not limited to rebuilding curb ramps, adding mixing zones or protected bicycle waiting zones, and signal impacts like detection and indications.
 - We often add landscaping with raised bike lanes to separate bicycle facilities and vehicle lanes.
- For these reasons, comparing the cost of different roadways and bicycle facilities is a complex and challenging task as each project poses its own unique requirements.
- By way of example, the [NE 12th Street Multipurpose Path project](#) was constructed in late 2020 to 2021 to implement a connection long-planned in the Pedestrian and Bicycle Transportation Plan and the Downtown Transportation Plan. Capital cost of the project was \$1,338,285 and, by using public land, was able to avoid land acquisition costs that are typical for many off-street facilities. This project is approximately 1,230 linear feet long, spanning between 112th Ave NE and 108th Ave NE, resulting in an approximate cost per linear foot of \$1,090/LF. Cost reduction factors for the NE 12th Street Multipurpose path project include:
 - The project replaced an existing narrow sidewalk. It was constructed on both transportation right-of-way and on the edge of McCormick Park and thus avoided right-of-way acquisition costs that are common with sidewalk widening or protected off street bicycle facility projects.
 - This project spurred public involvement as many nearby residents were concerned about their safety on a facility designed and intended for use by both pedestrians and bicyclists, and they objected to utilizing park space for the MPP. This required city staff to provide response and design support that is often not fully captured in project costs.
 - The removal of the structurally deficient and long-closed pedestrian bridge spanning NE 12th Street required to construct the MPP was paid for by the Pavement and Bridge Management Program and was not included in the NE 12th Street MPP project cost.
 - The project avoided moving the face of curb alignment (due to having right-of-way space behind the existing curb face), avoiding roadway, channelization, and stormwater removal and replacement costs.
 -

The project had one traffic signal modification expense (a signal mast arm pole replacement at NE 12th Street and 108th Ave NE). Otherwise, the project was able to minimize signal and illumination costs.

- [Bike Bellevue Corridor 2 - NE 12th Street from 108th Ave NE to 102nd Ave NE](#) spans a little over 1,940 linear feet and is anticipated to cost approximately \$960,000. This results in an approximate cost per linear foot of \$495/LF. This cost estimate has been adjusted to remove the 102nd Ave NE cycle track segment previously included in Corridor 2.
 - This project includes channelization that the NE 12th Street MPP project did not include.
 - This project avoids roadway and sidewalk reconstruction, which usually have longer construction timelines than channelization projects.
 - This project avoids landscaping installation that is the typical separation for off street ped/bike facilities and instead opts to install lower cost buffer materials like flexible posts, extruded curb, and/or planter pots.
 - This project includes three signal modifications due to the project's length and intersections within the corridor limits and detection loop relocation. These signal modifications are still under evaluation as design refinements advance.
 - This project avoids stormwater and other heavy utility work that can result from off street bicycle facilities.
 - This project avoids right-of-way acquisition, reallocation of park space for pedestrian and bicycle facilities, and strives to minimize impact to neighboring residents.
- The NE 12th Street Multipurpose path was approximately \$1,090/LF (this does not account for inflation - applying inflation from CPI-U to 2023 this would be closer to \$1,300/LF). Corridor 2 - NE 12th Street cycle track anticipates costing approximately \$495/LF (in 2023 dollars).
- As seen above, Corridor 2 - NE 12th Street cycle track costs less per linear foot than the off-street multipurpose path, even with the cost savings the NE 12th Street MPP achieved by avoiding right-of-way acquisition, utility replacement and relocation, and signal/illumination work.
- For these reasons raised/dedicated bike lanes are not considered for rapid-build efforts. Raised bike lanes are ideal for private development projects that are fully rebuilding frontage or CIP projects that include roadway/pavement, utilities, signals, channelization, and landscaping (e.g., 130th roadway widening and improvement project, Spring Boulevard zones 1-4, etc.). In these instances, costs for the raised/dedicated bike lanes are

not easy to capture because they often occur as part of a larger site development or multi-modal roadway projects, and bicycle-related costs are not tracked separately.

- It is important to consider Council direction for Bike Bellevue in [CIP PW-W/B-85](#) and [project principles](#) that staff should install on-street bicycle facilities that meet MIP Level of Traffic Stress (LTS) goals while minimizing construction impact and cost. This is why staff are primarily applying rapid-build techniques like channelization, rapid-build delineators (e.g., flexible posts), and minor pavement restoration (overlay) to bring Bike Bellevue to fruition while minimizing additional roadway or utility changes that could increase costs.
- In conclusion, we are still in the preliminary stages of design and cost estimating for Bike Bellevue corridors. The corridor designs and cost estimates will continue to be updated in response to public input, engineering evaluation, ongoing changes from other projects along the Bike Bellevue corridors, and other stakeholder input.
- Are we looking at the specific scenarios for Bike Bellevue? For example, commute, exercise, shopping, etc.? I think this can help in prioritization and sequencing.
 - We will gain some insight during our public engagement efforts into how the public would like to use these bike lanes. We will take public feedback into account as we move toward identifying corridor sequencing. Sequencing considerations may include priority use types you have listed as well as timelines of adjacent CIP and development projects along each corridor, funding, proximity to and connections with other bicycle facilities including regional facilities like Eastrail, coordination with other agencies (City of Redmond, Sound Transit, King County Metro, etc.), and others.
- Are the Bike Bellevue bicycle lanes multi-purpose? Could we more efficiently use space by combining sidewalk and bike lanes?
 - See above for how constructing a multi-purpose pathway instead of rapid-build bicycle lanes may significantly increase cost. Additionally, as you indicated in your previous question, there is a range of uses for bicycle facilities, often resulting in varying levels of comfort and speed. Mixed-use facilities vs separated bike and pedestrian facilities must take into consideration typical use cases and context of the location to avoid friction between multi-purpose path users (e.g., a heavy bicycle commuter corridor would benefit from having a completely separated bike lane to limit higher speed bicycles mixing with pedestrian spaces).
- What are the pros/cons of having bike lanes for both directions on one side of the

road?

- Great question. Here are a few:
 - Pro and Con: Bicycle access. If there is a specific amenity or destination on one side of the road that people riding bicycles will most likely want easy access to, a cycle track on that side of the road can be beneficial for access (e.g., a city park). However, this does mean that cyclists will have to cross the street to access amenities on the other side of the road. On the other hand, some roadways have similar amenities and destinations on both sides of the roadway, in which case directional lanes may provide better access for cyclists.
 - Pro: Can minimize conflict points: If there is a side of the road that has considerably fewer intersecting roadways or driveway access points (e.g. waterfronts, roadways adjacent to rail, parks, etc.), it can be safer to place the bicycle facilities on that side of the roadway to minimize conflict points.
 - Pro: For rapid build, a two-way cycle track can often use slightly less width than directional lanes with buffers and sometimes can avoid shifting the remaining lanes if the cycle track can fit in an existing vehicle lane (e.g., an existing 12' vehicle lane can accommodate a 10' wide two-way cycle track and 2' buffer without having to shift other vehicle lanes).
 - Con: Friction points at driveways: We have heard community concern about two-way cycle tracks across driveways creating more input for drivers to look out for when drivers are entering and exiting the driveway.
 - Con: Transitioning between directional and cycle-tracks can be challenging and can require unique intersection phasing or design and additional crossing points.

Thanks for your help on this.

Thx,
AlbertT

From: [Loewenherz, Franz](#)
To: [Mariya Frost](#)
Cc: [Halse, Katie](#)
Subject: RE: Responses to Bike Bellevue inquiries
Date: Thursday, October 26, 2023 5:15:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Hello Ms. Frost –

Highlighted below are responses to your 10/17/2023 Bike Bellevue comments and inquiries.

Please note that this response will be shared with the City Council and Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Feel free to contact me at 425-452-4077 if you have additional inquiries.

Thank you,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))
Mobility Planning and Solutions Manager
[Vision Zero](#), [Bike Bellevue](#), [Transit](#)
[Transportation Department](#), [City of Bellevue](#)
Loewenherz@bellevuewa.gov / (425) 452-4077

From: Mariya Frost <mariya.frost@kemperdc.com>
Sent: Tuesday, October 17, 2023 2:30 PM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Cc: TransportationCommission <TransportationCommission@bellevuewa.gov>; Council <Council@bellevuewa.gov>; Halse, Katie <KHalse@bellevuewa.gov>
Subject: FW: Responses to Bike Bellevue inquiries

Franz,

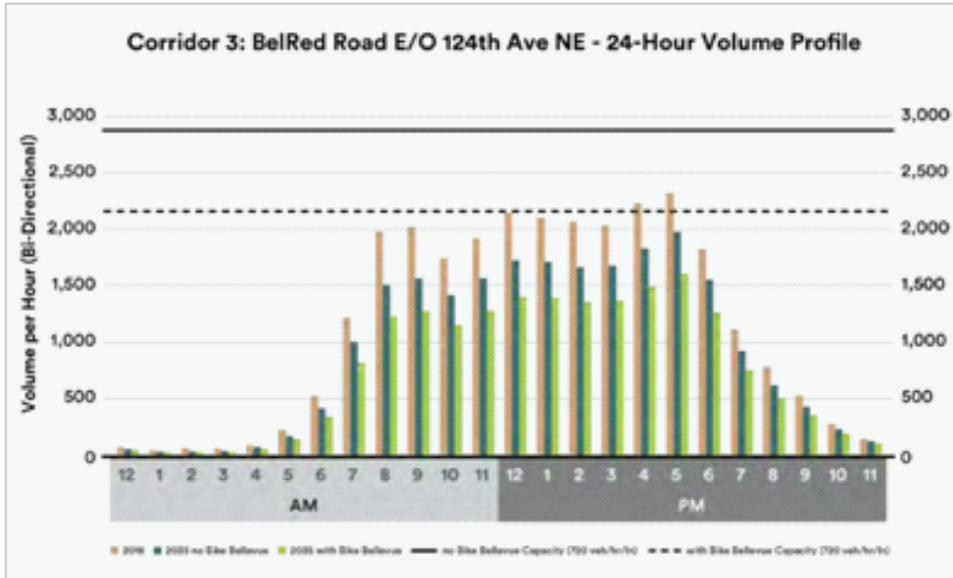
Thank you again for taking the time to put together a thorough response to our questions regarding Bike Bellevue. I do have some follow-up comments and inquiries I hope you and the department might be able to address.

1. **Travel data is misrepresented**

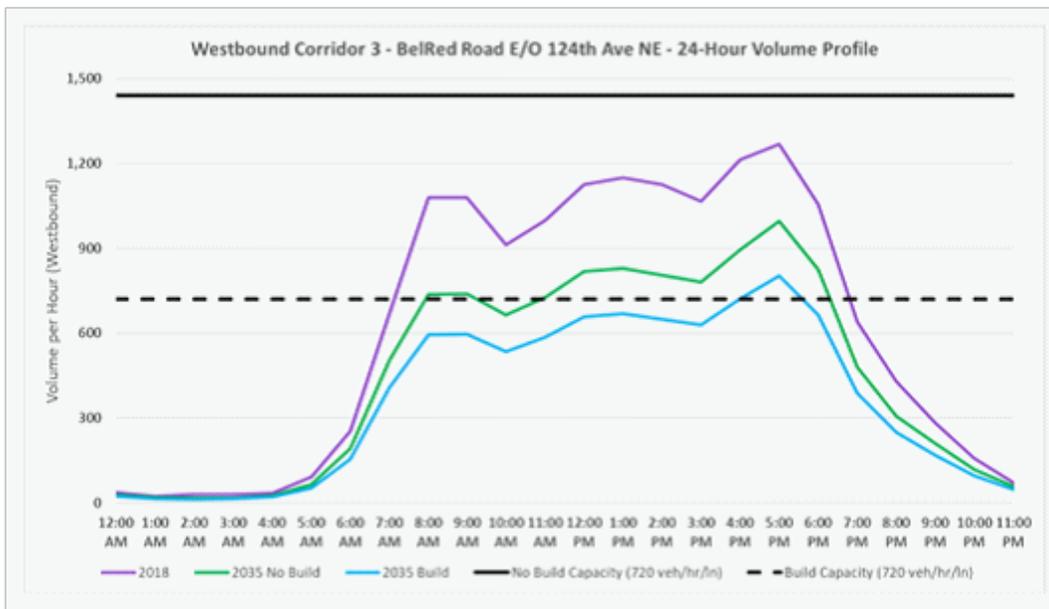
Bike Bellevue argues that Bellevue roads are underutilized and overbuilt to justify significant reductions in capacity for the creation of bike lanes. The City averaged bi-directional traffic at all hours of the day to illustrate this point, rather than presenting data that reflects the public's travel

experience at peak hours. In response to concerns about this claim, you've provided directional data comparing directional vehicle volumes and directional capacity, which is much more meaningful. For some corridors, the contrast is shocking.

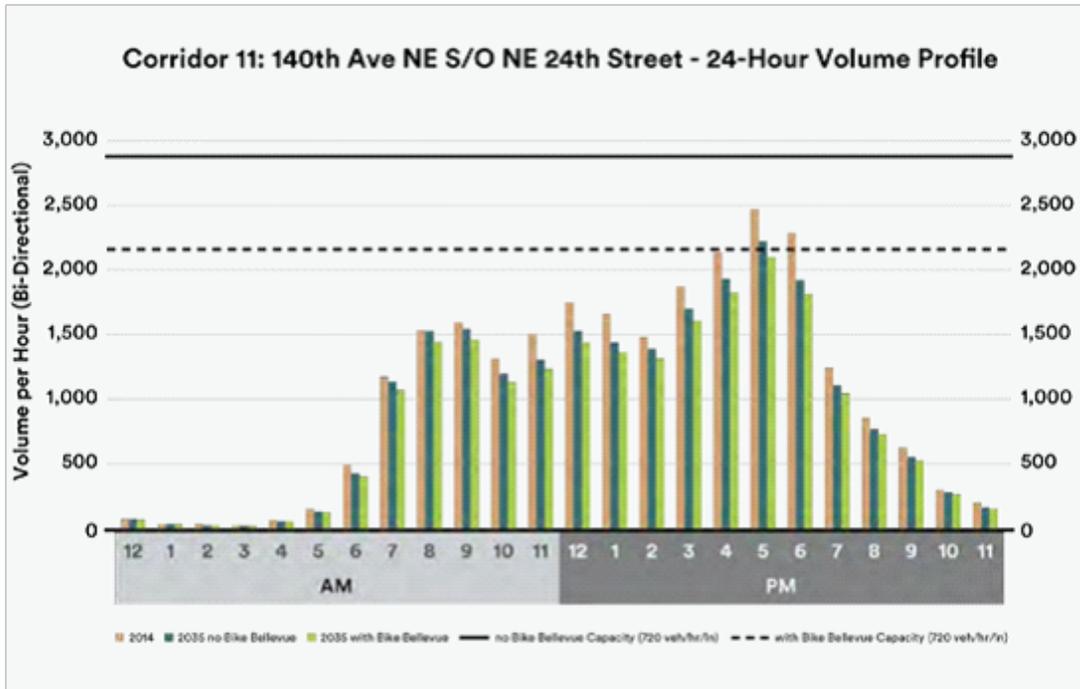
For example, the City shows bi-directional data in Bike Bellevue for Corridor 3, giving the impression that taking travel lanes will have no impact on traffic, which would remain below the newly reduced capacity limit (dashed line):



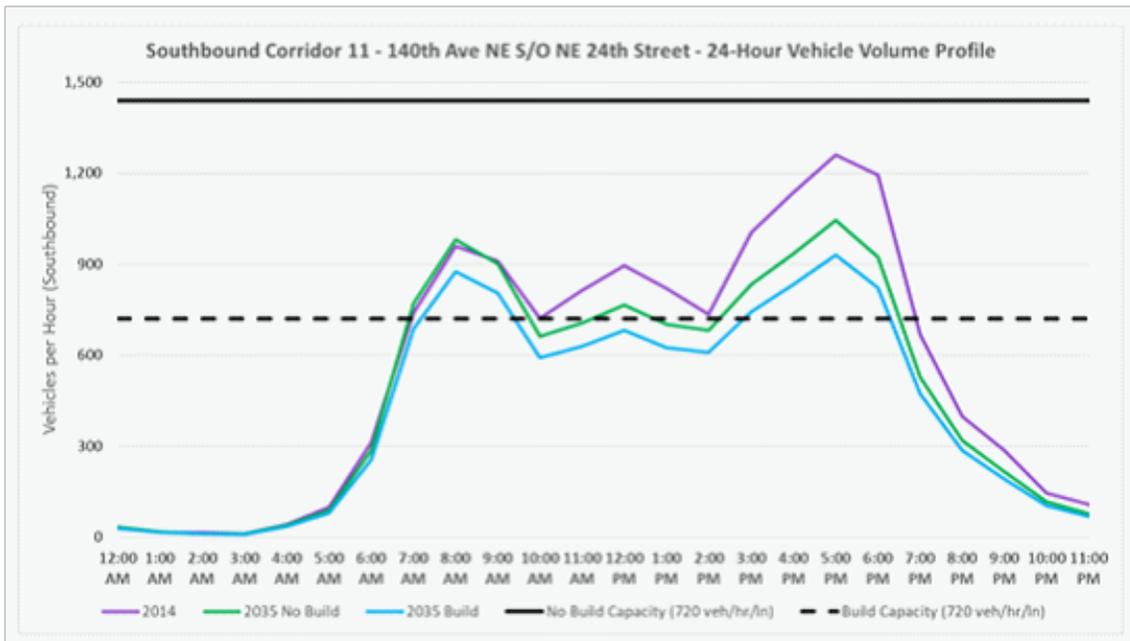
However, the data provided by the City, which shows *directional* volumes and capacity westbound for the same corridor, tells a very different story:



The same is true for Corridor 11. Here is bi-directional data found in Bike Bellevue:



Here is directional data for the same corridor, reflecting severe impacts on traffic during both morning and evening peak periods.



The misrepresentation of travel data to fit the claim that Bellevue roads are “underutilized” and can afford to be replaced with bike lanes hurts the credibility of both the Bike Bellevue report and the City’s transportation department.

Recommendation: The City should remove inaccurate language in Bike Bellevue about underutilized and overbuilt roads in Bellevue, and add this directional data to the report, with an explanation of how taking travel lanes will impact traffic congestion.

The [DRAFT Design Concepts Guide \(September 2023\)](#) incorporates a traditional Vehicle Performance (Appendix D) evaluation of a single hour snapshot during the PM peak period provided by the volume/capacity (V/C) ratio and travel time analyses. The Vehicle Performance evaluation demonstrates, based on a detailed traffic operations analysis, that the proposed Bike Bellevue lane modifications will reduce PM peak hour vehicles speeds by less than 1 mile per hour on the 11 Bike Bellevue corridors.

Additionally, the DRAFT Design Concepts Guide (September 2023) included a Roadway Capacity Utilization (Appendix E) evaluation consistent with a new analytic approach outlined in [NCHRP Report 1036, Roadway Cross-Section Reallocation: A Guide](#). At its September 14, 2023, meeting, Transportation Commissioners conveyed that the new roadway capacity utilization concept caused confusion and should be eliminated from the next update to the DRAFT Design Concepts Guide.

2. The City admits Bike Bellevue will increase traffic congestion

Just a year ago, the City Council unanimously reaffirmed that reducing traffic congestion is a major priority for the transportation department.

The [City of Bellevue City Council 3-year Priorities 2021 – 2023](#) for Transportation and Mobility include:

- Continue to execute our transportation capital plans for future growth and mobility of the city. Use the funding provided by the Neighborhood Safety, Connectivity and Congestion Levy to improve safety, transportation, and quality of life in neighborhoods.
- Advocate with the state Department of Transportation and regional agencies for acceleration of the I-405 Corridor Program and completion of SR 520 improvements, including Bellevue projects (i.e., NE Sixth St., 124th Ave. NE Interchange, braided ramps, Coal Creek Parkway).
- Continue oversight of light rail construction and ensure that we implement an effective strategy for construction mitigation for neighborhoods, traffic and business.

The [Bike Bellevue project principles](#) – approved on March 27, 2023 – reaffirm the above Council priorities with the lead-in statement: “The City Council envisions a well-connected bicycle network for Bellevue that is safe, enhances livability, supports economic vitality, and equitably serves the mobility needs of people of all ages and abilities.” Bike Bellevue principles establish continuity with and build upon Council approved [principles for the Pedestrian and Bicycle Implementation Initiative](#) to further account for guidance in the [Mobility Implementation Plan](#), [Safe System approach to Vision Zero](#), [Complete Streets](#), and other policy direction that will help build safer streets for all road users.

However, of the 11 corridors where travel lanes would be taken away to be converted to bike lanes (in many cases, cutting directional capacity in half), the City has identified at least 5 corridors where the direct result will be vehicle volumes *exceeding capacity and increasing traffic congestion*:

- Corridor 1 – Northup Way
- Corridor 2 – NE 12th Street
- Corridor 3 – NE 12th Street/Bel-Red Road
- Corridor 4 – Bel-Red Road
- Corridor 11 – 140th Avenue NE

These five corridors are projected to experience increased traffic congestion conditions in 2035 with or without the implementation of the Bike Bellevue projects when compared to existing conditions. Additionally, the implementation of the Bike Bellevue projects on four of these five corridors reduced congestion in at least one direction when compared to 2035 No Build conditions (still worse than existing conditions). Of the five corridors listed above, the following corridor and direction segments experience reduced congestion with Bike Bellevue:

- Corridor 1 – Northup Way (Eastbound)
- Corridor 2 – NE 12th Street (Westbound)
- Corridor 4 – Bel-Red Road (Westbound)
- Corridor 11 – 140th Avenue NE (Northbound & Southbound)

The City then shows 6 corridors where vehicle volumes would not be expected to exceed capacity in either direction. However, given the growth Bellevue is anticipating and the City's own projected increase in daily vehicle miles traveled of over 10% (under Build or No Build scenarios), please consider that vehicle volumes in the following 4 corridors are close to reaching capacity if Bike Bellevue is built out.

- Corridor 5 – Bel-Red Road E/O 148th Avenue NE
 - Vehicle volumes would exceed westbound and eastbound capacity during both peak morning and evening periods, with the addition of just ~200-300 more vehicles per hour.
- Corridor 6 – NE 2nd Street E/O Bellevue Way
 - Vehicle volumes would exceed westbound capacity during mid-day and evening periods, with the addition of ~200-300 more vehicles per hour.
- Corridor 8 – 100th Avenue NE S/O NE 8th Street
 - Vehicle volumes would exceed northbound capacity during the mid-day period with the addition of ~300 vehicles per hour and during the evening period with the addition of ~150 vehicles per hour.
- Corridor 10 – NE 4th Street E/O 116th Ave NE
 - Vehicle volumes would exceed northbound capacity during the evening peak period with the addition of ~ 100 vehicles per hour. Vehicle volumes would exceed southbound capacity during the morning peak period with the addition of ~150-200 vehicles per hour.

For perspective, another 200 vehicles per hour is another 3-4 vehicles per minute, and that's just by 2035.

Comment noted.

When vehicular volumes are very close to reaching corridor capacity, we see significant speed decreases. However, when volumes exceed capacity, we see a large system breakdown and capacity actually decreases, further exacerbating the problem not only along the corridor but elsewhere in the transportation network. Decreasing capacity on multi-lane roads also takes away resiliency. Drivers cannot pass if there is a blockage due to an incident, a slow-moving vehicle, a bus, etc.

The conversion of a travel lane to a two-way-left-turn-lane (TWLTL) has the potential to improve the resiliency of the roadway by providing dedicated space to pass a stopped vehicle or incident in either direction. Indeed, the Federal Highway Administration (FHWA) produced the "[Road Diet](#):"

[MythBusters Flyer](#)” – see following excerpt – to encourage transportation agencies to implement this [proven safety countermeasure](#):

“Multi-lane undivided roads can be problematic for police and EMS responders, as drivers may not be aware of protocols for allowing emergency vehicles to pass. While drivers in the outside travel lane are typically able to pull over to the right edge, drivers in inside lanes often seem uncertain about where to go. Emergency responders may struggle to pass through traffic as they thread a path somewhere along the center of the roadway, leading to longer response times and increasing the opportunity for secondary incidents during response.

In contrast, three-lane roadways (including those in Road Diets) provide clarity in the event of an emergency. Road Diets can significantly improve response times by allowing emergency vehicles to bypass traffic by using the TWLTL. Drivers in through lanes can remain in place, leaving the TWLTL solely for emergency response vehicles.”

In your response (#15), you shared modeled PM peak hour travel speeds in each direction (Appendix D), to further illustrate minimal impact to traffic operations as each corridor “Meets the Target.” The ratio of speed to TUTS (Typical Urban Travel Speed) is used here rather than the V/C ratio the City typically uses as its metric. What is interesting is the TUTS is only 40% of the speed limit, and the goal is >0.5 for the ratio to TUTS.

In other words, *the goal is 20% of the speed limit*. For 30 MPH roads, the operational goal is 6 MPH, and for 35 MPH roads, the goal is 7 MPH. So, the goal is about double the walking speed, which is an incredibly low standard for traffic operations. If the ratio to TUTS is lower, then it has a slower speed and reflects more congestion. There are multiple examples listed in the chart showing the ratio to TUTS being lower under the Build condition, indicating higher levels of traffic congestion.

The [Mobility Implementation Plan](#) (MIP) defines two Performance Metrics for the vehicle network: Vehicle Travel Speed and Intersection Volume-to-Capacity Ratio. The Vehicle Travel Speed metric was developed with the understanding that “people do not experience “average” intersection v/c as they travel by car throughout the city”.

“The ‘typical urban travel speed’ metric is based on the speed it would take a person in a vehicle to travel along the subject arterial, assuming LOS C conditions for an urban arterial corridor as defined by Chapter 16 of the Highway Capacity Manual, 6th Edition. This equates to an average speed of about 40% of the posted speed limit. Note that this urban travel time metric assumes that drivers will inevitably experience some delay at traffic signals” ([Bellevue MIP MMLoS Report](#)).

The MIP sets out to achieve LOS C conditions on Bellevue’s arterial network, these LOS C conditions equate to approximately 40% of the posted speed limit. The vehicle Performance Targets are based on Performance Management Area (PMA) type, and for Type 1 PMAs, High-Density Mixed-Use, the threshold is greater-than or equal-to 0.5 Typical Urban Travel Speed. The threshold increases for the other PMA types.

If the City allows vehicle volumes to exceed capacity, this will have a very real and negative economic

and livability impact in Bellevue.

Recommendation: At minimum, the City should redesign these projects so that they do not impact traffic operations. The City should consider eliminating projects altogether where anticipated bike volume that would be generated is low, and thus the benefit would not exceed the significant mobility problems that would be created for drivers, emergency responders and freight.

Bike Bellevue is expanding mobility options for the city and aims to improve safety, transportation, and quality of life in neighborhoods, as outlined in the City Council Transportation and Mobility Priorities.

3. Suppression or diversion of auto trips?

The City claims that if Bike Bellevue is built out in 2035 (compared to the No Build scenario for the same year), we can expect:

- Driving to decrease by 620 trips
- Walking to decrease by 123 trips
- Transit/School bus trips to increase by 104 trips
- Biking to increase by 210 trips

These totals result in a reduction of 429 trips. The decrease in auto trips is less than the increase in all other modes, suggesting the trips are not being taken at all. Thus, your explanation in #6 that trips are diverted to other routes (“local, regional and state capacity projects”) or modes (“expanded transit options including Sound Transit’s Stride BRT and East Link”) does not seem to apply.

Explanation #6 from *City of Bellevue staff responses on three Bike Bellevue related emails received from Mariya Frost, Director of Transportation, Kemper Development Company on September 13, 2023*, focuses on the historic downward trend of daily vehicle volumes and potential changes in vehicle routing options in the 2035 network as it relates to Vehicle Miles Travelled (VMT). As Explanation #6 notes, “Forecasted reductions in vehicle volumes on many of the eight corridors can be largely attributed to the planned local, regional, and state capacity projects assumed in the 2035 model.”

The increased options for drivers in Bellevue are likely to change travel patterns naturally over time. The completion of the interchange at SR 520 and 124th Ave NE will make SR520 a viable alternate route to Northup Way and Bel-Red Road. The 2035 network also includes Spring Boulevard Phase 3 between 124th Ave NE and 130th Ave NE, another routing option in the congested Bel Red area. Additionally, the I-405 Managed Lanes, NE 6th Street Extension to 116th Ave NE, and I-405 Southbound On-Ramp from Lake Hills Connector provide improved connections throughout the Project Area. The implementation of Sound Transit’s Stride BRT and East Link is projected to increase the daily transit usage in Bellevue by over 150% by 2035.

The mode share data does show a reduction of 429 tours in the Project Area between the No Build and Build scenarios in 2035. This is equivalent to a percent change of -0.12%, approximately one-tenth of one percent of the daily tours. The percent change in tours by mode is presented below for the Project Area:

- Auto = -0.30%

Walking = -0.17%

- Transit = 0.15%
- Bicycling = 7.5%

The total number of daily tours and the number of tours by auto, walking, and transit show minimal changes, all less than one-half of one percent. Some variability is to be expected in the results of a travel demand model from one scenario to another when the inputs are very similar, there is variability in real life. Some days a driver chooses one route while others choose a different route based on the conditions. However, the important value to note is that the number of bicycle tours increased by 7.5% between the No Build and Build scenarios in the Project Area.

Why is there a net reduction in trips in the Build scenario? Why does that net reduction in trips, which is greater than the increase in bicycle trips, warrant the expenditure of \$18.6 million dollars? This amounts to over \$88,000 per bike trip.

The number of daily bicycle trips in the project area (PMA Type 1) is expected to increase from 951 in 2019 to 2,796 in 2035; this is from the mode share data from BKRCast 2019 base model to 2035 No Build. The implementation of the Bike Bellevue projects expands mobility options for residents and improves safety and the quality of life in neighborhoods. Bike Bellevue provides a connected network of comfortable bicycle routes to allow those residents who are uncomfortable with today's conditions to choose their bicycle over their car.

4. Comprehensive Plan Policy TR-2

The projected negative impact on mobility and traffic congestion in Bellevue appears to be in violation of the City's Comprehensive Plan Policy TR-2, which states that the City will "aggressively plan, manage, and expand transportation investments to reduce congestion and expand opportunities in a multimodal and comprehensive manner and improve the quality of the travel experience for all users." This policy includes the *reduction* of traffic congestion through aggressive investments – not restricting traffic congestion to a reduced set of travel lanes.

Thank you for referencing Comprehensive Plan Policy TR-2 that includes multiple "and" statements to account for the importance of taking a holistic approach to transportation investments: "...to reduce congestion and expand opportunities in a multimodal and comprehensive manner and improve the quality of the travel experience for all users." Additional references to advancing multimodal investments are found in policies throughout the Comprehensive Plan including:

- TR-20. Scope, plan, design, implement, operate, and maintain a complete and multimodal transportation system in accordance with the Performance Metrics, Performance Targets and Performance Management Areas as established in the Mobility Implementation Plan.
- TR-21. Ensure that the transportation system infrastructure in Bellevue provides mobility options for all modes, and accommodates the mobility needs of everyone, including underserved populations.
- TR-25. Increase system connectivity for all modes by providing for vehicular, transit, pedestrian, and bicycling facilities to create a Complete Streets network throughout the city.
- TR-32. Evaluate the performance of all modes and engage the community to identify projects, priorities, programs and resources to meet Complete Streets goals and the Performance Targets

through updates to the Transportation Facilities Plan.

- TR-55. Maintain and enhance safety for all users of the roadway network.
- TR-63. Allow for repurposing of travel lanes for other uses such as parking, transit or pedestrian and bicycle facilities where excess vehicular capacity exists and/or to optimize person throughput along a corridor.
- TR-66. Design and manage streets to foster safe and context appropriate behavior of all roadway users.
- TR-109. Promote and facilitate walking and bicycling.
- TR-110. Incorporate pedestrian and bicycle facilities along with other mobility options in scoping, planning, designing, implementing, operating and maintaining the transportation system.
- TR-117. Consider the personal health benefits and the community environmental benefits of walking, jogging, and bicycling in pedestrian and bicycle project design and funding.
- TR-144. Support means to reduce transportation-source greenhouse gas emissions.
- S-DT-39. Design and manage the Downtown streets to provide mobility and to promote a safe, attractive environment.
- S-DT-163. Design and enhance bicycle routes through Downtown to create a pleasant and safe environment for bicycling for people of all ages and abilities.

The compilation of these policies underscores Bellevue's commitment to creating a comprehensive, safe, and multimodal transportation network.

Finally, it is important to consider nuance and context in the implementation of Comprehensive Plan policy. Policies are generally not "shall" statements implemented the same way all the time at all locations. With respect to TR-2, the policy could be interpreted as "aggressively plan, manage and expand transportation investments to...expand opportunities in a multimodal and comprehensive manner and improve the quality of the travel experience for all users." Bike Bellevue accomplishes exactly this, and the implementation of these bicycle facilities on these corridors does not significantly change the quality of the travel experience for people in a motor vehicle.

5. Needed safety analysis

Recommendation: The City should evaluate each corridor and determine if there are existing or anticipated aspects that would present safety challenges. This should include evaluation of:

- Number of driveways conflicting with individual bike paths
- Locations where bicycles would conflict with vehicular traffic such as intersections where the bike path crosses the right turn or left turn movements
- Locations where bicycles would conflict with pedestrian movements
- Locations where transit stops would conflict with bike paths
- Evaluation of each crash that occurred in the project area to identify causal factors and inform necessary mitigation. Contributing factors might include volume (vehicle and bike), speed, lighting, roadway cross sections, and traffic control.

Comment noted.

6. Outdated global data supplementing local travel forecasts

I agree with the Transportation Commission that using local methodology and projections is best.

Recommendation: Remove ICLEI methodology from the analysis (and this should apply to the

Environmental Stewardship Plan too, which should be updated), as it is global and outdated, and there is superior local modeling that is available. Using ICLEI methodology gives the appearance that the City is reaching for data more favorable to its claims that Bike Bellevue would reduce annual GHGs in a significant way.

ICLEI and partners have developed the most current protocol for greenhouse gas emissions (GHG) reporting and analysis of the emissions reduction potential for different strategies. The City of Bellevue uses the BKRCast model data for analyzing transportation related emissions and uses other local emissions factors that are relevant to Bellevue and the region. This is the best available data, methodology, and tools for this type of analysis. The city will adjust its approaches as new data or methods become available and climate science evolves.

7. Huge cost for marginal GHG reduction

The current Washington price per metric ton of CO2 is \$60. Bike Bellevue claims to reduce anywhere from 1,100-4,000 metric tons of CO2 in 2035. That would be \$66,000 for 1,100 metric tons or \$240,000 for 4,000 metric tons.

Yet Bike Bellevue would spend \$18.6 million dollars for 4,000 metric tons of CO2 reduction at most, which is \$4,650 per metric ton – that is over 77 times the current value.

Further, that benefit declines every year after 2035 due to state law requirements. Bike Bellevue does not appear to account for this high public cost, nor the [state law](#). If it did, the marginal difference in GHG reduction benefit between build/no-build options would decline every year to almost zero by 2050, and effectively deflate the CO2 benefit of the Build option.

Recommendation: Remove greenhouse gas reduction as a benefit because the amount is negligible compared to the cost.

Even though the GHG reduction potential of Bike Bellevue is not necessarily the primary benefit; inclusion of this analysis in the DRAFT Design Concepts Guide is responsive to direction in the [Bike Bellevue project principles](#): “Coordinate transportation and land use efforts underway in Bellevue to ensure equity and sustainability outcomes are aligned.” Also, full GHG reduction benefits of pedestrian and bicycle infrastructure may not be realized until the network is more built out. Finally, inclusion of the GHG analysis in Bike Bellevue reporting positions the city for more successful future grant applications that require this documentation.

8. Consider independent analysis of Bike Bellevue

Given the transportation department’s interest in implementing Bike Bellevue, I would ask the City to consider funding (perhaps with the support of the private sector) an independent analysis of the claimed safety, operational, and environmental benefits of the plan. The Washington State Legislature recently did something similar in hiring RSG to evaluate the state’s business case analysis for high-speed rail. That was presented to the Joint Transportation Committee (JTC) last legislative session and added greater transparency and value to the policy discussions around high-speed rail.

Comment noted.

Thank you again for taking the time to respond and continue to engage with the public and business community regarding the impacts of Bike Bellevue. We look forward to your responses.

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



From: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Sent: Friday, September 22, 2023 2:15 PM
To: Mariya Frost <mariya.frost@kemperdc.com>
Subject: [ext] Responses to Bike Bellevue inquiries

Hello Ms. Frost – In the attached PDF file are responses to your Bike Bellevue inquiries from September 13, 2023. Thank you, Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))
Mobility Planning and Solutions Manager
[Vision Zero](#), [Bike Bellevue](#), [Transit](#)
[Transportation Department](#), [City of Bellevue](#)
FLoewenherz@bellevuewa.gov / (425) 452-4077

From: [Loewenherz, Franz](#)
To: [Renay Bennett \(renaybennett@msn.com\)](mailto:renaybennett@msn.com)
Subject: RE: Trying to leave feedback on taking car lanes for bikes...
Date: Thursday, October 26, 2023 3:47:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[Title-VI-Public-Involvement-Form-Example-Subrecipient-272-059LA.pdf](#)

Hello Renay,

When we set-up the Konveio dashboard for Bike Bellevue we had the option of having people register or not register before commenting.

We opted to require people to register to encourage users to provide demographic data to comply with Title VI reporting requirements (see attached form).

Title VI of the Civil Rights Act of 1964 requires recipients of Federal financial assistance to guarantee that their programs and activities provide for effective participation by persons who may be impacted by our community's transportation decisions.

Furthermore, having demographics data is helpful as it allows staff to consider whether the information provided is representative of the community across gender, ethnicity, race, and languages spoken at home.

Providing demographic data is optional for Konveio users.

If you would prefer to not use the website and provide comments through email, please email the Transportation Commission at transportationcommission@bellevuewa.gov.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))
Mobility Planning and Solutions Manager
[Vision Zero](#), [Bike Bellevue](#), [Transit](#)
[Transportation Department](#), [City of Bellevue](#)
FLoewenherz@bellevuewa.gov / (425) 452-4077

From: Renay Bennett <renaybennett@msn.com>
Sent: Thursday, October 26, 2023 8:59 AM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: RE: Trying to leave feedback on taking car lanes for bikes...

Hi Franz,

Did you get this?

Thanks,
Renay

From: Renay Bennett
Sent: Tuesday, October 17, 2023 2:39 PM
To: Allan, Mackenzie (she/her) <MAllan@bellevuewa.gov>; Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: RE: Trying to leave feedback on taking car lanes for bikes...

I prefer to speak with someone who knows what gender they are.

Franz,

When did citizens have to make an account to comment on the affairs of their own government? And demographic questions? Since when does our city government care about that?

This is all clown world type stuff. Who is pushing this?

From: Allan, Mackenzie (she/her) <MAllan@bellevuewa.gov>
Sent: Tuesday, October 17, 2023 1:12 PM
To: Renay Bennett <renaybennett@msn.com>; Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: RE: Trying to leave feedback on taking car lanes for bikes...

Hello Renay,

If you would like to leave comments on the Konveio PDFs, the website does require you to make an account. The sign up is quick and the demographic questions are optional. There is a [video](#) that provides information on how to sign up and leave comments on the Konveio. I am happy to hop on a call and walk you through the website if useful. My number is 425-452-6978.

If you would prefer to not use the website and provide comments through email, please feel free to email Franz and I and we will be sure to record your feedback. This will go to the Transportation Commission as all other public feedback.

Thank you,
Mackenzie



Mackenzie Allan

Associate Transportation Planner
Transportation, City of Bellevue
(She/Her)

[425-452-6978](tel:425-452-6978) | MAllan@bellevuewa.gov | BellevueWA.Gov

From: Renay Bennett <renaybennett@msn.com>
Sent: Tuesday, October 17, 2023 12:59 PM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>; Allan, Mackenzie (she/her) <MAllan@bellevuewa.gov>
Subject: RE: Trying to leave feedback on taking car lanes for bikes...

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

It keeps asking for a login.

From: Renay Bennett
Sent: Tuesday, October 17, 2023 12:58 PM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>; Allan, Mackenzie (she/her) <MAllan@bellevuewa.gov>

Subject: RE: Trying to leave feedback on taking car lanes for bikes...

Hi Franz,

Well, when I go to the page there is nowhere to leave a comment on the proposals. Can you be a little more descriptive?

From: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>

Sent: Tuesday, October 17, 2023 12:57 PM

To: Renay Bennett <renaybennett@msn.com>; Allan, Mackenzie (she/her) <MAllan@bellevuewa.gov>

Subject: RE: Trying to leave feedback on taking car lanes for bikes...

Hello Renay,

Thank you for reaching out regarding your interest in providing feedback on the Bike Bellevue project.

It's unfortunate that the [online engagement tool](#) – which since 9/15 has yielded 705 comments – has been difficult to navigate.

Alternatively, you might consider emailing your general comments on Bike Bellevue to the Transportation Commission TransportationCommission@bellevuewa.gov.

Please note that this response will be shared with the Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Best wishes,

Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))

Mobility Planning and Solutions Manager

[Vision Zero](#), [Bike Bellevue](#), [Transit](#)

[Transportation Department](#), [City of Bellevue](#)

FLoewenherz@bellevuewa.gov / (425) 452-4077

From: Renay Bennett <renaybennett@msn.com>

Sent: Tuesday, October 17, 2023 10:08 AM

To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>; Allan, Mackenzie (she/her) <MAllan@bellevuewa.gov>

Subject: RE: Trying to leave feedback on taking car lanes for bikes...

Hi Franz,

This is extraordinarily difficult to navigate. Is there is no place to leave general comments?

Thank you for your time,

Renay

From: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>

Sent: Monday, September 25, 2023 7:42 AM

To: Renay Bennett <renaybennett@msn.com>; Allan, Mackenzie (she/her) <MAllan@bellevuewa.gov>

Subject: RE: Trying to leave feedback on taking car lanes for bikes...

Hello Renay – The Transportation Commission received your 9/12 email message (see following) on [Bike Bellevue](#). Should you want to leave feedback on the [Bike Bellevue online engagement tool](#), it is live until Friday, November 17. Please let us know what you think about the proposed designs for each Bike Bellevue corridor. The online engagement tool lets you add comments, see comments from others, add a response, and agree or disagree. All comments received will be reviewed

and considered by the Bellevue Transportation Department and Transportation Commission. For more information on how to navigate the online engagement tool, [watch the tutorial video](#). For more information on the corridor designs, take a look at the [Bike Bellevue DRAFT Design Concepts Guide](#). Should you require additional guidance on the online engagement tool, please contact my colleague [@Allan, Mackenzie \(she/her\)](#) 425-452-6978 who can assist. Thank you, Franz

From: Renay Bennett <renaybennett@msn.com>
Sent: Tuesday, September 12, 2023 10:34 AM
To: TransportationCommission <TransportationCommission@bellevuewa.gov>
Subject: NO MORE BIKE LANES

It should be obvious that there is no need for bike lanes here in Bellevue. They are rarely used, are dangerous, and take away limited auto lanes for the overwhelming majority of people who use them.

Please stop this social engineering scheme and get back to what is really needed.
Renay Bennett

From: Renay Bennett <renaybennett@msn.com>
Sent: Wednesday, September 20, 2023 4:02 PM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: Trying to leave feedback on taking car lanes for bikes...

Hi Franz,
Trying to leave feedback, but can't get to a feedback page. Can you help?
Thanks!
Renay

Insert Agency Logo

Title VI Public Involvement

(Note: This sample form is intended for use by local public agencies in developing public involvement efforts and can be modified, as necessary.)

Title VI of the Civil Rights Act of 1964 requires recipients of Federal financial assistance to guarantee that their programs and activities provide for effective participation by persons who may be impacted by our community's transportation decisions.

We need your help, as a participant in the public involvement process, to provide that information. Please volunteer to complete and return this form. Doing so will enable us to document whether our public involvement process includes the affected populations.

WSDOT's Hearing Coordinator and the Office of Equity and Civil Rights will handle the information gathered as confidentially as possible. For further information regarding this process, please contact the Title VI Coordinator by phone at 360-705-7090.

Please respond to the following questions:

Project Name	Date
Location of Public Meeting	
Name (Optional) Please Print	Gender <input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Other <input type="checkbox"/> Prefer not to disclose
Ethnicity <input type="checkbox"/> Hispanic or Latino <input type="checkbox"/> Not Hispanic or Latino	Race (Check one or more): <input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Black or African American <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Caucasian <input type="checkbox"/> Other <input type="checkbox"/> Prefer not to disclose
Languages Spoken at Home (Check one or more) <input type="checkbox"/> English Only <input type="checkbox"/> Tagalog <input type="checkbox"/> Spanish <input type="checkbox"/> Korean <input type="checkbox"/> Russian	<input type="checkbox"/> Chinese <input type="checkbox"/> German <input type="checkbox"/> Arabic <input type="checkbox"/> Vietnamese <input type="checkbox"/> Prefer not to disclose <input type="checkbox"/> Other _____

Thank you for your participation!

Insert Agency Logo

Participación pública del Título VI

(Note: This sample form is intended for use by local public agencies in developing public involvement efforts and can be modified, as necessary.)

El Título VI de la Ley de derechos civiles de 1964 requiere que los beneficiarios de asistencia financiera federal se aseguren de que sus programas y actividades brinden una participación efectiva a personas que puedan verse afectadas por las decisiones de transporte de nuestra comunidad.

Como participante en el proceso de participación pública necesitamos de su colaboración para que brinde esa información. Complete voluntariamente este formulario y envíelo. Su aporte nos permitirá documentar si nuestro proceso de participación pública incluye a las poblaciones afectadas.

El coordinador de audiencias del WSDOT y la Oficina de igualdad de oportunidades manejarán la información recopilada de la manera más confidencial posible. Para obtener más información sobre este proceso, contacte al Coordinador del Título VI llamando al 360-705-7090.

Por favor responda las siguientes preguntas:

Nombre del proyecto	Fecha
Lugar de la audiencia pública	
Nombre (Opcional) <i>Escribir en letra de molde</i>	Sexo <input type="checkbox"/> Hombre <input type="checkbox"/> Mujer <input type="checkbox"/> Otro <input type="checkbox"/> Prefiere no decir
Etnia <input type="checkbox"/> Hispano o latino <input type="checkbox"/> Ni hispano ni latino	Raza (<i>Marque una o más</i>): <input type="checkbox"/> Indio americano/nativo de Alaska <input type="checkbox"/> Asiático <input type="checkbox"/> Negro o afroamericano <input type="checkbox"/> Nativo de Hawái/isleño del Pacífico <input type="checkbox"/> Blanco <input type="checkbox"/> Otro <input type="checkbox"/> Prefiere no decir
Idiomas que se hablan en el hogar (Marque uno o más) <input type="checkbox"/> Solo inglés <input type="checkbox"/> Tagalo <input type="checkbox"/> Español <input type="checkbox"/> Coreano <input type="checkbox"/> Ruso	<input type="checkbox"/> Chino <input type="checkbox"/> Alemán <input type="checkbox"/> Árabe <input type="checkbox"/> Vietnamita <input type="checkbox"/> Prefiere no decir <input type="checkbox"/> Otro _____

¡Gracias por su participación!

(Note: This sample form is intended for use by local public agencies in developing public involvement efforts and can be modified, as necessary.)

1964年制定の公民権第六編（タイトルVI）では、連邦財政支援の受益者は、コミュニティの輸送手段決定による影響を受ける人が制度や活動に効果的に参加できるように提供することを義務付けています。

住民参加プロセスの参加者として、住民の皆さんに以下の情報を提供していただく必要があります。本書式にご記入いただき、返却していただくようご協力をお願いいたします。皆様のご協力をいただくことで、住民参加プロセスに影響を受ける人口が含まれているかどうかを記録することができます。

収集する情報はWSDOTの公聴調整官とOffice of Equal Opportunity（機会均等課）が可能な限り機密として処理します。本プロセスに関する詳細については、Title VI Coordinator（タイトルVI コーディネーター）360-705-7090まで電話でお問い合わせください。

下記の質問に回答してください：

<p>事業名</p>	<p>日付</p>
<p>公開集会の場所</p>	
<p>氏名（任意） 活字体で記入してください</p>	<p>性別</p> <p><input type="checkbox"/> 男性</p> <p><input type="checkbox"/> 女性</p> <p><input type="checkbox"/> その他</p> <p><input type="checkbox"/> 回答したくない</p>
<p>民族グループ</p> <p><input type="checkbox"/> ヒスパニック系またはラテン系</p> <p><input type="checkbox"/> ヒスパニック系またはラテン系以外</p>	<p>人種（1つ以上選択）:</p> <p><input type="checkbox"/> アメリカインディアン/アラスカ先住民</p> <p><input type="checkbox"/> アジア人</p> <p><input type="checkbox"/> 黒人またはアフリカ系アメリカ人</p> <p><input type="checkbox"/> ハワイ先住民/太平洋諸島系</p> <p><input type="checkbox"/> 白人</p> <p><input type="checkbox"/> その他</p> <p><input type="checkbox"/> 回答したくない</p>
<p>家庭での使用言語（1つ以上選択）</p> <p><input type="checkbox"/> 英語のみ</p> <p><input type="checkbox"/> タガログ語</p> <p><input type="checkbox"/> スペイン語</p> <p><input type="checkbox"/> 韓国語</p> <p><input type="checkbox"/> ロシア語</p>	<p><input type="checkbox"/> 中国語</p> <p><input type="checkbox"/> ドイツ語</p> <p><input type="checkbox"/> アラビア語</p> <p><input type="checkbox"/> ベトナム語</p> <p><input type="checkbox"/> 回答したくない</p> <p><input type="checkbox"/> その他 _____</p>

ご参加いただきありがとうございます！

(Note: This sample form is intended for use by local public agencies in developing public involvement efforts and can be modified, as necessary.)

1964 ਦੇ ਸਿਵਲ ਰਾਈਟਸ ਐਕਟ ਦੇ ਸਿਰਲੇਖ VI ਵਿੱਚ ਇਹ ਗਾਰੰਟੀ ਲਈ ਸੰਖੀ ਵਿੱਤੀ ਸਹਾਇਤਾ ਪ੍ਰਾਪਤ ਕਰਨ ਵਾਲਿਆਂ ਦੀ ਲੋੜ ਹੁੰਦੀ ਹੈ ਕਿ ਉਨ੍ਹਾਂ ਦੇ ਪ੍ਰੋਗਰਾਮਾਂ ਅਤੇ ਗਤੀਵਿਧੀਆਂ ਵਿਅਕਤੀਆਂ ਦੁਆਰਾ ਪ੍ਰਭਾਵਸ਼ਾਲੀ ਭਾਗੀਦਾਰੀ ਪ੍ਰਦਾਨ ਕਰਦੇ ਹਨ ਜਿਸਦਾ ਅਸਰ ਸਾਡੇ ਸਮਾਜ ਦੇ ਟ੍ਰਾਂਸਪੋਰਟੇਸ਼ਨ ਫੈਸਲਿਆਂ ਦੁਆਰਾ ਹੋ ਸਕਦਾ ਹੈ।

ਸਾਨੂੰ ਉਹ ਜਾਣਕਾਰੀ ਪ੍ਰਦਾਨ ਕਰਨ ਲਈ, ਜਨਤਕ ਸ਼ਮੂਲੀਅਤ ਪ੍ਰਕਿਰਿਆ ਵਿੱਚ ਭਾਗੀਦਾਰ ਵਜੋਂ, ਤੁਹਾਡੀ ਮਦਦ ਦੀ ਲੋੜ ਹੈ। ਕਿਰਪਾ ਕਰਕੇ ਇਸ ਫਾਰਮ ਨੂੰ ਭਰਨ ਅਤੇ ਵਾਪਸ ਕਰਨ ਲਈ ਸਵੈਇੱਛਤ ਅੱਗੇ ਆਓ। ਅਜਿਹਾ ਕਰਨ ਨਾਲ ਅਸੀਂ ਦਸਤਾਵੇਜ਼ੀ ਕਾਰਵਾਈ ਕਰਨ ਦੇ ਯੋਗ ਹੋਵਾਂਗੇ ਕਿ ਕੀ ਸਾਡੀ ਜਨਤਕ ਸ਼ਮੂਲੀਅਤ ਪ੍ਰਕਿਰਿਆ ਵਿੱਚ ਪ੍ਰਭਾਵਿਤ ਆਬਾਦੀ ਸ਼ਾਮਲ ਹੈ ਜਾਂ ਨਹੀਂ।

ਡਬਲਿਊ.ਐਸ.ਡੀ.ਓ.ਟੀ. (WSDOT) ਦੇ ਸੁਣਵਾਈ ਕੋਆਰਡੀਨੇਟਰ ਅਤੇ ਸਮਾਨ ਅਵਸਰ ਦਾ ਦਫਤਰ ਇਕੱਠੀ ਕੀਤੀ ਜਾਣਕਾਰੀ ਨੂੰ ਜਿੰਨਾ ਸੰਭਵ ਹੋ ਸਕੇ ਗੁਪਤ ਤੌਰ 'ਤੇ ਸੰਭਾਲਣਗੇ। ਇਸ ਕਾਰਵਾਈ ਸੰਬੰਧੀ ਹੋਰ ਜਾਣਕਾਰੀ ਦੇ ਲਈ, ਕਿਰਪਾ ਕਰਕੇ 360-705-7090 'ਤੇ ਸਿਰਲੇਖ VI ਕੋਆਰਡੀਨੇਟਰ ਨੂੰ ਫੋਨ ਕਰੋ।

ਕਿਰਪਾ ਕਰਕੇ ਹੇਠਾਂ ਦਿੱਤੇ ਸਵਾਲਾਂ ਦੇ ਜਵਾਬ ਦਿਓ:

<p>ਪ੍ਰੋਜੈਕਟ ਦਾ ਨਾਮ</p>	<p>ਮਿਤੀ</p>
<p>ਜਨਤਕ ਮੀਟਿੰਗ ਦਾ ਸਥਾਨ</p>	
<p>ਨਾਮ (ਵਿਕਲਪ) ਕਿਰਪਾ ਕਰਕੇ ਪ੍ਰਿੰਟ ਕਰੋ</p>	<p>ਲਿੰਗ</p> <p><input type="checkbox"/> ਪੁਰਸ਼</p> <p><input type="checkbox"/> ਇਸਤਰੀ</p> <p><input type="checkbox"/> ਹੋਰ</p> <p><input type="checkbox"/> ਨਾ ਦੱਸਣਾ ਪਸੰਦ ਕਰਦੇ ਹਾਂ</p>
<p>ਜਾਤੀ</p> <p><input type="checkbox"/> ਹਿਸਪੈਨਿਕ ਜਾਂ ਲੈਟਿਨੋ</p> <p><input type="checkbox"/> ਗੈਰ-ਹਿਸਪੈਨਿਕ ਜਾਂ ਲੈਟਿਨੋ</p>	<p>ਨਸਲ (ਇੱਕ ਜਾਂ ਵੱਧ 'ਤੇ ਸਹੀ ਦਾ ਨਿਸ਼ਾਨ ਲਗਾਓ):</p> <p><input type="checkbox"/> ਅਮਰੀਕੀ ਭਾਰਤੀ/ਅਲਾਸਕਾ ਮੂਲ</p> <p><input type="checkbox"/> ਏਸ਼ੀਆਈ</p> <p><input type="checkbox"/> ਕਾਲੇ ਜਾਂ ਅਫਰੀਕਨ ਅਮਰੀਕਨ</p> <p><input type="checkbox"/> ਦੇਸੀ ਹਵਾਈ/ਪ੍ਰਸ਼ਾਂਤ ਟਾਪੂ ਵਾਸੀ</p> <p><input type="checkbox"/> ਕੈਕੇਸ਼ੀਅਨ</p> <p><input type="checkbox"/> ਹੋਰ</p> <p><input type="checkbox"/> ਨਾ ਦੱਸਣਾ ਪਸੰਦ ਕਰਦੇ ਹਾਂ</p>
<p>ਘਰ ਵਿੱਚ ਬੋਲੀਆਂ ਜਾਣ ਵਾਲੀਆਂ ਭਾਸ਼ਾਵਾਂ (ਇੱਕ ਜਾਂ ਵੱਧ 'ਤੇ ਸਹੀ ਦਾ ਨਿਸ਼ਾਨ ਲਗਾਓ)</p> <p><input type="checkbox"/> ਸਿਰਫ ਅੰਗਰੇਜ਼ੀ</p> <p><input type="checkbox"/> ਤਾਗਾਲੋਗ</p> <p><input type="checkbox"/> ਸਪੇਨੀ</p> <p><input type="checkbox"/> ਕੋਰੀਅਨ</p> <p><input type="checkbox"/> ਰੂਸੀ</p>	<p><input type="checkbox"/> ਚੀਨੀ</p> <p><input type="checkbox"/> ਜਰਮਨ</p> <p><input type="checkbox"/> ਅਰਬੀ</p> <p><input type="checkbox"/> ਵੀਅਤਨਾਮੀ</p> <p><input type="checkbox"/> ਨਾ ਦੱਸਣਾ ਪਸੰਦ ਕਰਦੇ ਹਾਂ</p> <p><input type="checkbox"/> ਹੋਰ _____</p>

ਤੁਹਾਡੀ ਭਾਗੀਦਾਰੀ ਲਈ ਧੰਨਵਾਦ!

(Note: This sample form is intended for use by local public agencies in developing public involvement efforts and can be modified, as necessary.)

1964నాటి పౌర హక్కుల చట్టంలోని సైటిల్ VI ప్రకారంగా ఫెడరల్ ఆర్థిక సాయం పొందే వ్యక్తులు వారి కార్యక్రమాలు మరియు కార్యకలాపాలు మన కమ్యూనిటీ రవాణా నిర్ణయాల ద్వారా ప్రభావితమైన వ్యక్తులు సమర్థవంతంగా పాల్గొనడం దోహదపడతాయని భరోసా ఇవ్వాలి ఉంటుంది.

ఆ సమాచారాన్ని అందించడానికి ప్రజా నిమగ్నత ప్రక్రియలో పాల్గొనేవారిగా మాకు మీ సాయం అవసరం. దయచేసి ఈ ఫారాన్ని నింపి, తిరిగి ఇవ్వడానికి స్వచ్ఛందంగా ముందుకు రండి. ఆ విధంగా చేయడం వల్ల, మన ప్రజా నిమగ్నత ప్రక్రియలో ప్రభావిత జనాభాని చేర్చబడిందా లేదా అనే విషయాన్ని డాక్యుమెంట్ చేయడానికి దోహదపడుతుంది.

సేకరించిన సమాచారాన్ని WSDOT యొక్క హియరింగ్ కోఆర్డినేటర్ మరియు ఆఫీస్ ఆఫ్ ఈక్వల్ ఆపర్చునిటీస్‌లు సాధ్యమైనంత వరకు గోప్యంగా నిర్వహిస్తాయి. ఈ ప్రక్రియకు సంబంధించిన తదుపరి సమాచారం కొరకు, దయచేసి సైటిల్ VI కో ఆర్డినేటర్‌ని 360-705-7090 వద్ద ఫోన్ ద్వారా సంప్రదించండి.

దయచేసి క్రింది ప్రశ్నలకు ప్రతిస్పందించండి:

ప్రాజెక్ట్ పేరు	తేది
పబ్లిక్ మీటింగ్ ప్రదేశం	
పేరు (ఐచ్ఛికం) <i>దయచేసి ముద్రించు</i>	లింగం <input type="checkbox"/> పురుషుడు <input type="checkbox"/> మహిళ <input type="checkbox"/> ఇతరము <input type="checkbox"/> బహిర్గతం చేయకూడదు అనేదాన్ని ఎంచుకోండి
జాతి <input type="checkbox"/> హిస్పానిక్ లేదా లాటిన్ <input type="checkbox"/> హిస్పానిక్ లేదా లాటిన్ కాదు	రేసు (ఒకటి లేదా అంతకంటే ఎక్కువ వాటిని తనిఖీ చేయండి): <input type="checkbox"/> అమెరికన్ ఇండియన్/అలాస్కా స్థానికుడు <input type="checkbox"/> ఆసియన్ <input type="checkbox"/> బ్లాక్ లేదా ఆఫ్రికన్ అమెరికన్ <input type="checkbox"/> స్థానిక హవాయి/పసిఫిక్ ద్వీపవాసుడు <input type="checkbox"/> కాకేసియన్ <input type="checkbox"/> ఇతరము <input type="checkbox"/> బహిర్గతం చేయకూడదు అనేదాన్ని ఎంచుకోండి
ఇంట్లో మాట్లాడే భాషలు (ఒకటి లేదా అంతకంటే ఎక్కువ వాటిని తనిఖీ చేయండి) <input type="checkbox"/> ఇంగ్లీష్ మాత్రమే <input type="checkbox"/> తగలోగ్ <input type="checkbox"/> స్పానిష్ <input type="checkbox"/> కొరియన్ <input type="checkbox"/> రష్యన్	<input type="checkbox"/> చైనీస్ <input type="checkbox"/> జర్మన్ <input type="checkbox"/> అరబిక్ <input type="checkbox"/> వియత్నామీస్ <input type="checkbox"/> బహిర్గతం చేయకూడదు అనేదాన్ని ఎంచుకోండి <input type="checkbox"/> ఇతరము _____

మీరు పాల్గొన్నందుకు ధన్యవాదాలు!

Insert Agency Logo

Note: This sample form is intended for use by local public agencies in developing public involvement efforts and can be modified, as necessary.)

1964 کے شہری حقوق کے قانون کے ٹائٹل VI کو وفاقی مالی امداد کے وصول کنندگان سے اس بات کی ضمانت درکار ہوتی ہے کہ ان کے پروگرام اور سرگرمیاں ان افراد کو مؤثر شرکت کی سہولت فراہم کرتے ہیں جو ہمارے سماج کے نقل و حمل کے فیصلوں سے متاثر ہو سکتے ہیں۔

وہ معلومات فراہم کرنے کے لیے، عوامی شمولیت کے عمل میں ایک شرکت کنندہ کے بطور، ہمیں آپ کی مدد درکار ہے۔ براہ کرم رضاکارانہ طور پر یہ فارم مکمل کر کے واپس بھیجیں۔ ایسا کرنے سے ہم یہ امر ضبط تحریر کر پائیں گے کہ آیا عوامی شمولیت کے ہمارے عمل میں متاثرہ آبادی شامل ہے۔

WSDOT کے بیئرنگ کوآرڈینیٹر اور دفتر برائے مساوی موقع جمع کردہ معلومات کے ساتھ ممکن حد تک رازداری برتیں گے۔ اس عمل کے بارے میں مزید معلومات کے لیے، براہ کرم ٹائٹل VI کوآرڈینیٹر سے بذریعہ فون 360-705-7090 پر رابطہ کریں۔

براہ کرم درج ذیل سوالوں کا جواب دیں:

منصوبے کا نام	تاریخ
عوامی ملاقات کا مقام	
نام (اختیاری) براہ کرم جلی حروف میں لکھیں	صنف <input type="checkbox"/> مرد <input type="checkbox"/> عورت <input type="checkbox"/> دیگر <input type="checkbox"/> انکشاف کرنا پسند نہیں ہے
نسلی برادری <input type="checkbox"/> ہسپانوی یا لاطینی <input type="checkbox"/> ہسپانوی یا لاطینی نہیں	نسل (ایک یا زائد کو نشان زد کریں): <input type="checkbox"/> امریکن انڈین/الاسکا کا اصل باشندہ <input type="checkbox"/> ایشیائی <input type="checkbox"/> سیاہ فام یا افریقی امریکی <input type="checkbox"/> ہوائی کا اصل باشندہ/پیسفک جزائر کا باشندہ <input type="checkbox"/> کاکیشیائی <input type="checkbox"/> دیگر <input type="checkbox"/> انکشاف کرنا پسند نہیں ہے
گھر پر بولی جانے والی زبان (ایک یا زائد کو نشان زد کریں) <input type="checkbox"/> صرف انگریزی <input type="checkbox"/> ٹیگالوگ <input type="checkbox"/> ہسپانوی <input type="checkbox"/> کوریائی <input type="checkbox"/> روسی	<input type="checkbox"/> چینی <input type="checkbox"/> جرمن <input type="checkbox"/> عربی <input type="checkbox"/> ویتنامی <input type="checkbox"/> انکشاف کرنا پسند نہیں ہے <input type="checkbox"/> دیگر _____

آپ کی شرکت کا شکریہ!

Insert Agency Logo

ርዕስ VI የህዝብ ተሳትፎ

(Note: This sample form is intended for use by local public agencies in developing public involvement efforts and can be modified, as necessary.)

የ1964ቱ የሲቪል መብቶች ሕግ ርዕስ VI የፌዴራል የገንዘብ ድጋፍ ተቀባዮች ፕሮግራሞቻቸው እና ተግባሮቻቸው በማህበረሰባችን የመጓጓዣ ውሳኔዎች ተጽዕኖ ሊደርስባቸው በሚችሉ ሰዎች ውጤታማ ተሳትፎ እንዲያደርጉ ዋስትና እንዲሰጡ ይጠይቃል።

ያንን መረጃ ለማቅረብ የህዝብ ተሳትፎ ሂደት ውስጥ ተሳታፊ እንደመሆኖ የእርስዎን እገዛ እንፈልጋለን። እባክዎ ይህንን ቅጽ ለመሙላት እና ለመመለስ ፈቃደኛ ይሁኑ። ይህን ማድረጋችን የህዝብ ተሳትፎ ሂደታችን የተጎዱትን ህዝቦች ያካተተ መሆኑን ለመመዘገብ ያስችላል።

የ WSDOT ችሎት አስተባባሪ እና የእኩል ዕድል ቢሮ የተሰበሰበውን መረጃ በተቻለ መጠን በሚስጥር ይይዛሉ። ይህንን ሂደት በተመለከተ ለበለጠ መረጃ፣ እባክዎን የርዕስ VI አስተባባሪውን በስልክ ቁጥር 360-705-7090 ያግኙ።

እባክዎ ለሚከተሉት ጥያቄዎች መልስ ይስጡ፡

የፕሮጀክት ስም	ቀን
የህዝብ ስብሰባ ቦታ	
ስም (አማራጭ) እባክዎ ያትሙ	ጾታ <input type="checkbox"/> ወንድ <input type="checkbox"/> ሴት <input type="checkbox"/> ሌላ <input type="checkbox"/> ላለመግለጽ እመርጣለሁ
ብሄር <input type="checkbox"/> ስፓኒክ ወይም ላቲኖ <input type="checkbox"/> ስፓኒክ ወይም ላቲኖ አይደለም	ዘር (አንድ ወይም ከዚያ በላይ ምልክት ያድርጉ) : <input type="checkbox"/> አሜሪካ ህንጻዊ/የአላስካ ተወላጅ <input type="checkbox"/> እስያዊ <input type="checkbox"/> ጥቁር ወይም አፍሪካ አሜሪካዊ <input type="checkbox"/> የሃዋይ/ፓሲፊክ ደሴት ተወላጅ <input type="checkbox"/> ካውካሲያዊ <input type="checkbox"/> ሌላ <input type="checkbox"/> ላለመግለጽን እመርጣለሁ
በቤት ውስጥ የሚገኙ ቋንቋዎች (አንድ ወይም ከዚያ በላይ ምልክት ያድርጉ) <input type="checkbox"/> እንግሊዝኛ ብቻ <input type="checkbox"/> ታግሎግኛ <input type="checkbox"/> ስፓኒሽ <input type="checkbox"/> ኮሪያኛ <input type="checkbox"/> ሩሲያኛ	<input type="checkbox"/> ቻይንኛ <input type="checkbox"/> ጀርመንኛ <input type="checkbox"/> አረብኛ <input type="checkbox"/> ቪትናሚኛ <input type="checkbox"/> ላለመግለጽን እመርጣለሁ <input type="checkbox"/> ሌላ _____

ስለተሳትፎዎ እናመሰግናለን!

(Note: This sample form is intended for use by local public agencies in developing public involvement efforts and can be modified, as necessary.)

يطلب الباب السادس من قانون حق والحق والقدرة لعام 1964 من مساعي في بلدي لضم ان برامجهم وأنشطتهم من شركاء من قبل الأشخاص الذين قد يتأثرون بقرارات النقل لخصم بضمهم.

نحتاج الى مساعي في تقديم هذه المعلومات عن شركائنا في عملية المشاركة العامة يرجى لتطوعكم بال هذا النموذج وإعنته. يلمن افيامك هذا الأمر من توثيق ما إذا كنت تلعبية المشاركة على عملت من كان المتضررين.

سي تولى كل من نسق الاجتماع في وزار نقل لني واليا هن طن ومكتب تلفوا في صال عملومات التي تم جمها أكبر قدر ممكن من سريري لمزيج من المعلومات ومنتبش أن طلع عملية يرج طلب تواصل مع من الباب السادس عبر الهاتف على الرقم 360-705-7090.

برجاء الرد على سئل لطلبية:

سلام المشروع	المنريخ
موقع الاجتماع العام	
النوع	النوع
<input type="checkbox"/> تكر <input type="checkbox"/> أثنى <input type="checkbox"/> غير تك <input type="checkbox"/> فلضّل عدم إيفساح	<input type="checkbox"/> (يرجى إختياره)
<input type="checkbox"/> لاجنس (اختر واحداً أو أكثر): <input type="checkbox"/> هذي أمر يلمجد سكان ألسرك ليلين <input type="checkbox"/> ليلين يوي <input type="checkbox"/> أسود أو أحيك من أصل أفريقي <input type="checkbox"/> أحسك ان يوال صليين/أحد جزال لمحيط ال هادي <input type="checkbox"/> لقوق ازي <input type="checkbox"/> غير تك <input type="checkbox"/> فلضّل عدم إيفساح	<input type="checkbox"/> لأعرق <input type="checkbox"/> أصلول إسبارية أولعيتنية <input type="checkbox"/> لليس أصلول إسبانية لوليلينية
<input type="checkbox"/> اللجينية <input type="checkbox"/> الللانية <input type="checkbox"/> اللوعبة <input type="checkbox"/> فلللهت نامية <input type="checkbox"/> فلضّل عدم إيفساح <input type="checkbox"/> غير تك	<input type="checkbox"/> اللغات لبح دشب هفي لوطن) اختر واحدة أو أكثر) <input type="checkbox"/> الللن جليزي فقط <input type="checkbox"/> اللات لولوغية <input type="checkbox"/> الللن بلنية <input type="checkbox"/> الللن كورية <input type="checkbox"/> الللن روسية

شكراً على شركائك!

(Note: This sample form is intended for use by local public agencies in developing public involvement efforts and can be modified, as necessary.)

Le Titre VI de la loi sur les droits civils de 1964 exige des bénéficiaires d'une aide financière fédérale qu'ils fassent en sorte que leurs programmes et leurs activités permettent la participation concrète de personnes susceptibles d'être affectées par les décisions de notre communauté en matière de transport.

Nous avons besoin de votre aide, en votre qualité de participant au processus de participation publique, pour faire circuler cette information. Merci de vous porter volontaire pour remplir et renvoyer ce formulaire. Cela nous permettra de documenter si notre processus de participation publique prend en compte les populations concernées.

Dans la mesure du possible, le coordinateur des audiences du WSDOT et le Bureau pour l'égalité des chances traiteront les informations recueillies dans la plus stricte confidentialité. Pour en savoir plus sur ce processus, veuillez contacter le coordinateur du Titre VI par téléphone au 360-705-7090.

Veuillez répondre aux questions suivantes :

Nom du projet	Date
Lieu de la réunion publique	
Nom (facultatif) <i>En majuscules</i>	Sexe <input type="checkbox"/> Homme <input type="checkbox"/> Femme <input type="checkbox"/> Autre <input type="checkbox"/> Je préfère ne pas divulguer
Origine ethnique <input type="checkbox"/> Hispanique ou latino <input type="checkbox"/> Non hispanique ou latino	Race (<i>cochez une ou plusieurs</i>) : <input type="checkbox"/> Amérindien/Autochtone de l'Alaska <input type="checkbox"/> Asiatique <input type="checkbox"/> Noir ou afro-américain <input type="checkbox"/> Native Hawaïenne/Insulaire du Pacifique <input type="checkbox"/> Caucasien <input type="checkbox"/> Autre <input type="checkbox"/> Je préfère ne pas divulguer
Langues parlées à la maison (cochez une ou plusieurs cases) <input type="checkbox"/> Anglais seulement <input type="checkbox"/> Tagalog <input type="checkbox"/> Espagnol <input type="checkbox"/> Coréen <input type="checkbox"/> Russe	<input type="checkbox"/> Chinois <input type="checkbox"/> Allemand <input type="checkbox"/> Arabe <input type="checkbox"/> Vietnamien <input type="checkbox"/> Je préfère ne pas divulguer <input type="checkbox"/> Autre _____

Merci de votre participation!

(Note: This sample form is intended for use by local public agencies in developing public involvement efforts and can be modified, as necessary.)

ចំណងជើង VI នៃច្បាប់ស្តីពីសិទ្ធិស៊ីវិលនៃឆ្នាំ 1964 តម្រូវឱ្យអ្នកទទួលជំនួយហិរញ្ញវត្ថុសហព័ន្ធជាជា កម្មវិធី និងសកម្មភាពរបស់ពួកគេមានចែងពីការចូលរួមប្រកបដោយប្រសិទ្ធភាពដោយបុគ្គលដែលអាចរងផលប៉ះពាល់ពីការសម្រេចចិត្តលើមធ្យោបាយដឹកជញ្ជូនរបស់សហគមន៍យើង។

យើងត្រូវការជំនួយរបស់អ្នកក្នុងនាមជាអ្នកចូលរួមក្នុងដំណើរការចូលរួមជាសាធារណៈដើម្បីផ្តល់ព័ត៌មាននោះ។ សូមស្ម័គ្រចិត្តយល់ព្រមបំពេញ និងប្រគល់ទម្រង់បែបបទនេះមកវិញ។ ការធ្វើដូច្នោះ នឹងជួយឱ្យយើងកត់ត្រាឯកសារថា តើដំណើរការចូលរួមជាសាធារណៈរបស់យើងរួមបញ្ចូលទាំងប្រជាជនដែលរងផលប៉ះពាល់ដែរឬទេ។

អ្នកសម្របសម្រួលសវនការរបស់ WSDOT និងការិយាល័យដើម្បីឱកាសស្តើភាពនឹងដោះស្រាយបាត់ចែងព័ត៌មានដូចដែលប្រមូលបានដោយសម្ងាត់បំផុតតាមដែលអាចធ្វើទៅបាន។ ចំពោះព័ត៌មានបន្ថែមទាក់ទងនឹងដំណើរការនេះ សូមទាក់ទងអ្នកសម្របសម្រួលផ្នែកចំណងជើង VI តាមទូរសព្ទលេខ 360-705-7090។

សូមឆ្លើយតបទៅនឹងសំណួរខាងក្រោម៖

<p>ឈ្មោះគម្រោង</p>	<p>កាលបរិច្ឆេទ</p>
<p>ទីតាំងនៃការប្រជុំជាសាធារណៈ</p>	
<p>ឈ្មោះ (ស្រេចចិត្ត) សូមសរសេរជាអក្សរពុម្ពធំ</p>	<p>ភេទ</p> <p><input type="checkbox"/> ប្រុស</p> <p><input type="checkbox"/> ស្រី</p> <p><input type="checkbox"/> ផ្សេងៗ</p> <p><input type="checkbox"/> មិនចង់បង្ហាញ</p>
<p>សញ្ជាតិ</p> <p><input type="checkbox"/> អេស្ប៉ាញ ឬឡាទីន</p> <p><input type="checkbox"/> មិនមែនជាអេស្ប៉ាញ ឬឡាទីន</p>	<p>ពូជសាសន៍ (គូសជីកមួយ ឬច្រើន)៖</p> <p><input type="checkbox"/> ជនជាតិអាមេរិកដើមកំណើតកណ្តុរ/ជនជាតិដើមអាឡាស្កា</p> <p><input type="checkbox"/> នជាតិអាស៊ី</p> <p><input type="checkbox"/> នជាតិអាមេរិកស្បែកខ្មៅ ឬដើមកំណើតអាហ្វ្រិក</p> <p><input type="checkbox"/> នជាតិកោះហៃវ៉ៃដើម/ជនជាតិរស់នៅកោះប៉ាស៊ីហ្វិក</p> <p><input type="checkbox"/> គូកាស៊ី</p> <p><input type="checkbox"/> ផ្សេងៗ</p> <p><input type="checkbox"/> មិនចង់បង្ហាញ</p>
<p>ភាសាដែលនិយាយនៅផ្ទះ (គូសជីកមួយ ឬច្រើន)</p> <p><input type="checkbox"/> អង់គ្លេសតែមួយគត់</p> <p><input type="checkbox"/> ភាសាដទៃ</p> <p><input type="checkbox"/> អេស្ប៉ាញ</p> <p><input type="checkbox"/> គូរ៉េ</p> <p><input type="checkbox"/> រុស្ស៊ី</p>	<p><input type="checkbox"/> ចិន</p> <p><input type="checkbox"/> អាស្ត្រីម៉ង់</p> <p><input type="checkbox"/> អាវ៉ាប់</p> <p><input type="checkbox"/> វៀតណាម</p> <p><input type="checkbox"/> មិនចង់បង្ហាញ</p> <p><input type="checkbox"/> ផ្សេងៗ _____</p>

សូមអរគុណចំពោះការចូលរួមរបស់អ្នក!

Insert Agency Logo

Title VI 시민 참여

(Note: This sample form is intended for use by local public agencies in developing public involvement efforts and can be modified, as necessary.)

1964년 민권법(Civil Rights Act) Title VI는 연방 재정 지원을 받는 기관의 프로그램과 활동이 우리 지역사회의 교통 결정으로 인한 영향을 받는 사람들의 효과적인 참여를 보장할 것을 요구합니다.

시민 참여 절차의 참여자로서 그러한 정보를 제공하기 위해 여러분의 도움이 필요합니다. 이 양식을 자발적으로 작성하여 보내주시기 바랍니다. 이 양식을 보내주시면 저희는 결정에 영향을 받는 사람들이 시민 참여 절차에 참여했음을 문서로 작성할 수 있습니다.

WSDOT의 심의회 조정관(Hearing Coordinator)과 평등기회국(Office of Equal Opportunity)은 수집된 정보를 최대한 기밀로 취급할 것입니다. 이 절차에 관련된 자세한 정보는 Title VI 조정관(Coordinator), 360-705-7090으로 문의해주시시오.

다음 질문에 답변해주시시오.

프로젝트 이름	날짜
공청회 장소	
이름 (선택) <i>정자체로 기입해주시시오</i>	성별 <input type="checkbox"/> 남성 <input type="checkbox"/> 여성 <input type="checkbox"/> 기타 <input type="checkbox"/> 공개하지 않음
민족 <input type="checkbox"/> 히스패닉 또는 라티노 <input type="checkbox"/> 히스패닉 또는 라티노가 아님	인종 (한 가지 이상의 보기 선택): <input type="checkbox"/> 미국 인디언/알래스카 원주민 <input type="checkbox"/> 아시아인 <input type="checkbox"/> 흑인 또는 아프리카계 미국인 <input type="checkbox"/> 하와이 원주민/태평양 섬 주민 <input type="checkbox"/> 백인 <input type="checkbox"/> 기타 <input type="checkbox"/> 공개하지 않음
집에서 이용하는 언어 (한 가지 이상의 보기 선택) <input type="checkbox"/> 영어만 <input type="checkbox"/> 타갈로그어 <input type="checkbox"/> 스페인어 <input type="checkbox"/> 한국어 <input type="checkbox"/> 러시아어	<input type="checkbox"/> 중국어 <input type="checkbox"/> 독일어 <input type="checkbox"/> 아랍어 <input type="checkbox"/> 베트남어 <input type="checkbox"/> 공개하지 않음 <input type="checkbox"/> 기타 _____

참여해주셔서 감사합니다!

بند 6 مشارکت عمومی

(Note: This sample form is intended for use by local public agencies in developing public involvement efforts and can be modified, as necessary.)

بند 6 قانون حقوق مدنی 1964 گیرندگان کمک مالی فدرال را ملزم به تضمین این امر می‌سازد که برنامه‌ها و فعالیت‌های آنها موجب مشارکت مؤثر افرادی می‌شود که ممکن است تحت تأثیر تصمیمات اجتماع ما در زمینه حمل‌ونقل قرار گیرند.

برای فراهم کردن این اطلاعات، به کمک شما به‌عنوان فردی که در فرآیند مشارکت عمومی سهم دارد، نیازمندیم. لطفاً برای تکمیل و بازگرداندن این فرم داوطلب شوید. انجام این کار به مستندسازی این امر کمک می‌کند که آیا فرآیند مشارکت عمومی ما جمعیت تحت‌تأثیر را در برمی‌گیرد یا خیر.

مسئول هماهنگی استماع WSDOT و دفتر فرصت برابر، اطلاعات جمع‌آوری‌شده را به محرمانه‌ترین شکل ممکن به‌کار خواهد گرفت. برای کسب اطلاعات بیشتر درباره این فرآیند، لطفاً از طریق شماره 360-705-7090 با مسئول هماهنگی بند 6 تماس بگیرید.

لطفاً به پرسش‌های زیر پاسخ دهید:

نام پروژه	تاریخ
موقعیت مکانی جلسه عمومی	
نام (اختیاری) لطفاً با حروف درشت بنویسید	جنسیت <input type="checkbox"/> مرد <input type="checkbox"/> زن <input type="checkbox"/> سایر <input type="checkbox"/> ترجیح می‌دهم که افشا نکنم
قومیت <input type="checkbox"/> اسپانیایی یا لاتین <input type="checkbox"/> غیر اسپانیایی یا لاتین	نژاد (یک یا چند مورد را علامت بزنید): <input type="checkbox"/> سرخپوست/بومی آلاسکا <input type="checkbox"/> آسیایی <input type="checkbox"/> سیاه‌پوست یا امریکایی افریقایی تبار <input type="checkbox"/> بومی هاوایی/اهل جزایر پسیفیک <input type="checkbox"/> سفیدپوست <input type="checkbox"/> سایر <input type="checkbox"/> ترجیح می‌دهم که افشا نکنم
زبانی که در منزل صحبت می‌کنید (یک یا چند مورد را علامت بزنید) <input type="checkbox"/> فقط انگلیسی <input type="checkbox"/> تاگالوگ <input type="checkbox"/> اسپانیایی <input type="checkbox"/> کره‌ای <input type="checkbox"/> روسی	<input type="checkbox"/> چینی <input type="checkbox"/> آلمانی <input type="checkbox"/> عربی <input type="checkbox"/> ویتنامی <input type="checkbox"/> ترجیح می‌دهم که افشا نکنم <input type="checkbox"/> سایر _____

بابت مشارکتتان سپاسگزاریم!

(Note: This sample form is intended for use by local public agencies in developing public involvement efforts and can be modified, as necessary.)

Title VI (Qodobka VI) ee Xeerka Xuquuqda Madaniga ee 1964 wuxuu ka doonayaa dadka qaata caawimaada dhaqaale ee dawlada Federalka inay dammaanad qaadaan in barnaamijyadooda iyo hawlhooda ay siiyaan ka qaygalin waxtar leh shaqsiyaadka laga yaboo inay saameyn ku yeelatay go'aanada gaadiidka ee bulshadaeena.

Waxaan u baahanahay inaad naga caawiso, ka qaybgala hannaanka door qaadashada bulshada ahaan, inaad na siiso macluumaadkas. Fadlan si iskaa ah u buuxi oo noogu soo celi foomkan. Inaad sidaas sameyso waxay noo oggolaaneysaa inaan qoraal ka soo saarno in hannaankeena door qaadashada bulshada laga qayb galiyo bulshooyinka la saameeyay.

Isku-duwaha Dacwad Dhageysiga ee WSDOT iyo Xafiiska Fursadaha Loo Wada Siman Yahay ayaa u keeydin doona macluumaadka la aruuriyay si qarsoodi ah inta la awoodo. Wixii macuumaad dheeraad ah ee ku saabsan hannaankan, fadlan kala xiriir Isku-duwaha Title VI (Qodobka VI) talefoon lambarka ah 360-705-7090.

Fadlan ka jawaab su'aalaha soo socda:

Magaca Mashruuca	Taariikh
Goobta Kulanka Bulshada	
Magaca (Qasab ma ahan) <i>Fadlan daabac</i>	Jinsiga <input type="checkbox"/> Lab <input type="checkbox"/> Dheddig <input type="checkbox"/> Kuwa kale <input type="checkbox"/> Doorbida in aan la shaacin
Qowmiyada <input type="checkbox"/> Isbaanish ama Laatiin <input type="checkbox"/> Aan ahayn Isbaanish ama Laatiin	Jinsi (<i>calaamadee mid ama ka badan</i>): <input type="checkbox"/> Hindida Mareykanka ah/Alaska Dhalad ah <input type="checkbox"/> Ashiyaan <input type="checkbox"/> Madow ama Afrikaan Ameerikaan ah <input type="checkbox"/> Hawaii Dhalad ah/U dhashaha Jasiirada Pacific <input type="checkbox"/> Caucasian-ka <input type="checkbox"/> Kuwa kale <input type="checkbox"/> Doorbida in aan la shaacin
Luuqadaha lagaga hadlo Guriga (<i>Calaamadee mid ama ka badan</i>) <input type="checkbox"/> Ingiriis Kaliya <input type="checkbox"/> Tagalog <input type="checkbox"/> Isbaanish <input type="checkbox"/> Korean <input type="checkbox"/> Ruush	<input type="checkbox"/> Shiinees <input type="checkbox"/> Jarmal <input type="checkbox"/> Carabi <input type="checkbox"/> Fiyatnaamiis <input type="checkbox"/> Doorbida in aan la shaacin <input type="checkbox"/> Kuwa kale _____

Waad ku mahadsan tahay ka qaybgalkaaga!

Insert Agency Logo**Pamagat VI Pamublikong Paglahok**

(Note: This sample form is intended for use by local public agencies in developing public involvement efforts and can be modified, as necessary.)

Iniaatas ng Titulo VI ng Batas sa mga Karapatang Sibil ng 1964 ang mga recipient (tumatanggap) ng Pederal na tulong sa pananalapi upang magarantiya na ang kanilang mga programa at aktibidad ay nagbibigay ng mabisang pakikibahagi ng mga taong maaaring maapektuhan ng mga desisyon sa transportasyon ng ating komunidad.

Kailangan namin ang iyong tulong, bilang isang kalahok sa proseso ng pakikibahagi ng publiko, upang ibigay ang impormasyong iyon. Mangyaring magboluntaryo para kumpletuhin at ibalik ang form na ito. Ang paggawa nito ay magpapahintulot sa ating idokumento kung kabilang sa proseso ng pakikibahagi ng publiko ang mga naapektuhang populasyon.

Ang Taga-ugnay ng Pagdinig at ang Tanggapan ng Pantay-pantay na Oportunidad ng WSDOT ang mangangasiwa sa impormasyong nilikom sa kumpidensyal na paraan hangga't maaari. Para sa higit pang impormasyon tungkol sa prosesong ito, mangyaring makipag-ugnay sa Taga-ugnay ng Titulo VI sa pamamagitan ng telepono sa 360-705-7090.

Mangyaring tumugon sa mga sumusunod na katanungan:

Pangalan ng Proyekto	Petsa
Lokasyon ng Pamublikong Pagpupulong	
Pangalan (Opsyonal) <i>Mangyaring I-print</i>	Kasarian <input type="checkbox"/> Lalaki <input type="checkbox"/> Babae <input type="checkbox"/> Iba pa <input type="checkbox"/> Mas nais na huwag ibunyag
Etnisidad <input type="checkbox"/> Hispaniko o Latino <input type="checkbox"/> Hindi Hispaniko o Latino	Lahi (<i>I-Check ang isa o higit pa</i>): <input type="checkbox"/> American Indian/Native na Alaskan <input type="checkbox"/> Asyano <input type="checkbox"/> Black o African na American <input type="checkbox"/> Native na Hawaiian/Pacific na Islander <input type="checkbox"/> Caucasian <input type="checkbox"/> Iba pa <input type="checkbox"/> Mas nais na huwag ibunyag
Mga Wikang Ginagamit sa Bahay (<i>I-check ang isa o higit pa</i>) <input type="checkbox"/> Ingles Lamang <input type="checkbox"/> Tagalog <input type="checkbox"/> Espanyol <input type="checkbox"/> Koreano <input type="checkbox"/> Ruso	<input type="checkbox"/> Tsino <input type="checkbox"/> German <input type="checkbox"/> Arabic <input type="checkbox"/> Vietnamese <input type="checkbox"/> Mas nais na huwag ibunyag <input type="checkbox"/> Iba pa _____

Salamat sa inyong pakikilahok!

(Note: This sample form is intended for use by local public agencies in developing public involvement efforts and can be modified, as necessary.)

1964年《民權法案》第VI章要求接受聯邦財政援助的機構應確保那些可能受到社區交通決策影響的人員能夠有效參與他們的計畫和活動。

作為公眾參與活動的參與者，我們需要您的幫助來提供這些信息。請自願填寫並寄回本表。您這樣做能夠讓我們記錄到我們的公共參與活動是否囊擴了那些受到影響的人群。

WSDOT聽證協調員和機會均等辦公室將在盡可能保密的情況下處理所收集的信息。有關此程序的更多信息，請致電360-705-7090與「第VI章相關事宜協調員」聯繫。

請回復以下問題：

項目名稱	日期
公開會議地點	
姓名（非必填項） 請使用正楷體	性別 <input type="checkbox"/> 男 <input type="checkbox"/> 女 <input type="checkbox"/> 其他 <input type="checkbox"/> 不願披露
民族 <input type="checkbox"/> 西班牙裔或拉丁裔 <input type="checkbox"/> 非西班牙裔或拉丁裔	種族（請勾選一項或多項）： <input type="checkbox"/> 美屬印地安人/阿拉斯加原住民 <input type="checkbox"/> 亞裔 <input type="checkbox"/> 黑人或非裔美國人 <input type="checkbox"/> 夏威夷原住民/太平洋島民 <input type="checkbox"/> 高加索人 <input type="checkbox"/> 其他 <input type="checkbox"/> 不願披露
家庭使用語言（請勾選一項或多項） <input type="checkbox"/> 只說英語 <input type="checkbox"/> 他加祿語 <input type="checkbox"/> 西班牙語 <input type="checkbox"/> 韓語 <input type="checkbox"/> 俄語	<input type="checkbox"/> 中文 <input type="checkbox"/> 德語 <input type="checkbox"/> 阿拉伯語 <input type="checkbox"/> 越南語 <input type="checkbox"/> 不願披露 <input type="checkbox"/> 其他_____

感謝您的參與！

(Note: This sample form is intended for use by local public agencies in developing public involvement efforts and can be modified, as necessary.)

Розділ VI Закону про громадянські права від 1964 р. вимагає від одержувачів Федеральної фінансової допомоги гарантій того, що їхні програми та заходи передбачають активне залучення осіб, на яких можуть вплинути рішення нашої громади щодо транспортування.

Нам потрібна Ваша допомога в якості учасник процесу залучення громадськості для надання цієї інформації. Прохання добровільно заповнити та повернути цю форму. Це дозволить нам зафіксувати, чи включає наш процес залучення громадськості постраждалі групи населення.

Координатор із слухань ДТШВ (WSDOT) та Управління із забезпечення рівних можливостей опрацьовуватимуть зібрану інформацію із дотриманням максимальної конфіденційності. Для отримання додаткової інформації щодо цього процесу, будь ласка, зв'яжіться з координатором розділу VI за телефоном 360-705-7090.

Будь ласка, дайте відповідь на наступні запитання:

Назва проекту	Дата
Місце проведення громадських зборів	
П.І.Б. (необов'язково) <i>Прохання писати друкованими літерами</i>	Стать <input type="checkbox"/> Чоловіча <input type="checkbox"/> Жіноча <input type="checkbox"/> Інша <input type="checkbox"/> Не бажаю розголошувати
Етнічна приналежність <input type="checkbox"/> Іспанське або латиноамериканське походження <input type="checkbox"/> Не іспанське та не латиноамериканське походження	Раса (<i>виберіть одну або декілька</i>): <input type="checkbox"/> Американський індієць/представник корінного населення Аляски <input type="checkbox"/> Азіат <input type="checkbox"/> Темношкірий або афро-американець <input type="checkbox"/> Корінний житель Гавайських/Тихоокеанських островів <input type="checkbox"/> Європеоїд <input type="checkbox"/> Інша <input type="checkbox"/> Не бажаю розголошувати
Мови, якими розмовляєте вдома (позначте одну чи декілька) <input type="checkbox"/> Тільки англійська <input type="checkbox"/> Тагальська <input type="checkbox"/> Іспанська <input type="checkbox"/> Корейська <input type="checkbox"/> Російська	<input type="checkbox"/> Китайська <input type="checkbox"/> Німецька <input type="checkbox"/> Арабська <input type="checkbox"/> В'єтнамська <input type="checkbox"/> Не бажаю розголошувати <input type="checkbox"/> Інша _____

Дякуємо за участь!

Insert Agency Logo**Tiêu Đề VI Sự Tham Gia Của Cộng Đồng**

(Note: This sample form is intended for use by local public agencies in developing public involvement efforts and can be modified, as necessary.)

Tiêu Đề VI trong Đạo Luật Dân Quyền năm 1964 yêu cầu những người nhận trợ cấp tài chính Liên Bang phải đảm bảo rằng các chương trình và hoạt động của họ tạo điều kiện cho sự tham gia hiệu quả của những người có thể bị ảnh hưởng bởi các quyết định về giao thông của cộng đồng.

Chúng tôi cần sự giúp đỡ của quý vị bằng cách cung cấp thông tin đó với vai trò là người tham gia trong quá trình kêu gọi sự tham gia của cộng đồng. Xin quý vị hãy tự nguyện điền và gửi lại biểu mẫu này. Khi làm như vậy, quý vị sẽ cho phép chúng tôi tìm hiểu liệu quá trình kêu gọi sự tham gia của cộng đồng mà chúng tôi tiến hành có bao gồm nhóm dân số bị ảnh hưởng hay không.

Điều Phối Viên Điều Trần của WSDOT (Sở Giao Thông Vận Tải Tiểu Bang Washington) và Văn Phòng Cơ Hội Bình Đẳng sẽ xử lý thông tin thu được một cách bảo mật nhất có thể. Để tìm hiểu thêm thông tin liên quan đến quy trình này, vui lòng liên hệ với Điều Phối Viên Tiêu Đề VI qua điện thoại theo số 360-705-7090.

Xin vui lòng trả lời những câu hỏi sau:

Tên Dự Án	Ngày
Địa Điểm của Cuộc Họp Công Khai	
Tên (Không Bắt Buộc) <i>Vui Lòng Viết Chữ In Hoa</i>	Giới Tính <input type="checkbox"/> Nam <input type="checkbox"/> Nữ <input type="checkbox"/> Khác <input type="checkbox"/> Không muốn tiết lộ
Sắc Tộc <input type="checkbox"/> Người Gốc Tây Ban Nha hoặc La Tinh <input type="checkbox"/> Không phải Người Gốc Tây Ban Nha hoặc La Tinh	Chủng Tộc (<i>Đánh dấu một hay nhiều mục</i>): <input type="checkbox"/> Người Mỹ Bản Địa/Người Alaska Bản Địa <input type="checkbox"/> Người Châu Á <input type="checkbox"/> Da Đen hoặc Mỹ Gốc Phi <input type="checkbox"/> Người Hawaii Bản Địa/Người Đảo Thái Bình Dương <input type="checkbox"/> Người gốc Châu Âu <input type="checkbox"/> Khác <input type="checkbox"/> Không muốn tiết lộ
Ngôn Ngữ Nói Ở Nhà (<i>Đánh dấu một hay nhiều mục</i>) <input type="checkbox"/> Chỉ Tiếng Anh <input type="checkbox"/> Tiếng Tagalog <input type="checkbox"/> Tiếng Tây Ban Nha <input type="checkbox"/> Tiếng Hàn Quốc <input type="checkbox"/> Tiếng Nga	<input type="checkbox"/> Tiếng Trung <input type="checkbox"/> Tiếng Đức <input type="checkbox"/> Tiếng Ả Rập <input type="checkbox"/> Tiếng Việt <input type="checkbox"/> Không muốn tiết lộ <input type="checkbox"/> Khác _____

Cảm ơn sự tham gia của quý vị!

From: [Loewenherz, Franz](#)
To: [Edward Wang](#)
Subject: RE: Bike Bellevue
Date: Friday, October 27, 2023 12:54:00 PM

Hello Ed,

Thank you for contacting the City of Bellevue and sharing your interest in the Bike Bellevue project. We value your input as we strive to develop a safe and comfortable bicycle network.

Ensuring the public's safety is the highest responsibility of city government which is why [Bellevue is committed to Vision Zero](#). Bellevue's approach to bikeway design in the [Bike Bellevue project](#) draws inspiration from other Vision Zero cities and countries including the Netherlands, Sweden, and Denmark. The trailblazing effort in those countries is now more commonplace in North American cities especially those, like the City of Bellevue, who are members of the [National Association of City Transportation Officials \(NACTO\)](#).

Last month the [DRAFT Design Concepts Guide](#) was published and is available on the [Bike Bellevue](#) webpage. The [main section](#) is about 45 pages while the [appendices](#) are about 310 pages.

There will be a variety of ways to get involved over the upcoming months including:

- The [Bike Bellevue online engagement tool](#) is live until Friday, November 17th, 2023. All users can provide feedback (in the form of comments, questions, and buttons to agree or disagree with others) on the candidate designs for each Bike Bellevue corridor. All comments received will be reviewed and considered by the Bellevue Transportation Department and Transportation Commission.
- In addition, staff will be discussing Bike Bellevue at [Transportation Commission](#) meetings, including providing engagement summaries. Meetings are open to the public and are held in-person and online.

Please note that this response will be shared with the City Council and Transportation Commission. Feel free to contact me at 425-452-4077 if you have additional inquiries.

Feel free to contact me at 425-452-4077 if you have additional inquiries.

Thank you,
Franz

Franz Loewenherz

He/him/his ([Why does this matter?](#))
Mobility Planning and Solutions Manager
[Vision Zero](#), [Bike Bellevue](#), [Transit](#)
[Transportation Department](#), [City of Bellevue](#)

Floewenherz@bellevuewa.gov / (425) 452-4077

From: Edward Wang <wangedwa@gmail.com>

Sent: Thursday, October 26, 2023 1:48 PM

To: Council <Council@bellevuewa.gov>

Subject: Bike Bellevue

Bellevue City Councilmembers,

I have been a resident of Bellevue for over ten years and have regularly cycled for both transportation and leisure during this time. My wife and I recently had a baby boy, and the area we are able to safely access by bike as a family has suddenly and dramatically shrunk. In areas without good bike facilities, we are forced onto bumpy sidewalks that jar our baby and are too narrow to comfortably pass pedestrians. Building out the Bike Bellevue project would be immensely valuable not just to us, as existing cyclists, but for anyone else who may want to access Downtown and Bel-Red without a car -- whether that is with a scooter, bicycle, e-bike, or walking.

As residents of the Bridle Trails area, we regularly drive on Northrup Way, 140th Ave NE, and Bel-Red Rd at all hours of the day. I can personally confirm the results of the traffic studies which found excess lane capacity on these roads. In particular, Bel-Red Rd has already had a westbound lane closed for over a year for construction, and has been operating perfectly fine.

When we drive, these roads are merely one of many alternative routes to Downtown. We typically drive Bel-Red Rd or Northrup Way simply because Google Maps tells us it is a few seconds faster than SR 520. Is scarce and valuable road space in a (soon-to-be) mixed-use urban neighborhood really best dedicated to providing a high speed thru route for drivers to bypass freeway traffic?

Thank you,

Ed Wang

4035 145th Ave NE