

NE Spring Boulevard: 124th–130th Avenues Northeast (Zone 3)

Results of the Online Open House (October 2–22, 2023)
Proposed Roadway Section Alternatives 1 & 2



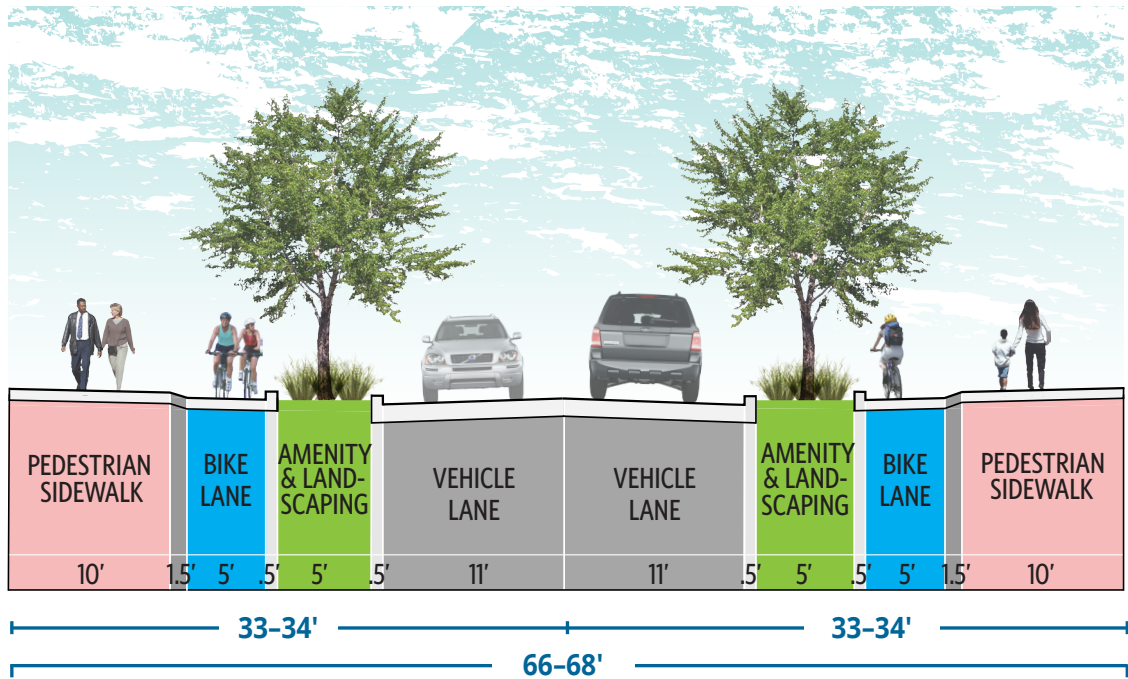
Alternative

1

10' Pedestrian Sidewalks

5' Protected Bike Lanes

BIKE LANE ADJACENT TO SIDEWALK SEPARATED VERTICALLY FROM SIDEWALK



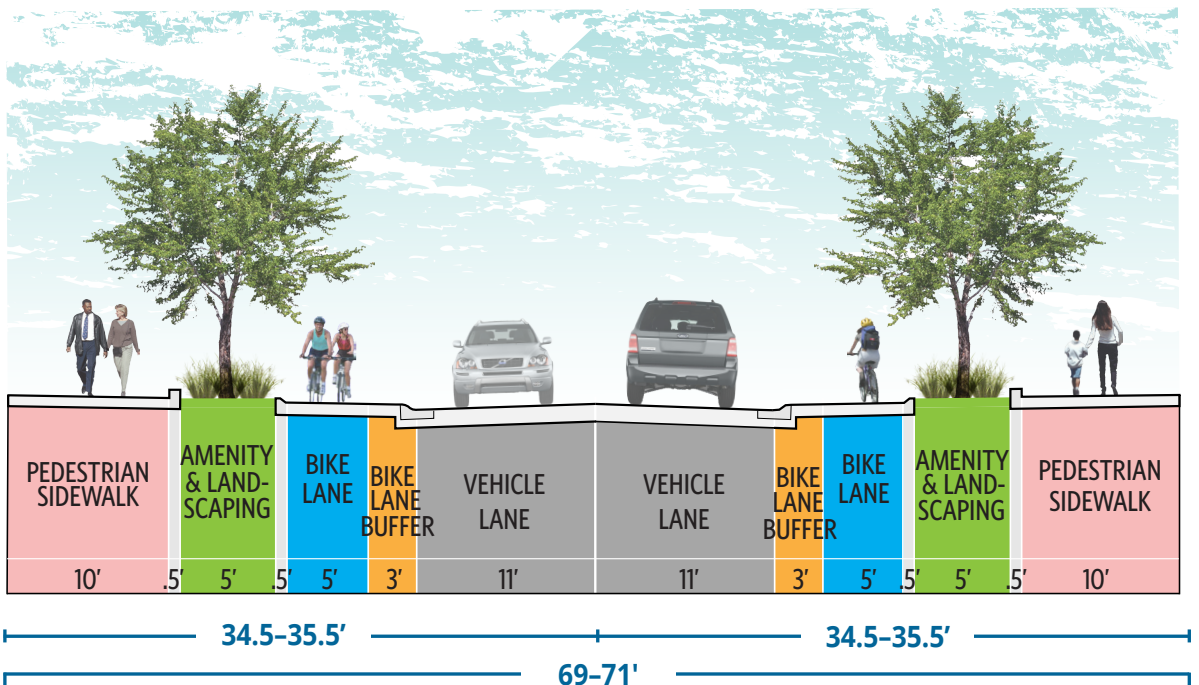
Alternative

2

10' Pedestrian Sidewalks

5' Bike Lanes with 3' Raised Buffer

BIKE LANE ADJACENT TO ROAD SEPARATED VERTICALLY FROM ROADWAY



NE Spring Boulevard: 124th–130th Avenues Northeast (Zone 3)

Results of the Online Open House (October 2–22, 2023)
Proposed Roadway Section Alternatives 3 & 4



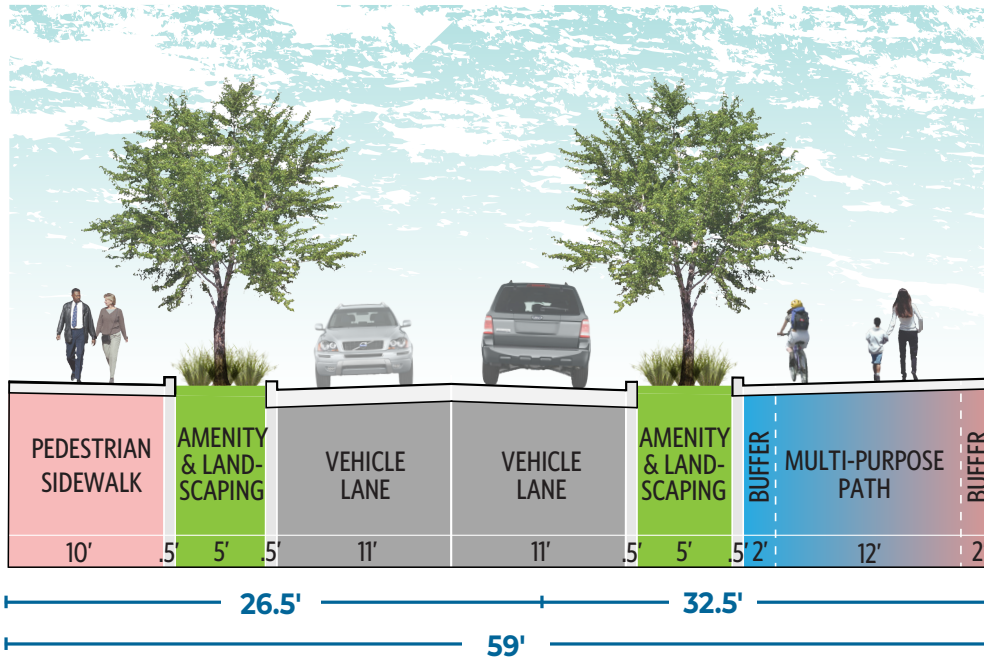
Alternative

MULTI-PURPOSE PATH — SOUTH SIDE

3

10' Pedestrian Sidewalks

12' Multi-Purpose Path with 2' Buffers



Alternative

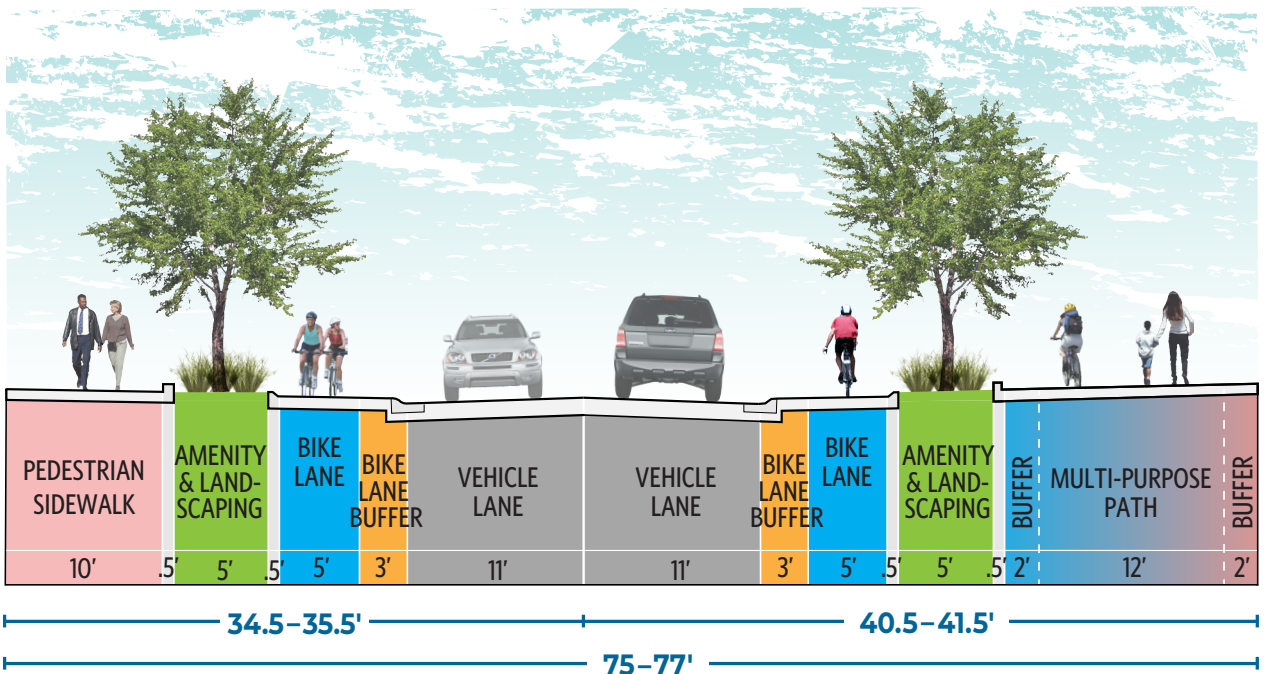
BIKE LANES ADJACENT TO ROAD SEPARATED VERTICALLY FROM ROADWAY & MULTI-PURPOSE PATH — SOUTH SIDE

4

10' Pedestrian Sidewalks

5' Bike Lanes with 3' Raised Buffer

12' Multi-Purpose Path with 2' Buffers



NE Spring Boulevard: 124th–130th Avenues Northeast (Zone 3)

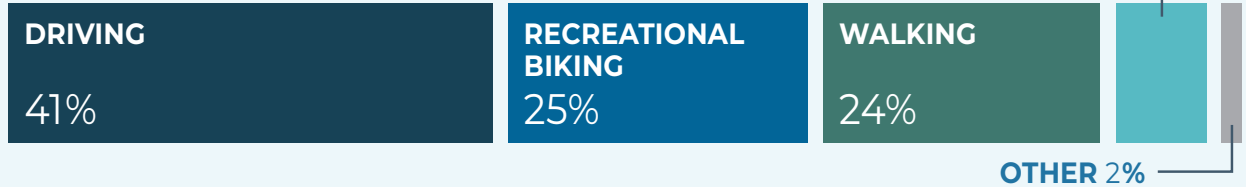
Results of the Online Open House (October 2–22, 2023)
Survey Results



52 Total responses

12 Bellevue neighborhoods represented

How people plan to use the corridor:



Q1.

Which alternative most encourages you to use the NE Spring Blvd corridor?

Alternative 1

25
VOTES

- “Safe separation of cars from bikers and pedestrians.”
- “Bike lanes on the road and mixed-use sidewalks feel more dangerous to walk on and folks tend to use the sidewalk to bike on anyways, leading to potentially unsafe walking conditions.”
- “Protection from vehicles is the best in Alternative 1. Every other alternative carries the risk of a driver entering the bike lane.”

Alternative 2

9
VOTES

- “The bikers should not be on the walking path. That should be for pedestrians only.”
- “Alternative 2 is safer because it separates pedestrians from faster transportation modes such as bikes and cars. This is especially important due to motorized scooters, skateboards and bikes presenting an additional danger to pedestrians.”

Alternative 3

7
VOTES

- “I like multipurpose lanes, more flexible than a bike only. Sometimes people like to walk with their kids on wheels.”
- “A multi-purpose corridor would allow deeper interaction between the residents. It would be way better if we just had one car lane and we focused on pedestrians, but it’s progress.”

Alternative 4

7
VOTES

- “This alternative offers the most options to use the corridor. If I want to bike at a higher speed, I can use the bike lanes in the road. If I am with my son and need to bike more slowly, I can use the shared path. If I want to walk, I can use the sidewalk or the shared path.”

NE Spring Boulevard: 124th–130th Avenues Northeast (Zone 3)

Results of the Online Open House (October 2–22, 2023)
Survey Results



Q2. Which alternative do you believe is the most comfortable?

Alternative 1
25
VOTES

“It provides the most protection for people walking and biking.”

“I believe this option will facilitate seamless cycling connections through the neighborhood with existing infrastructure that is already in place.”

“The physical barrier (trees) is better placed between high speed traffic (cars) and low speed traffic/road users (bikes and pedestrians), making the experience more natural for all modes of travel.”

Alternative 2
11
VOTES

“Sidewalks and bike lanes on both sides of the road is the most flexible for both bicycles and pedestrians.”

“Each mode of travel is protected.”

“I would feel safer and relaxed as a pedestrian. Many times I have narrowly missed being hit by speeding pedal bikes and electric bikes and scooters when walking on Bellevue sidewalks.”

Alternative 3
3
VOTES

“I like the multi-purpose lane concept. It is most flexible. I do not think we should compartmentalize too much and I do not think bikes (or pedestrians) should be next to the traffic – it is dangerous and slows traffic.”

Alternative 4
9
VOTES

“Addresses commuter and rec biker needs, and it provides extra space for walking/running. We need to encourage more multi-modal transportation options.”