

From: [Calder Hartigan](#)
To: [TransportationCommission](#); [Council](#); [Loewenherz, Franz](#)
Subject: Supporting Bike Bellevue plans
Date: December 13, 2023 8:31:02 PM

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

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

Hello,

I wanted to express my support for the proposed Bike Bellevue infrastructure developments prior to the meeting tomorrow, the 14th. I am a resident of Seattle who bikes through Bellevue and to destinations in Bellevue. I do not own a car and travel primarily by bike, by bus, and by walking.

In May of this year alone I traveled to 16 of Bellevue's parks, all by bike. Some, like Meybenbauer Bay or Surrey Downs Park, were easy to access and enjoy. I felt safe because roads were quiet enough or bike lanes were in place.

Others, notably Spring Hills Park and Northtowne Park, were more difficult to access because of how busy and unprotected some roads leading to them were (Bellevue Way). Biking on Bellevue Way was a frightening experience because of the lack of protection or separation and the high speed of traffic. If I were biking with friends or family, I would not have taken that route, and I don't plan on going that way any time soon.

Although the Bike Bellevue plan does not include Bellevue Way, it does address a lot of roads like it, like Bel-Red. Good bike infrastructure is especially important for me in newer cities like Bellevue with wide roads where many cars and trucks travel very fast. Without good bike infrastructure, I generally don't feel safe traveling on this sort of road and often just don't travel to places on these roads.

I'm excited to see this bike infrastructure built and visit more places in Bellevue on it.

Sincerely,
Calder Hartigan

Terry, Cheryl

From: bill@summerhours.com
Sent: December 10, 2023 11:06 PM
To: TransportationCommission
Subject: Bike Bellevue Comment/Suggestion

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

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

Bill Herman
President – Evergreen Tandem Club
9917 Lake Washington Blvd NE
Bellevue, WA 98004
wherman@moosewiz.com

12/10/23

Dear Members of the Transportation Commission,

The Bike Bellevue draft plan shows a lot of thought and is forward thinking. I have a few suggestions for the smallest sections, that are the least expensive, yet the most critical.

1. **Lake Washington Blvd** – should be completed ASAP, but there should be a plan for a phase 2 of this plan. There is a sidewalk plan that may be accommodated. Lake Washington Blvd should be made wider/safer when the park is developed wherever possible. It should be considered the true bicycle Grand Connection to the beach park and should be developed accordingly. There is no other safe route.
2. **SE 6th to SE 8th along Bellevue Way**. The Bike Bellevue Plan seeks to create a more complete network, but a highly important link connecting SE 6th and Bellevue Way to SE 8th and Bellevue Way requires attention.

1. **Lake Washington Blvd** – [Bellevue Draft Bike Plan](#) p.

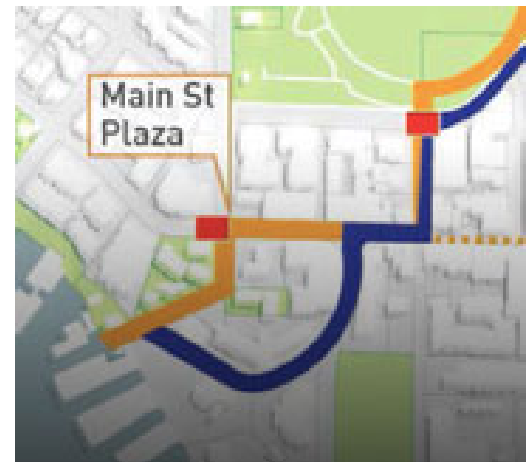


36

- a) **Safety Now** - this is one of the most heavily traveled bicycle routes through the city so the bike lane concept as drawn up cannot wait.
- b) **Sidewalks Too** - The city has plans for a sidewalk for this stretch [Pedestrian Plan](#) project S-318-S on p 121. This plan also makes sense, but seems mutually exclusive. It seems worth exploring how to add sidewalks.

S-318-S	Lake Washington Blvd NE	NE 1st St to 100th Ave NE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the south side of Lake Washington Boulevard NE from NE 1st Street to 100th Avenue NE where not complete.	Low
---------	-------------------------	---------------------------	---	-----

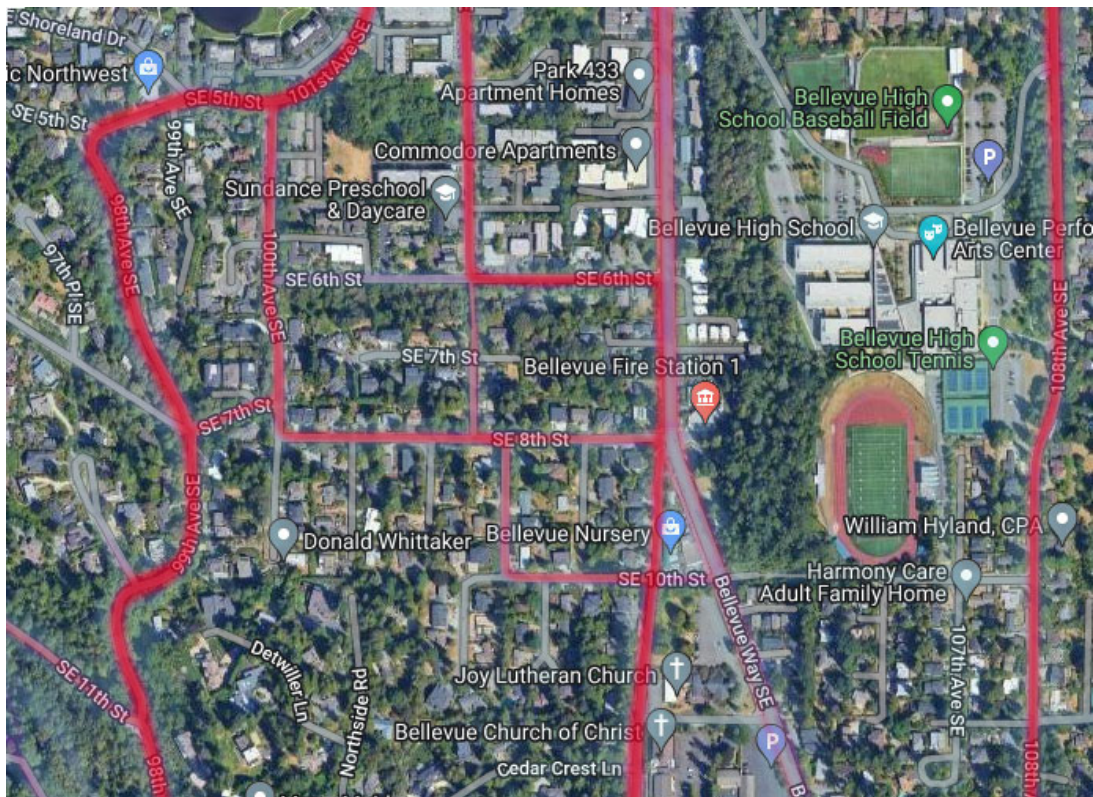
- c) **Grand Bicycle Connection** – The bicycle portion of the Grand Connection (blue line in the map) winds through Main St and is not safe and there are no plans to make it safe. Making a left on you bike at Main Ste and 110st or Main St and 102nd is not a good plan or fitting as a Grand Connection. Given the plan for 1st St / 2nd St, 100th St and along with Lake Washington Blvd, the safe and Grand bicycle connection to the park should follow this path. Phase 2 of the Lake Washington Blvd bike path offers an opportunity to widen the street when the Kite parcel of the Meydenbauer Bay Beach Park Phase 2 is constructed in order to accommodate a bike path where it would be reasonable for a kid riding to the beach to be safe.



- 2) **SE 6th to SE 8th along Bellevue Way**. There is a small missing link is the connection between SE 6th and Bellevue Way and SE 8th and Bellevue Way. This missing link is already heavily used, but should be greatly improved as bikes are riding on the sidewalk to make the connection from SE 6th to 108th. The map shows the

intensity of bike traffic using red lines and you can see this is best path to make a north south connection into downtown Bellevue.

98th Ave SE has a 10% grade and is unsafe when wet and too hard for most cyclists. 108th between Main and Bellevue Way doesn't have a shoulder and moderate traffic, it's not safe. That leaves cyclists to weave their way down 102nd until it dead ends, then up SE 6th to Bellevue way and use a sidewalk to connect with 108th (pictured below)



Bill Herman

[Evergreen Tandem Club](#)

wherman@moosewiz.com



From: [Elena Rumiantseva](#)
To: [TransportationCommission](#)
Cc: [Council](#)
Subject: Bike lanes on Bel-Red Rd.
Date: December 8, 2023 5:37:42 PM

Some people who received this message don't often get email from coficat24@yahoo.com. [Learn why this is important](#)

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

Good evening! I wanted to show my support for establishing bike lanes on Bel-Red Rd. Perhaps cars will move slower on this arterial and share the road with bicyclists. We need to move past fossil fuels, and if people see more bike lanes, they will be more inclined to use them. I want to note that the bike lanes should be protected, not just separated by a white line, which doesn't help. Thank you!

Sincerely,

Elena Rumiantseva

Terry, Cheryl

From: Elena Rumiantseva <coficat24@yahoo.com>
Sent: December 8, 2023 5:38 PM
To: TransportationCommission
Cc: Council
Subject: Bike lanes on Bel-Red Rd.

You don't often get email from coficat24@yahoo.com. [Learn why this is important](#)

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

Good evening! I wanted to show my support for establishing bike lanes on Bel-Red Rd. Perhaps cars will move slower on this arterial and share the road with bicyclists. We need to move past fossil fuels, and if people see more bike lanes, they will be more inclined to use them. I want to note that the bike lanes should be protected, not just separated by a white line, which doesn't help. Thank you!

Sincerely,

Elena Rumiantseva

Terry, Cheryl

From: Carol Reich <careich@hotmail.com>
Sent: December 7, 2023 7:43 AM
To: TransportationCommission
Subject: Bike lanes

[You don't often get email from careich@hotmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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

December 7, 2023

As an environmental supporter, wife, mother, and grandmother?

I support bike paths and trails in Bellevue Wa.

I, we are citizens of this city. Taxpayers. I built bike paths in Eugene, Oregon in the 70s, that are still there, functional, useful. It has helped keep Eugene clean hopeful bike friendly!

I we vote. Please support bikes in Bellevue along new roads.

More lanes, more safe passage grows a cleaner healthier future.

I thank you for your listening and response.

Regard, Carol. Ann Reich. (Richard, Alex)

Terry, Cheryl

From: Jared Sager <jaredscottsager@gmail.com>
Sent: December 10, 2023 7:15 AM
To: TransportationCommission
Subject: Comment for bike bellevue

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

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

Hi!

I would like to provide a comment on the Bike Bellevue project as a resident of downtown Bellevue.

I commute to work every day through the project area in my bike towards Redmond. There are several unavoidable left turns in which I need to leave the bike lane to move to the left turn lane, disrupting traffic and endangering myself on the way from downtown Bellevue to the 520 bike trail. I am encouraged that this project is improving the bike ability of these streets, and hope it will address these dangerous transitions and turns.

Thank you,
Jared Sager

From: [Dylan Hanson](#)
To: [TransportationCommission](#); [Council](#)
Subject: Comments In Support Of Bike Bellevue
Date: December 12, 2023 10:50:37 AM

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

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

Hello Bellevue City Councilmembers and Transportation Commission members,

I'm writing to you today to express my enthusiastic support of the Bike Bellevue project. I live in the Everest neighborhood of Kirkland and I frequently visit Bellevue for both work and recreation. The proposed cycling infrastructure of Bike Bellevue will be a huge improvement in my day-to-day life as a resident of the Eastside. Cycling has improved my mental health and physical fitness by being outside as well as helping me save money by not relying on my car daily, and has allowed me to reduce my carbon footprint.

For work, I am a real estate agent and I work out of two offices in Bellevue, one at the intersection of Main St & 116th Ave, and the other near 20th St & 140th Ave. Bike Bellevue plans to service both of these corridors which will be a huge help for me especially with the recent Northup connection from Eastrail opening earlier this month. I will certainly visit these offices more often because I will be able to safely access them via bike, something I only dreamed of when I moved to Kirkland. Additionally, most of my real estate clients are young first-time home buyers and projects like this excite them to buy homes near accessible urban cores that aren't car reliant which I know have downstream economic advantages for the city and the broader region.

For recreation, my partner, friends and I all love supporting Mox Boarding House along Bel-Red Rd and occasionally find ourselves heading downtown to the park or the mall to meet up. My partner and I frequent Uwajimaya, Home Depot, and REI along 4th St & 120th Ave. I support local eateries when I find myself at the office for work, and ride my bike through the city during outdoor workouts in the summer. When news of this project came to our attention, we were thrilled; all of these areas are serviced by Bike Bellevue and the ease of getting to these places by bike, instead of car or bus will be hugely helpful for us. I know particularly accessing Mox Boarding House will be much safer and more comfortable and it'll be nice being able to bike elsewhere on a whim instead of planning out carpooling or transit in advance. When I bike through Bellevue for workouts I currently exclusively go early in the mornings before places open up because I don't feel safe biking on many streets in Bellevue. I'm excited for that to change and I dream of ending a long bike ride at Molly Moons in downtown knowing I have a safe protected bike lane to follow the last few miles home. Bike Bellevue will make this happen.

I'm sure you're all aware of the economic advantages of providing safe non-car alternative transportation and how that will lead to decreased congestion, safer streets, and improved mobility at a significantly lower cost than some recent car-centric projects (See this [bike project in Seattle](#) and soon to open [car project in Bellevue](#) respectively for recent examples). This will be especially helpful as housing density increases in and around the Bike Bellevue project area.

Thank you for taking the time to hear about my experience, engage with the community, and help implement Bike Bellevue.

Best,
Dylan

--

Dylan Hanson, PMP he/him/his
Email: hanson.dylan.c@gmail.com
Cell: [804.380.3826](tel:804.380.3826)
[Connect with me on LinkedIn](#)

From: [Loewenherz, Franz](#)
To: [Terry, Cheryl](#)
Cc: [McDonald, Kevin](#); [Allan, Mackenzie \(she/her\)](#); [Backman, Jay \(They/Them/Theirs\) C.](#)
Subject: Fwd: Bike Bellevue - could group walks provide more detailed feedback?
Date: December 11, 2023 8:59:07 PM

Hi Cheryl - Please include this one in documents you're compiling as we appear to have overlooked this thoughtful feedback. Thank you, Franz

Get [Outlook for iOS](#)

From: Nicole Myers <nicolemikomyers@gmail.com>
Sent: Monday, December 11, 2023 8:38 PM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: Re: Bike Bellevue - could group walks provide more detailed feedback?

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

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

Franz,

I'm hoping this didn't get missed in the deluge of responses you've received. I admit that I wasn't certain whether you'd classify this letter as Support/Oppose or More Info, so I looked through all the pdfs that are attached to the agenda item for the Transportation Commission meeting on Dec 14th, and I was disappointed not to see it included there at all.

I'm hoping some of the questions toward the center of the email will be addressed in the presentation on Thursday, and appreciate that you're putting that together.

Respectfully,
Nicole

On Wed, Dec 6, 2023 at 14:34 Nicole Myers <nicolemikomyers@gmail.com> wrote:

Hello,

I looked at the comments which were provided on the Bike Bellevue feedback site, and I think there were some gaps in the on the ground understanding of the spaces in question. I think this is partly because the extensive nature of the project made it hard to focus on each area, and I think it would really be nice to have an in-person meetup to walk along each project site and hear suggestions. See location specific comments below for an example of the information that I hope would be discussed. I've done my best not to reiterate comments that were previously included, but just going by memory since the [bikebellevue.konveio.com](#) link is no longer working (is this data going to be publicly accessible in another form?).

I think that the Konveio comments had many good ideas for bike safety, but in many cases determining a good route would really need more information than people seemed to have at hand. Some of the items I would consider:

- overlay map with current bus stops (and East Link Connections bus routes)
- Strava heatmap
- overlay map showing density of driveway entrances (on each side of street) and traffic volumes on those driveways
- intersection peak volumes
- feedback from heavy vehicle operators who might be accessing future construction sites about their likely routes (e.g., many parking structures will be built below-grade, requiring significant excavation), and narrowed 10-10.5' lanes seem small for the bigger trucks
- plans for lane closures and ped/bike/car prioritization as towers are built right up to the side of the road
- elevation/slope depictions
- predicted changes in worker/resident density in different growth scenarios
- maps showing current/recent number of lanes as reduced for construction/road work
- LTS map showing existing bike routes and shared roadways
- safety data from accidents
- parking impacts and retained parking spots
- Curb Management Plan

Of course, many of these items are included in the project documents or otherwise publicly accessible, but since it takes more legwork to incorporate these considerations, I think it is hard to expect individual commenters to provide commentary on the big picture.

In general, for projects like this, we should have ped, bike, car, transit, and freight representatives/advocates. Do we have all those stakeholders advising the Transportation Commission now, and is there a chance for them to hear each other?

BKRCast traffic models seem to depend on 30% WFH to arrive at the same amount of car traffic as we had in 2019, but this is not guaranteed and may not be evenly distributed throughout the week. Also, VMT per capita is only expected to decrease from 32.2 to 27.5 in a 30% WFH scenario.

From page 184 of 353, it appears that the Urban Core Corridor performance target is 20% of the posted speed limit. Also, how likely is it that this metric will be affected by changes to speed limits?

For the purposes of the HCM Intersection Capacity analyses, such as on page 205 of 353, what do the LOS standards (A, C, D, E, etc) correspond to?

Many of the details are clearly subject to change since Bike Bellevue has such a significant scope, and conditions on the ground have already changed in many locations since this effort began, but I hope we can get more involvement from neighbors who travel along these streets frequently to improve our designs and budgeting. For instance, I'm expecting a C curb on Second Street to get moved half a lane over, but that's not listed on the budget, and no budget for Corridor 11 is included at the end of the document.

Location specific comments:

Lake Washington Boulevard:

This corridor has the potential to reduce a lot of cyclist stress, and removes no car travel lane capacity, though parking spots are affected. It will span the gap in the future Meydenbauer Bay Park perimeter, where travel through the park is an implausible alternative due to the elevation difference near the water. In the renderings, this appears to leave unused space between the bike lanes and the curb, but there are actually two curb bump outs for fire hydrant protection on either end of the parking segment, so there is not much more room for the bike lanes to be located away from the roadway. There is also a low point in the middle of the parking section, where steps lead to the Whaler's Cove Condos, and a grating here may need to be replaced to ensure that narrow bicycle

wheels aren't caught.

100th, South end

This segment is important for connecting Meydenbauer Bay Park and Downtown Park, and providing a protected uphill connection from the Lake Washington Boulevard bike lanes to the bikeway along First/Second.

This map was not updated with the current curb status near the new 100 & Main building, so it may be helpful to know that there is an attractively landscaped curb bulb along the northbound lane for the first ~20 feet, and this transitions to a 15 minute loading zone. If sharrows are placed near that curb bulb, it will be important to maintain visibility across the corner, since cars turn right from Main to 100th pretty fast. There will also be more cars turning through this segment of roadway if Second becomes a one-way street for cars. The sidewalk is wide, but household-sized trash bins may be placed out for pickup, and since this building is small, it may not have on-site staff that would bring them in promptly.

In the loading zone section, taking the loading zone would give cyclists a protected uphill so that they don't slow cars down, but I think this has an extremely high chance of being blocked by delivery drivers parked illegally in the bike lane. There is also a 2 hour parking area on Main in front of Hedge and Vine, not too far away, but it would be hard for a truck driver to reach it without looping back through the Main St traffic, and these spots are often full.

There is also a segment along the AMLI Bellevue Park building that currently offers 2 hour parking, with another bulb out after it. Cyclists riding here are likely to cross to the uphill corner, where there is the start of the multiuse path for cyclists heading north and the start of the two-way bikeway along Second. It is interesting that this 2 hour parking is marked as "Not Removed" on page 46 of 353.

NE First and Second

The parking lot entrance for Inspiration Playground at Downtown Park is a high traffic area, and cars traveling one-way on First Street will have to turn left across the two-ways bike path. It may be good to have a signal to alert cyclists to turning traffic. Any car backups could fill the street back to 100th quite quickly.

The deciduous trees along the park will make this a very pleasant place to ride, but increase the importance of keeping access open for street cleaners.

Trash dumpsters in front of Molly Moons often block the sidewalk on that side, but fortunately the sidewalk on the park side is very nice and separated from the proposed bike path. There is already a pedestrian crossing with lights toward the west end and a pedestrian crossing zone with good visibility and polite drivers at the intersection with 102nd.

Delivery trucks already park on the south side of the street, so this is no change for them.

Farther along Second Street, the future Park Row building seems likely to have a

construction site that will at least block the sidewalk, and the future parking garage entrance will require cars and delivery trucks to cross the two-way bike lane (no building access from Bellevue Way). Since this is a ~150 unit building, garage ceilings are high and there is loading zone space inside, iirc.

The bikeway will split into bike paths as it crosses Bellevue Way, presumably with signals to reduce conflicts between eastbound bike and car traffic that would be mixing in the intersection. Cars heading west would cross a bike lane whether turning right or left, but without a need for a lane traveling straight west, there will be more room for the bike lanes, potentially without using the parking area that Avalon is using for their trash container pickup.

East of Bellevue Way to 106th, the Curb Management Plan envisions Second as a street with transit movement. The whole length of the First Street and Second Street segment of Bike Bellevue is shown as a priority area for "Access," such as trash pickup and loading zones. Much of Second Street East of Bellevue Way is shown as having parking prioritized on one side of the street, now and in the future. The "Place" designation is not used for Second Street, but it could be really nice to have parklets and plazas along a good bicycle route. Figure 26 of the CMP appendix shows this route as a LTS 3 goal, which is what we have right now (according to page 9 of the Design Concepts Guide), while Bike Bellevue intends to make it LTS 1.

Between 105th and 106th, the 200 Plaza and 201 106th Ave buildings are proposed to have a combined 360 units, and construction seems likely to interfere with the west-bound bike lane. Half of the garage parking and the alley access to the buildings would turn through the bike lane, with the 201 106th building also dedicating space for road widening and frontage improvements. Some of the parking shown across the street on the Curb Inventory Map of the CMP appendix has already been eliminated.

More construction is planned between 108th and 110th; the Main Street Place development is expected to add a significant amount of office and retail on the south side of the street, as well as at least 342 housing units, probably more. On the north side of the street, the Silver Cloud Bellevue Hotel is too early in the planning process to have information about garage entrances available, but it seems likely that it may bring many drivers who are unfamiliar with the area.

From the CMP appendix, it is also notable that off-street publicly accessible parking inventory is relatively limited all along Second Street. This is likely to improve once some of the new developments have been built, but there are also areas with parking shown as "Removed" on page 46 of 353, right next to some of the new buildings.

Bel-Red

I was very surprised to see that the Bel-Red route is expected to increase area residents' access to schools. I am particularly concerned about future residents who might make significant decisions about where to live based on a theoretical bike lane that they see on a map of our bike network. It seems unfair to present this as a low stress ride when there

will inherently be conflicts with driveways and serious traffic.

It would have seemed to me that a long-term improvement in this area would be to increase the frequency of the bus service, keep two travel lanes in each direction (with the assumption that the buses will have more passengers loading and cars may need to pass them), and make traffic calming design changes on all the smaller streets that connect, so that riders can walk/bike to a bus stop quickly and safely and have reliable transit service along the arterial. I know that it would be more costly to provide frequent buses, but as this area is built out, I think it will be hard to keep traffic flowing with only a single lane in each direction, and the three different treatments (curb extension, Type C curb, crossing island) that will be used around certain bus stops to prevent unsafe passing also could mean that traffic won't be able to move faster than the buses in the future. Most stopped buses in this scenario will be blocking the bike lane too, and page 96 of 353 states that buses and bikes should be fully separated when there are more than 4 buses per hour, a mark Bel-Red might meet in the not so distant future.

Thanks for your time,
Nicole Myers

Terry, Cheryl

From: Erik Josberger <erik909@gmail.com>
Sent: December 7, 2023 3:34 PM
To: Council; TransportationCommission
Subject: I support Bike Bellevue!

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

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

Hello,

As a frequent bike commuter through Bellevue, I strongly support the planned Bike Bellevue expansions! With light rail and eastrail on the horizon, it's vital that Bellevue builds out safe bicycle pathways. This will make bicycle commuting feasible for more people, making Bellevue a safer and more desirable place to live.

Thanks,
-Erik Josberger

From: kyle@sosufamily.net
To: [TransportationCommission](#)
Cc: [Council](#)
Subject: I Support Bike Bellevue
Date: December 14, 2023 7:06:26 AM

You don't often get email from kyle@sosufamily.net. [Learn why this is important](#)

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

My name is Kyle Sullivan, and I frequently drive to destinations in the Bike Bellevue project area, particularly east of I-405. I go to BECU on Northup Way, Mox Boarding House on Bel-Red Rd, Uwajimaya, Total Wine and Best Buy off of 120th Ave NE, and REI off of NE 4th Street. That's just a few of the businesses along these roads.

But I'm here in total support of the bike network improvements that are proposed. I drive to these places because I have no reasonable alternative. I currently live in the Bridle Trails neighborhood.

While I **can** ride my bike south along 116th Ave NE and ride on the current paths along Northup Way and 120th Ave NE, the improved network stops before I can actually get to any destinations. Some of the roads in this area do have a painted bicycle lane, but they are totally unbuffered, which is inadequate for the speed of cars on these roads. The Bike Bellevue project will allow me to get where I want to go without driving.

Additionally, the EasTrail corridor, which is the orange line on the Bike Bellevue map, is going to be receiving many improvements starting next year and can directly link to many of the Bike Bellevue corridors. Together, these projects will vastly improve the cycling experience in this part of Bellevue, but we need to build both so people can get to their destinations safely.

I know that there are folks who are concerned about removing car lanes to make some of these improvements. However, I think the opposite is the problem: we will be worse off if these roads stay as they are.

There are many new developments going up throughout the Bike Bellevue project area, and this will continue for a long time. This means that there will be many more people living, working, and shopping in the area. Of course, these people will have access to Light Rail, but there are many businesses that are not directly on the rail line. If Bellevue doesn't build out support for biking, walking and transit, all of these people will have to drive instead, putting more cars on the road and making traffic worse than it was before. Additionally, I'm sure that anyone visiting businesses within the Bike Bellevue project area has noticed that their parking lots are quite full. This will only get worse if everyone needs to drive.

Taking Bel-Red Rd as an example, it's clear that it is overbuilt. The modeling that city staff has done clearly shows that this project will hardly change travel times.

If you prefer hard data though, a year's worth was presented last week for a similar project on West Marginal Way SW in Seattle. This project also removed a travel lane on one side of a 5-lane road, and in that case added a separated two-way bike lane. The number of people walking and biking in the area significantly increased, average car travel times increased by merely 1%, and there have been no crashes despite the relatively high number of driveways. You can read more about this project on the [Seattle Department of Transportation](#) website.

In summary, when I go out around Bellevue I almost always drive, but it shouldn't be the only option. Bike Bellevue should be built in full so that we can have less cars on the road and make things better for everyone.

Thank you.

Terry, Cheryl

From: Rishi Roy <Rishi.Roy.650817706@grassrootsmessage.com>
Sent: December 8, 2023 5:22 PM
To: TransportationCommission
Subject: I Support Bike Bellevue's Rapid Implementation

You don't often get email from rishi.roy.650817706@grassrootsmessage.com. [Learn why this is important](#)

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

Dear . Bellevue Transportation Commission,

Thank you for your work in the last several years to improve biking in downtown Bellevue and the surrounding neighborhoods. Bike connections like the 108th bike lane and 12th St shared use path required leadership to follow through on, as well as a clear eyed focus on the data that really matters. These routes have made a big difference to the safety of Bellevue streets and my travel experiences.

I'm excited about the Bike Bellevue proposal. The plan is the necessary next step in making Bellevue work better for all transportation users, whether you walk, bike, bus, or drive. And, frankly, we must implement all these routes AND MORE to truly make Bellevue safe for all people, regardless of how we get around.

Next year, the Link Eastside Starter Line will begin running, and projects like Eastrail regional trail and the Grand Connection are also moving forward. The street-based bike network that Bike Bellevue advances will complement these regional assets, and means that Bellevue residents, workers and visitors can better access them.

Please move forward and rapidly implement all of the proposed corridors in Bike Bellevue. Please identify dollars, including seeking grant funding, to implement improvements as quickly as possible. Our city can't wait for safer access to biking.

Sincerely,

Regards,
Rishi Roy
14707 125th Ave NE
Woodinville, WA 98072

Terry, Cheryl

From: Greg Slatter <Greg.Slatter.675383936@grassrootsmessage.com>
Sent: December 11, 2023 7:05 AM
To: TransportationCommission
Subject: I Support Bike Bellevue's Rapid Implementation

You don't often get email from greg.slatter.675383936@grassrootsmessage.com. [Learn why this is important](#)

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

Dear . Bellevue Transportation Commission,

Thank you for your work in the last several years to improve biking in downtown Bellevue and the surrounding neighborhoods. Bike connections like the 108th bike lane and 12th St shared use path required leadership to follow through on, as well as a clear eyed focus on the data that really matters. These routes have made a big difference to the safety of Bellevue streets and my travel experiences.

I'm excited about the Bike Bellevue proposal. The plan is the necessary next step in making Bellevue work better for all transportation users, whether you walk, bike, bus, or drive. And, frankly, we must implement all these routes AND MORE to truly make Bellevue safe for all people, regardless of how we get around.

Next year, the Link Eastside Starter Line will begin running, and projects like Eastrail regional trail and the Grand Connection are also moving forward. The street-based bike network that Bike Bellevue advances will complement these regional assets, and means that Bellevue residents, workers and visitors can better access them.

Please move forward and rapidly implement all of the proposed corridors in Bike Bellevue. Please identify dollars, including seeking grant funding, to implement improvements as quickly as possible. Our city can't wait for safer access to biking.

Sincerely,

Regards,
Greg Slatter
14491 NE 57th St
Bellevue, WA 98007

From: [Nicholas Sattele](#)
To: [TransportationCommission](#)
Subject: I Support Bike Bellevue's Rapid Implementation
Date: November 2, 2023 4:44:35 PM

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

Dear . Bellevue Transportation Commission,

Thank you for your work in the last several years to improve biking in downtown Bellevue and the surrounding neighborhoods. Bike connections like the 108th bike lane and 12th St shared use path required leadership to follow through on, as well as a clear eyed focus on the data that really matters. These routes have made a big difference to the safety of Bellevue streets and my travel experiences.

I'm excited about the Bike Bellevue proposal. The plan is the necessary next step in making Bellevue work better for all transportation users, whether you walk, bike, bus, or drive. And, frankly, we must implement all these routes AND MORE to truly make Bellevue safe for all people, regardless of how we get around.

Next year, the Link Eastside Starter Line will begin running, and projects like Eastrail regional trail and the Grand Connection are also moving forward. The street-based bike network that Bike Bellevue advances will complement these regional assets, and means that Bellevue residents, workers and visitors can better access them.

Please move forward and rapidly implement all of the proposed corridors in Bike Bellevue. Please identify dollars, including seeking grant funding, to implement improvements as quickly as possible. Our city can't wait for safer access to biking.

Sincerely,

Regards,
Nicholas Sattele
215 10th Ave E
Seattle, WA 98102

From: [Alexandra Seidman](#)
To: [TransportationCommission](#)
Subject: I Support Bike Bellevue's Rapid Implementation
Date: November 1, 2023 10:09:41 AM

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

Dear . Bellevue Transportation Commission,

Thank you for your work in the last several years to improve biking in downtown Bellevue and the surrounding neighborhoods. Bike connections like the 108th bike lane and 12th St shared use path required leadership to follow through on, as well as a clear eyed focus on the data that really matters. These routes have made a big difference to the safety of Bellevue streets and my travel experiences.

I'm excited about the Bike Bellevue proposal. The plan is the necessary next step in making Bellevue work better for all transportation users, whether you walk, bike, bus, or drive. And, frankly, we must implement all these routes AND MORE to truly make Bellevue safe for all people, regardless of how we get around.

Next year, the Link Eastside Starter Line will begin running, and projects like Eastrail regional trail and the Grand Connection are also moving forward. The street-based bike network that Bike Bellevue advances will complement these regional assets, and means that Bellevue residents, workers and visitors can better access them.

Please move forward and rapidly implement all of the proposed corridors in Bike Bellevue. Please identify dollars, including seeking grant funding, to implement improvements as quickly as possible. Our city can't wait for safer access to biking.

Sincerely,

Regards,
Alexandra Seidman
6141 122nd Ave NE
Kirkland, WA 98033

From: [Stanislaw Swierc](#)
To: [TransportationCommission](#)
Subject: I Support Bike Bellevue's Rapid Implementation
Date: November 3, 2023 6:52:23 AM

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

Dear . Bellevue Transportation Commission,

Thank you for your work in the last several years to improve biking in downtown Bellevue and the surrounding neighborhoods. Bike connections like the 108th bike lane and 12th St shared use path required leadership to follow through on, as well as a clear eyed focus on the data that really matters. These routes have made a big difference to the safety of Bellevue streets and my travel experiences.

I'm excited about the Bike Bellevue proposal. The plan is the necessary next step in making Bellevue work better for all transportation users, whether you walk, bike, bus, or drive. And, frankly, we must implement all these routes AND MORE to truly make Bellevue safe for all people, regardless of how we get around.

Next year, the Link Eastside Starter Line will begin running, and projects like Eastrail regional trail and the Grand Connection are also moving forward. The street-based bike network that Bike Bellevue advances will complement these regional assets, and means that Bellevue residents, workers and visitors can better access them.

Please move forward and rapidly implement all of the proposed corridors in Bike Bellevue. Please identify dollars, including seeking grant funding, to implement improvements as quickly as possible. Our city can't wait for safer access to biking.

Sincerely,

Regards,
Stanislaw Swierc
16624 NE 85th St
Redmond, WA 98052

From: [Richard Firth](#)
To: [TransportationCommission](#)
Subject: I Support Bike Bellevue's Rapid Implementation
Date: November 2, 2023 6:25:30 PM

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

Dear . Bellevue Transportation Commission,

Thank you for your work in the last several years to improve biking in downtown Bellevue and the surrounding neighborhoods. Bike connections like the 108th bike lane and 12th St shared use path required leadership to follow through on, as well as a clear eyed focus on the data that really matters. These routes have made a big difference to the safety of Bellevue streets and my travel experiences.

I'm excited about the Bike Bellevue proposal. The plan is the necessary next step in making Bellevue work better for all transportation users, whether you walk, bike, bus, or drive. And, frankly, we must implement all these routes AND MORE to truly make Bellevue safe for all people, regardless of how we get around.

Next year, the Link Eastside Starter Line will begin running, and projects like Eastrail regional trail and the Grand Connection are also moving forward. The street-based bike network that Bike Bellevue advances will complement these regional assets, and means that Bellevue residents, workers and visitors can better access them.

Please move forward and rapidly implement all of the proposed corridors in Bike Bellevue. Please identify dollars, including seeking grant funding, to implement improvements as quickly as possible. Our city can't wait for safer access to biking.

Sincerely,

Regards,
Richard Firth
Redmond, WA 98052

From: [Sandy Heidergott](#)
To: [TransportationCommission](#)
Subject: I Support Bike Bellevue's Rapid Implementation
Date: November 2, 2023 4:26:36 PM

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

Dear . Bellevue Transportation Commission,

Thank you for your work in the last several years to improve biking in downtown Bellevue and the surrounding neighborhoods. Bike connections like the 108th bike lane and 12th St shared use path required leadership to follow through on, as well as a clear eyed focus on the data that really matters. These routes have made a big difference to the safety of Bellevue streets and my travel experiences.

I'm excited about the Bike Bellevue proposal. The plan is the necessary next step in making Bellevue work better for all transportation users, whether you walk, bike, bus, or drive. And, frankly, we must implement all these routes AND MORE to truly make Bellevue safe for all people, regardless of how we get around.

Next year, the Link Eastside Starter Line will begin running, and projects like Eastrail regional trail and the Grand Connection are also moving forward. The street-based bike network that Bike Bellevue advances will complement these regional assets, and means that Bellevue residents, workers and visitors can better access them.

Please move forward and rapidly implement all of the proposed corridors in Bike Bellevue. Please identify dollars, including seeking grant funding, to implement improvements as quickly as possible. Our city can't wait for safer access to biking.

Sincerely,

Regards,
Sandy Heidergott
503 167th Ave NE
Bellevue, WA 98008

From: [Dylan Gschwind](#)
To: [TransportationCommission](#)
Subject: I Support Bike Bellevue's Rapid Implementation
Date: October 27, 2023 2:32:19 PM

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

Dear . Bellevue Transportation Commission,

Thank you for your work in the last several years to improve biking in downtown Bellevue and the surrounding neighborhoods. Bike connections like the 108th bike lane and 12th St shared use path required leadership to follow through on, as well as a clear eyed focus on the data that really matters. These routes have made a big difference to the safety of Bellevue streets and my travel experiences.

I'm excited about the Bike Bellevue proposal. The plan is the necessary next step in making Bellevue work better for all transportation users, whether you walk, bike, bus, or drive. And, frankly, we must implement all these routes AND MORE to truly make Bellevue safe for all people, regardless of how we get around.

Next year, the Link Eastside Starter Line will begin running, and projects like Eastrail regional trail and the Grand Connection are also moving forward. The street-based bike network that Bike Bellevue advances will complement these regional assets, and means that Bellevue residents, workers and visitors can better access them.

Please move forward and rapidly implement all of the proposed corridors in Bike Bellevue. Please identify dollars, including seeking grant funding, to implement improvements as quickly as possible. Our city can't wait for safer access to biking.

Sincerely,

Regards,
Dylan Gschwind
4237 S Kenyon St
Seattle, WA 98118

From: [Pawel Syska](#)
To: [TransportationCommission](#)
Subject: I Support Bike Bellevue's Rapid Implementation
Date: November 2, 2023 10:55:16 PM

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

Dear . Bellevue Transportation Commission,

Thank you for your work in the last several years to improve biking in downtown Bellevue and the surrounding neighborhoods. Bike connections like the 108th bike lane and 12th St shared use path required leadership to follow through on, as well as a clear eyed focus on the data that really matters. These routes have made a big difference to the safety of Bellevue streets and my travel experiences.

I'm excited about the Bike Bellevue proposal. The plan is the necessary next step in making Bellevue work better for all transportation users, whether you walk, bike, bus, or drive. And, frankly, we must implement all these routes AND MORE to truly make Bellevue safe for all people, regardless of how we get around.

Next year, the Link Eastside Starter Line will begin running, and projects like Eastrail regional trail and the Grand Connection are also moving forward. The street-based bike network that Bike Bellevue advances will complement these regional assets, and means that Bellevue residents, workers and visitors can better access them.

Please move forward and rapidly implement all of the proposed corridors in Bike Bellevue. Please identify dollars, including seeking grant funding, to implement improvements as quickly as possible. Our city can't wait for safer access to biking.

Sincerely,

Regards,
Pawel Syska
3723 207th Pl SE
Bothell, WA 98021

From: [Hassan Aijazi](#)
To: [TransportationCommission](#)
Subject: I Support Bike Bellevue's Rapid Implementation
Date: November 2, 2023 5:46:18 PM

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

Dear . Bellevue Transportation Commission,

Thank you for your work in the last several years to improve biking in downtown Bellevue and the surrounding neighborhoods. Bike connections like the 108th bike lane and 12th St shared use path required leadership to follow through on, as well as a clear eyed focus on the data that really matters. These routes have made a big difference to the safety of Bellevue streets and my travel experiences.

I'm excited about the Bike Bellevue proposal. The plan is the necessary next step in making Bellevue work better for all transportation users, whether you walk, bike, bus, or drive. And, frankly, we must implement all these routes AND MORE to truly make Bellevue safe for all people, regardless of how we get around.

Next year, the Link Eastside Starter Line will begin running, and projects like Eastrail regional trail and the Grand Connection are also moving forward. The street-based bike network that Bike Bellevue advances will complement these regional assets, and means that Bellevue residents, workers and visitors can better access them.

Please move forward and rapidly implement all of the proposed corridors in Bike Bellevue. Please identify dollars, including seeking grant funding, to implement improvements as quickly as possible. Our city can't wait for safer access to biking.

Sincerely,

Regards,
Hassan Aijazi
2018 178th Ave NE
Redmond, WA 98052

From: [Cristopher Cable](#)
To: [TransportationCommission](#)
Subject: I Support Bike Bellevue's Rapid Implementation
Date: November 2, 2023 3:59:04 PM

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

Dear . Bellevue Transportation Commission,

Thank you for your work in the last several years to improve biking in downtown Bellevue and the surrounding neighborhoods. Bike connections like the 108th bike lane and 12th St shared use path required leadership to follow through on, as well as a clear eyed focus on the data that really matters. These routes have made a big difference to the safety of Bellevue streets and my travel experiences.

I'm excited about the Bike Bellevue proposal. The plan is the necessary next step in making Bellevue work better for all transportation users, whether you walk, bike, bus, or drive. And, frankly, we must implement all these routes AND MORE to truly make Bellevue safe for all people, regardless of how we get around.

Next year, the Link Eastside Starter Line will begin running, and projects like Eastrail regional trail and the Grand Connection are also moving forward. The street-based bike network that Bike Bellevue advances will complement these regional assets, and means that Bellevue residents, workers and visitors can better access them.

Please move forward and rapidly implement all of the proposed corridors in Bike Bellevue. Please identify dollars, including seeking grant funding, to implement improvements as quickly as possible. Our city can't wait for safer access to biking.

Sincerely,

Regards,
Cristopher Cable
12825 NE 32nd St
Bellevue, WA 98005

From: [sameer garde](#)
To: [TransportationCommission](#)
Subject: I Support Bike Bellevue's Rapid Implementation
Date: October 27, 2023 12:00:23 PM

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

Dear . Bellevue Transportation Commission,

Thank you for your work in the last several years to improve biking in downtown Bellevue and the surrounding neighborhoods. Bike connections like the 108th bike lane and 12th St shared use path required leadership to follow through on, as well as a clear eyed focus on the data that really matters. These routes have made a big difference to the safety of Bellevue streets and my travel experiences.

I'm excited about the Bike Bellevue proposal. The plan is the necessary next step in making Bellevue work better for all transportation users, whether you walk, bike, bus, or drive. And, frankly, we must implement all these routes AND MORE to truly make Bellevue safe for all people, regardless of how we get around.

Next year, the Link Eastside Starter Line will begin running, and projects like Eastrail regional trail and the Grand Connection are also moving forward. The street-based bike network that Bike Bellevue advances will complement these regional assets, and means that Bellevue residents, workers and visitors can better access them.

Please move forward and rapidly implement all of the proposed corridors in Bike Bellevue. Please identify dollars, including seeking grant funding, to implement improvements as quickly as possible. Our city can't wait for safer access to biking.

Sincerely,

Regards,
sameer garde
Redmond, WA 98052

From: [James Nelson](#)
To: [TransportationCommission](#)
Subject: I Support Bike Bellevue's Rapid Implementation
Date: November 2, 2023 8:47:37 PM

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

Dear . Bellevue Transportation Commission,

Thank you for your work in the last several years to improve biking in downtown Bellevue and the surrounding neighborhoods. Bike connections like the 108th bike lane and 12th St shared use path required leadership to follow through on, as well as a clear eyed focus on the data that really matters. These routes have made a big difference to the safety of Bellevue streets and my travel experiences.

I'm excited about the Bike Bellevue proposal. The plan is the necessary next step in making Bellevue work better for all transportation users, whether you walk, bike, bus, or drive. And, frankly, we must implement all these routes AND MORE to truly make Bellevue safe for all people, regardless of how we get around.

Next year, the Link Eastside Starter Line will begin running, and projects like Eastrail regional trail and the Grand Connection are also moving forward. The street-based bike network that Bike Bellevue advances will complement these regional assets, and means that Bellevue residents, workers and visitors can better access them.

Please move forward and rapidly implement all of the proposed corridors in Bike Bellevue. Please identify dollars, including seeking grant funding, to implement improvements as quickly as possible. Our city can't wait for safer access to biking.

Sincerely,

Regards,
James Nelson
13260 SE 55th Pl
Bellevue, WA 98006

From: [Colleen O'Rollins](#)
To: [TransportationCommission](#)
Subject: I Support Bike Bellevue's Rapid Implementation
Date: November 2, 2023 5:22:28 PM

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

Dear . Bellevue Transportation Commission,

Thank you for your work in the last several years to improve biking in downtown Bellevue and the surrounding neighborhoods. Bike connections like the 108th bike lane and 12th St shared use path required leadership to follow through on, as well as a clear eyed focus on the data that really matters. These routes have made a big difference to the safety of Bellevue streets and my travel experiences.

I'm excited about the Bike Bellevue proposal. The plan is the necessary next step in making Bellevue work better for all transportation users, whether you walk, bike, bus, or drive. And, frankly, we must implement all these routes AND MORE to truly make Bellevue safe for all people, regardless of how we get around.

Next year, the Link Eastside Starter Line will begin running, and projects like Eastrail regional trail and the Grand Connection are also moving forward. The street-based bike network that Bike Bellevue advances will complement these regional assets, and means that Bellevue residents, workers and visitors can better access them.

Please move forward and rapidly implement all of the proposed corridors in Bike Bellevue. Please identify dollars, including seeking grant funding, to implement improvements as quickly as possible. Our city can't wait for safer access to biking.

Sincerely,

Regards,
Colleen O'Rollins
6020 1st Ave NW
Seattle, WA 98107

From: [Russ Anderson](#)
To: [TransportationCommission](#)
Subject: I Support Bike Bellevue's Rapid Implementation
Date: November 2, 2023 3:59:04 PM

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

Dear . Bellevue Transportation Commission,

Thank you for your work in the last several years to improve biking in downtown Bellevue and the surrounding neighborhoods. Bike connections like the 108th bike lane and 12th St shared use path required leadership to follow through on, as well as a clear eyed focus on the data that really matters. These routes have made a big difference to the safety of Bellevue streets and my travel experiences.

I'm excited about the Bike Bellevue proposal. The plan is the necessary next step in making Bellevue work better for all transportation users, whether you walk, bike, bus, or drive. And, frankly, we must implement all these routes AND MORE to truly make Bellevue safe for all people, regardless of how we get around.

Next year, the Link Eastside Starter Line will begin running, and projects like Eastrail regional trail and the Grand Connection are also moving forward. The street-based bike network that Bike Bellevue advances will complement these regional assets, and means that Bellevue residents, workers and visitors can better access them.

Please move forward and rapidly implement all of the proposed corridors in Bike Bellevue. Please identify dollars, including seeking grant funding, to implement improvements as quickly as possible. Our city can't wait for safer access to biking.

Sincerely,

Regards,
Russ Anderson
4701 SW Admiral Way
Seattle, WA 98116

From: [Willia Halperin](#)
To: [TransportationCommission](#)
Subject: I Support Bike Bellevue's Rapid Implementation
Date: November 2, 2023 8:19:31 PM

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

Dear . Bellevue Transportation Commission,

Thank you for your work in the last several years to improve biking in downtown Bellevue and the surrounding neighborhoods. Bike connections like the 108th bike lane and 12th St shared use path required leadership to follow through on, as well as a clear eyed focus on the data that really matters. These routes have made a big difference to the safety of Bellevue streets and my travel experiences.

I'm excited about the Bike Bellevue proposal. The plan is the necessary next step in making Bellevue work better for all transportation users, whether you walk, bike, bus, or drive. And, frankly, we must implement all these routes AND MORE to truly make Bellevue safe for all people, regardless of how we get around.

Next year, the Link Eastside Starter Line will begin running, and projects like Eastrail regional trail and the Grand Connection are also moving forward. The street-based bike network that Bike Bellevue advances will complement these regional assets, and means that Bellevue residents, workers and visitors can better access them.

Please move forward and rapidly implement all of the proposed corridors in Bike Bellevue. Please identify dollars, including seeking grant funding, to implement improvements as quickly as possible. Our city can't wait for safer access to biking.

Sincerely,

Regards,
Willia Halperin
4400 Stone Way N
Seattle, WA 98103

Terry, Cheryl

From: Greg Slatter <Greg.Slatter.675383936@grassrootsmessage.com>
Sent: December 11, 2023 7:05 AM
To: TransportationCommission
Subject: I Support Bike Bellevue's Rapid Implementation

You don't often get email from greg.slatter.675383936@grassrootsmessage.com. [Learn why this is important](#)

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

Dear . Bellevue Transportation Commission,

Thank you for your work in the last several years to improve biking in downtown Bellevue and the surrounding neighborhoods. Bike connections like the 108th bike lane and 12th St shared use path required leadership to follow through on, as well as a clear eyed focus on the data that really matters. These routes have made a big difference to the safety of Bellevue streets and my travel experiences.

I'm excited about the Bike Bellevue proposal. The plan is the necessary next step in making Bellevue work better for all transportation users, whether you walk, bike, bus, or drive. And, frankly, we must implement all these routes AND MORE to truly make Bellevue safe for all people, regardless of how we get around.

Next year, the Link Eastside Starter Line will begin running, and projects like Eastrail regional trail and the Grand Connection are also moving forward. The street-based bike network that Bike Bellevue advances will complement these regional assets, and means that Bellevue residents, workers and visitors can better access them.

Please move forward and rapidly implement all of the proposed corridors in Bike Bellevue. Please identify dollars, including seeking grant funding, to implement improvements as quickly as possible. Our city can't wait for safer access to biking.

Sincerely,

Regards,
Greg Slatter
14491 NE 57th St
Bellevue, WA 98007

Terry, Cheryl

From: Tyler Zender <Tyler.Zender.572450106@advocatefor.me>
Sent: December 8, 2023 1:47 PM
To: TransportationCommission
Subject: I Support Bike Bellevue's Rapid Implementation

You don't often get email from tyler.zender.572450106@advocatefor.me. [Learn why this is important](#)

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

Dear . Bellevue Transportation Commission,

Thank you for your work in the last several years to improve biking in downtown Bellevue and the surrounding neighborhoods. Bike connections like the 108th bike lane and 12th St shared use path required leadership to follow through on, as well as a clear eyed focus on the data that really matters. These routes have made a big difference to the safety of Bellevue streets and my travel experiences.

I'm excited about the Bike Bellevue proposal. The plan is the necessary next step in making Bellevue work better for all transportation users, whether you walk, bike, bus, or drive. And, frankly, we must implement all these routes AND MORE to truly make Bellevue safe for all people, regardless of how we get around.

Next year, the Link Eastside Starter Line will begin running, and projects like Eastrail regional trail and the Grand Connection are also moving forward. The street-based bike network that Bike Bellevue advances will complement these regional assets, and means that Bellevue residents, workers and visitors can better access them.

Please move forward and rapidly implement all of the proposed corridors in Bike Bellevue. Please identify dollars, including seeking grant funding, to implement improvements as quickly as possible. Our city can't wait for safer access to biking.

Sincerely,

Regards,
Tyler Zender
1248 121st Ave NE Apt B912
Bellevue, WA 98005

Terry, Cheryl

From: Paul Bruno <pbruno3@comcast.net>
Sent: December 7, 2023 12:08 PM
To: TransportationCommission; Council; Transportation Reception
Subject: I support for the Bellevue Bike Proposal

You don't often get email from pbruno3@comcast.net. [Learn why this is important](#)

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

To: Bellevue City Council, Bellevue Department of Transportation, Transportation Commission,

People for Climate Action - Bellevue (PCA-B), Leadership Team supports the Bike Bellevue proposal. As a retired Bellevue resident, member of PCA-B and cyclist, navigating the streets of Bellevue to do errands or ride for enjoyment is difficult and dangerous.

The current lack of flat, east-west corridors for bikes clearly demonstrates an inadequacy needing to be addressed. The designated bike routes and protected infrastructure proposed along Bel-Red Road would connect Downtown and the Spring District with Lake Hills and Crossroads. These connections are important neighborhood destinations and are crucial to the success of the whole city's bike network. Furthermore, Bike Bellevue will help improve multimodal connections to all East Link stations.

PCA's focus has been, and continues to be, on reducing GHG emissions and supporting the City of Bellevue in their stated goal of reducing them by 50% by 2030. Bike Bellevue would aid in this effort. In a city survey, 62% of respondents indicated they would ride a bike more often if the streets were made safer and had comfortable bike lanes. Bike Bellevue estimates the corresponding reduction in driving would be equivalent to eliminating the annual GHG emissions generated by 240 - 890 cars.

This is a turning point for our city. Right now, as we are planning our future growth for the next 20 years, we have the opportunity to make a difference in what that will look like. Just as light rail has come to provide residents with more public transportation options, we too need to provide safer options for walking and biking.

Now is the time to be bold and do everything we can to reduce our GHG emissions! Bellevue should take leading edge actions to ensure a livable future. Bike Bellevue is an important part of this vision.

Regards,
Paul Bruno - 369 101st Avenue SE, 98004
425.785.5256 cell

Terry, Cheryl

From: Ruth Lipscomb <ruthlipscomb@comcast.net>
Sent: December 7, 2023 10:51 AM
To: TransportationCommission; Council; Transportation Reception
Subject: I support the Bike Bellevue plan

You don't often get email from ruthlipscomb@comcast.net. [Learn why this is important](#)

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

Hello Council and Commission members,
I enthusiastically support the proposed Bike Bellevue plan, including a protected bike lane on Bel-Red Road and the other improvements to our city's biking infrastructure.

Recently I biked along Bel-Red with a group of bicycle riders; it was a harrowing experience. Cars were not willing to give us the courtesy of any separation, despite them having other lanes to use. This reinforced for me that I would never ride on that street without being in the middle of a group. If there were a protected bike lane, this would be a section of road that I would bike along frequently.

Bellevue's residents WANT to ride bikes around the city. The reason we DON'T is because of the lack of safe places to do so. If you build the bike lanes, I assure you, we will use them.

Please move this project forward as quickly as possible.
Thank you.

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

Terry, Cheryl

From: April Stevens <aprilstevens3@icloud.com>
Sent: December 7, 2023 10:15 PM
To: Council; TransportationCommission; Transportation Reception
Subject: Letter in support of Bike Bellevue

You don't often get email from aprilstevens3@icloud.com. [Learn why this is important](#)

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

To: Bellevue City Council, Bellevue Department of Transportation, Transportation Commission,

People for Climate Action - Bellevue (PCA-B), Leadership Team supports the Bike Bellevue proposal. The current lack of flat, east-west corridors for bikes clearly demonstrates an inadequacy needing to be addressed. The designated bike routes and protected infrastructure proposed along Bel-Red Road would connect Downtown and the Spring District with Lake Hills and Crossroads. These connections are important neighborhood destinations and are crucial to the success of the whole city's bike network. Furthermore, Bike Bellevue will help improve multimodal connections to all East Link stations.

PCA's focus has been, and continues to be, on reducing GHG emissions and supporting the City of Bellevue in their stated goal of reducing them by 50% by 2030. Bike Bellevue would aid in this effort. In a city survey, 62% of respondents indicated they would ride a bike more often if the streets were made safer and had comfortable bike lanes. Bike Bellevue estimates the corresponding reduction in driving would be equivalent to eliminating the annual GHG emissions generated by 240 - 890 cars.

This is a turning point for our city. Right now, as we are planning our future growth for the next 20 years, we have the opportunity to make a difference in what that will look like. Just as light rail has come to provide residents with more public transportation options, we too need to provide safer options for walking and biking.

Now is the time to be bold and do everything we can to reduce our GHG emissions. Bellevue should take leading edge actions to ensure a livable future. Bike Bellevue is an important part of this vision.

Terry, Cheryl

From: David Porter <dnporter@hotmail.com>
Sent: December 7, 2023 8:06 AM
To: TransportationCommission
Subject: Please support Bellevue Bike proposal - improve livability and transportation options

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

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

To: Bellevue Transportation Commission

People for Climate Action - Bellevue (PCA-B), Leadership Team supports the Bike Bellevue proposal. The current lack of flat, east-west corridors for bikes clearly demonstrates an inadequacy needing to be addressed. The designated bike routes and protected infrastructure proposed along Bel-Red Road would connect Downtown and the Spring District with Lake Hills and Crossroads. These connections are important neighborhood destinations and are crucial to the success of the whole city's bike network. Furthermore, Bike Bellevue will help improve multimodal connections to all East Link stations.

PCA's focus has been, and continues to be, on reducing GHG emissions and supporting the City of Bellevue in their stated goal of reducing them by 50% by 2030. Bike Bellevue would aid in this effort. In a city survey, 62% of respondents indicated they would ride a bike more often if the streets were made safer and had comfortable bike lanes. Bike Bellevue estimates the corresponding reduction in driving would be equivalent to eliminating the annual GHG emissions generated by 240 - 890 cars.

This is a turning point for our city. Right now, as we are planning our future growth for the next 20 years, we have the opportunity to make a difference in what that will look like. Just as light rail has come to provide residents with more public transportation options, we too need to provide safer options for walking and biking.

Now is the time to be bold and do everything we can to reduce our GHG emissions. Bellevue should take leading edge actions to ensure a livable future. Bike Bellevue is an important part of this vision.

Thanks,
Dave Porter
4471 139th Ave SE
Bellevue, WA. 98006

From: [Aspen Richter](#)
To: [TransportationCommission](#)
Subject: support Bike Bellevue, and two perspectives
Date: December 13, 2023 4:56:15 PM

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

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

Dear members of the Transportation Commission,

My name is Aspen Richter, and I am a resident of Redmond. I travel to Bellevue for entertainment, shopping, and to visit various medical offices. As an environmental advocate, I try to drive as little as possible--transit and bike are my preferred ways to get around.

I want to pass along two stories. (I encouraged both these people to comment, but in case they don't, I'm going to try my best to accurately capture their comments.)

The first individual is **disabled** and uses a motorized wheelchair to move around our cities. (He also plays sled hockey on the Kraken's disabled team, but that's another story altogether.) He often uses bike lanes because sidewalks frequently have raised or uneven sections that can catch his front wheels and tip his chair over, stranding him under his chair until a passerby rescues him. However, while trying to travel along Bel-Red Road and other roads in the area, he will currently come to places where sidewalks or bicycle lanes abruptly end. Because there are no curb cuts in these cases, he can't drop down to the road (if the sidewalk ends) or move up to the sidewalk (if the bike lane ends). A curb without a curb cut is an insurmountable obstacle for him. A road without a bike lane (or very well maintained sidewalks) is an unsafe road for him. He urges Bellevue to move forward with the plan for Bike Bellevue so that he is able to safely move around the city!

The second individual is a **former Redmond city councilman**. He pointed out to me that two of the major 3 lane roads in Redmond (having one lane in either direction plus a center turn lane) used to be 4 lane roads. The streets in question are NE 85 St, which runs past the City Hall, and 166th Ave NE, which goes up to Education Hill. When the City of Redmond approved the change to these streets, there was a storm of worried complaints. They made the changes anyway. To quote him, "Traffic actually *improved*, and we didn't hear any more complaints."

I know that a great deal of work has gone into studying traffic patterns in Bellevue, and that the Bike Bellevue changes are forecast to have no major impacts on traffic. I hope the second of these stories helps show that this is truly the likely outcome!

Please continue to support Bike Bellevue!

Sincerely,
Aspen Richter

Terry, Cheryl

From: Barb Braun <bbraun@live.com>
Sent: December 7, 2023 10:52 AM
To: TransportationCommission; Council; Transportation Reception
Cc: bbbraun@live.com
Subject: Support for "Bike Bellevue"

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

Hello Transportation Commission and City Council Members.

I'm a long time biker and resident of Bellevue. I appreciate that there have been significant Bellevue bike lane improvements in recent years. Thank you!

That said, there remain many needed improvements.

Bellevue has become increasingly dangerous for bikers and pedestrians. Drivers are distracted and aggressive and don't always follow the laws. We need to make biking a safe and reliable mode of transportation around our city. The "Bike Bellevue" plan proposed by the Transportation Department is certainly a much needed step. Please help us make the transition to a more sustainable future by approving the Transportation Department's "Bike Bellevue" plan.

Thanks for your consideration

Barb Braun
13609 SE 43rd Pl

Terry, Cheryl

From: Court Olson <court.olson@yahoo.com>
Sent: December 7, 2023 7:50 AM
To: TransportationCommission; Council; Transportation Reception
Subject: Support for "Bike Bellevue"

You don't often get email from court.olson@yahoo.com. [Learn why this is important](#)

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

Hello Transportation Commission and City Council Members.

I'm a long time biker and resident of Bellevue. I appreciate that there have been significant Bellevue bike lane improvements in recent years. Thank you!

That said, there remain many needed improvements. The "Bike Bellevue" plan proposed by the Transportation Department is certainly a much needed step.

I sometimes have need to ride my bike along Bel-Red from downtown to Overlake, but I have to use the sidewalk because there is no bike lane. I don't even try to ride my bike through downtown Bellevue, since there are no bike lanes. I suspect that many other bike riders have the same problems.

So, please help us make the transition to a more sustainable future by approving the Transportation Department's "Bike Bellevue" plan.

Thanks for listening!

Court

Court Olson
(he/him/his)
425-652-2777 (cell)

My standard PS: Unless we act quickly and decisively today to curb GHG emissions, climate impacts will get much much worse. The climate future and well-being of your kids and grandchildren is in your hands!

Terry, Cheryl

From: Scott Woodman <swoodman@emoneyadvisor.com>
Sent: December 9, 2023 9:55 AM
To: Council; TransportationCommission
Cc: crandels@cs-bellevue.org
Subject: Support for Bike Bellevue

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

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

Dear Council and Commissioners,

I am a resident of Kimberlee Park in south Bellevue and an avid cyclist and cycling commuter. For 7 years (2007-2014) I regularly cycling commuted north through Bellevue to work in Woodinville. I had some close calls in Bellevue and was struck by a car turning right in front of me and across the bicycle lane in Kirkland. Fortunately, the damage was road rash and the brand new cycling jersey and shorts my wife had just bought me. Like most cyclists, I was honked at, sworn at, cut off, or just plain run off the road by a small minority of very aggressive people in their 3000lb cars or trucks. I'm not a saint and a few of those times I made mistakes and rightly deserved their wrath. But 99.9% of the time I was where I was allowed to be and people were just pissed that I was in their way or slowing them down. For 2 years after that I commuted west to Seattle. At 62, I am out on the road regularly still. I applaud the improvements in cycling that I saw in that time and to date – thank you for the support you have shown for cyclists.

I understand that some drivers see the green lanes and the expense of cycling infrastructure as a waste. Change is hard and I doubt many of these citizens are likely to ever spend quality time in a bike lane. More than 100 years of focus on the car means no one grew up at a time where walking, horseback, and yes, cycling, were more popular than the car. I was speaking to my neighbor yesterday about the slide in community spirit and the isolation that the car affords us. Not so on the bike! We call out to pedestrians, wave to our fellow cyclists, and interact with other cyclists and our community almost every time we ride. As I hear about the pushback being felt related to Bike Bellevue initiatives, I urge council to continue to act in the long term interest of cyclists, our community, and even those drivers that are complaining about improving biking routes! Safe routes for walking, cycling, and driving should be the goal. Small investments in connecting routes and pathways, and creating safer cycling will continue to make Bellevue a more desirable place to live and raise a family. One of the reasons Bellevue is such a popular place to live is the decisions we make for the long term success of our community.

Drivers see the lions share of investment. I cherish our bike lanes and routes that keep me further away from vehicles. I have no doubt that safer routes will only increase the number of people using 2 wheels and their hearts to move around the city.

Scott Woodman
11141 SE 57th Street,
Bellevue WA 98006