

All emails received between December 8, 2023 - January 31, 2024, not in support of Bike Bellevue. Total of 272 emails or letters.

Terry, Cheryl

From: Brian Hartnett <hartnett22@gmail.com>
Sent: December 10, 2023 5:25 PM
To: TransportationCommission
Cc: betsi@betsiforbellevue.com
Subject: Bellevue bike lanes

You don't often get email from hartnett22@gmail.com. [Learn why this is important](#)

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Adding bike lanes without maintaining or increasing capacity for cars and mass transit on roads like Northup and Bel-Red makes zero sense and I do not support it.

Brian Hartnett
6007 Hazelwood Ln SE, Bellevue

Terry, Cheryl

From: Plummer David F. <pdf3@comcast.net>
Sent: December 8, 2023 3:13 PM
To: onebellevue@googlegroups.com
Cc: kevin Wallace; Zahn, Janice; Heidi Dean; Mariya Frost; TransportationCommission
Subject: Bellevue Bike Program
Attachments: Bellevue Bike Pitch Charts, 14 Dec 23.pdf

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Hi OneBeeviewers!

Attached is a set of *draft* pdf charts that I received from Franz Loewenherz; these are the (draft) versions of the charts that will be presented at the bikers special meeting at City Hall next Thursday(14 December 2023); no public comments/questions at the special meeting - comments can be made to the T Commission meeting that follows the special meeting.

1. Chart #4 appears to indicate that CoB may program \$4.5 million (\$s not specified) in CIP funds during 2023-2029 for the bike program described in the chart package;
2. Chart 11 states that the T Dept. received 1719 comments from 214 'unique' (???) contributors, and 59 emails via the Ai program ***Konveio*** (apparently some sort of Ai scheme used by organizations to compile and interpret responses to a set of questions). Assuming the 59 email responders are distinct from the 214 'unique' responders, that would be 273 responders from CoB's 80,500 registered voters, or 0.3% of the CoB registered voters.
3. Apparently the Chart package describes a distinct set of bike networks (see chart 6); I've asked Loewenherz whether the rest of the proposed bike network will be covered later; I'll let you know if I get an answer.

Cheers, and happy holidays,

Dave P.

Terry, Cheryl

From: Plummer David F. <pdf3@comcast.net>
Sent: December 8, 2023 4:00 PM
To: Onebellevue@googlegroups.com
Cc: Wallace Kevin; Zahn, Janice; Heidi Dean; Mariya Frost; TransportationCommission
Subject: Bellevue Bike Program

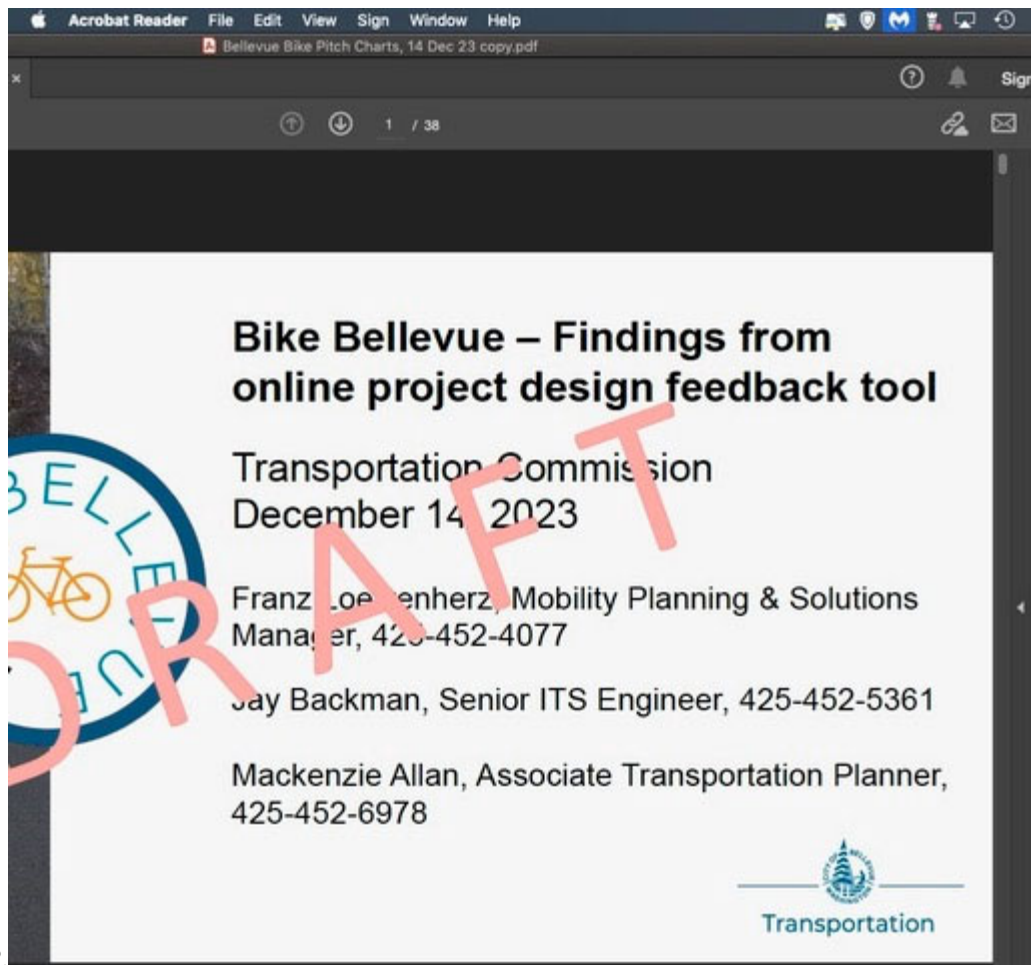
[EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

Hi OneBeeviewers!

Attached are several *draft* pdf charts that I received from Franz Loewenherz; these are the (draft) versions of the charts that will be presented at the bikers special meeting at City Hall next Thursday(14 December 2023); no public comments/questions at the special meeting - comments can be made to the T Commission meeting that follows the special meeting. (The entire pdf chart package - 38 pages - exceeds my Comcast mail limit, but you may be able to get a set from Loewenherz. I've attached pgs 1, 4, and 6, but if there's a way to compress the entire file, let me know - please note that I use a Mac.)

1. Chart #4 appears to indicate that CoB may program \$4.5 million (\$s not specified) in CIP funds during 2023-2029 for the bike program described in the chart package;
2. Chart 11 states that the T Dept. received 1719 comments from 214 'unique' (???) contributors, and 59 emails via the Ai program *Konveio* (apparently some sort of Ai scheme used by organizations to compile and interpret responses to a set of questions). Assuming the 59 email responders are distinct from the 214 'unique' responders, that would be 273 responders from CoB's 80,500 registered voters, or 0.3% of the CoB registered voters.
3. Apparently the Chart package describes a distinct set of bike networks (see chart 6); I've asked Loewenherz whether the rest of the proposed bike network will be covered later; I'll let you know if I get an answer.

Cheers, and happy holidays,




Dave P.

Acrobat Reader File Edit View Sign Window Help Fri 3:25 PM Davi

Bellevue Bike Pitch Charts, 14 Dec 23 copy.pdf

Bellevue Bike Pitch...

4 / 38

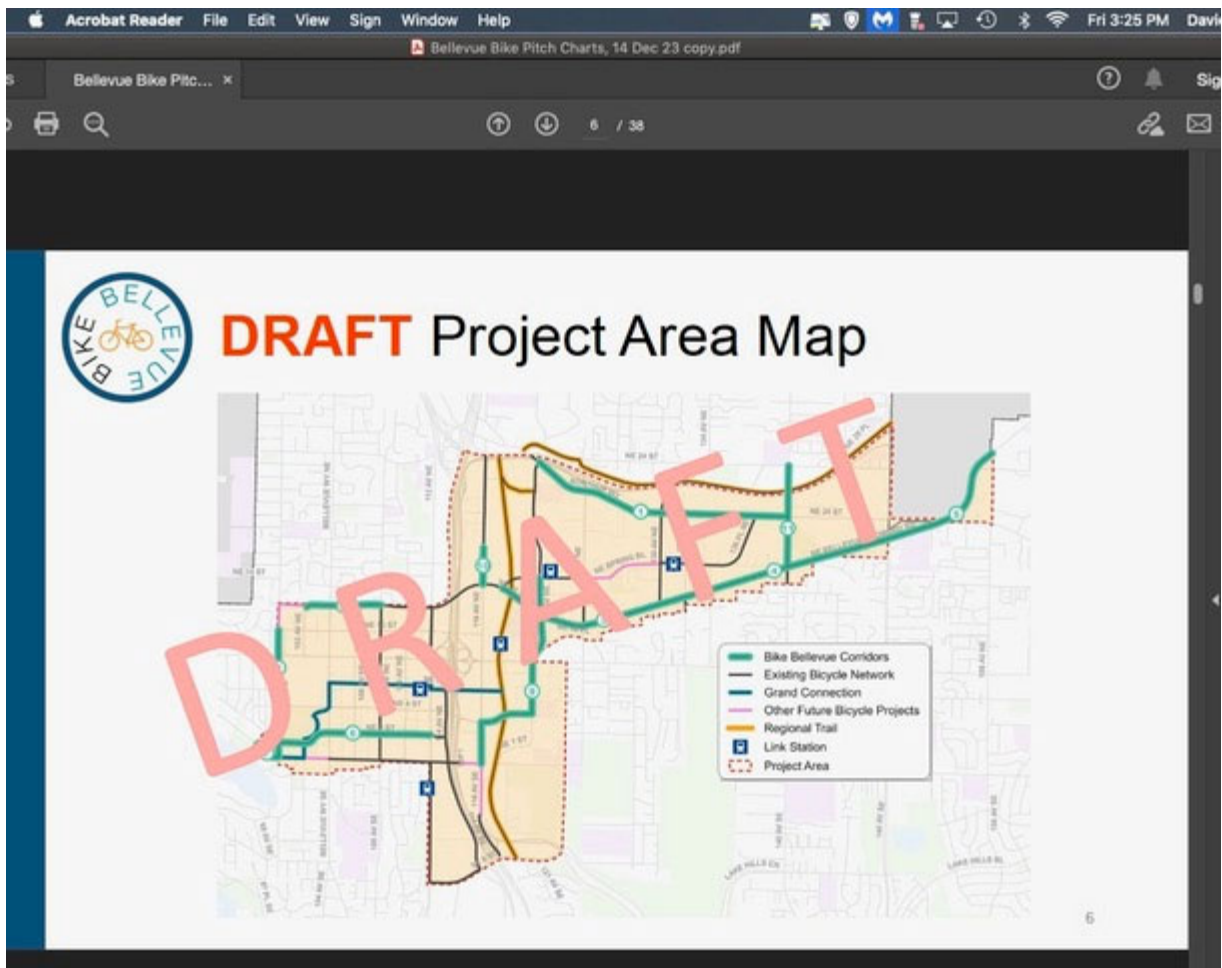


Bike Bellevue Background

CIP (PW-W/B-85) description: *"Growth Corridor High Comfort Bicycle Network Implementation" (AKA: Bike Bellevue)*

- \$4.5 million in 2013-29 CIP.
- Design and implement rapid-build bicycle projects on existing streets in the Downtown, Wilburton, and BelRed neighborhoods.
- Establish grid of safe and comfortable connections to key destinations for people of all ages and abilities.

4



Terry, Cheryl

From: Robert x <rocobutenko@gmail.com>
Sent: December 11, 2023 2:53 PM
To: TransportationCommission
Cc: Robert x
Subject: bicycle changes

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

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The proposed changes and closure of car lanes is basically the tyranny of a vocal minority (many not even citizens of Bellevue) upon the majority of citizens of Bellevue. So do some proper statistical surveys and let's have a vote of the people on this issue.

We are against the new rules and they would significantly diminish our quality of life here in Bellevue.

Respectively,

E. Robert Butenko and Charyl Butenko
13250 N.E. 55th Place
Bellevue, WA 98005

From: vicbishop@earthlink.net
To: [TransportationCommission](#)
Cc: [Council](#)
Subject: Bike Bellevue Comment - BETTER Bike Bellevue
Date: December 13, 2023 1:41:40 PM
Attachments: [A BETTER Bike Bellevue Dec. 13 2023.pdf](#)

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Chair Stash and Transportation Commissioners,

Please find attached ETA's proposal for a BETTER Bike Bellevue Plan which we submit as an alternative to Bike Bellevue for analysis and evaluation during the ongoing review and comment process for Bike Bellevue.

Thank you.

Vic Bishop
Chair, ETA Legislative Committee
vicbishop@earthlink.net
(425) 518-3343

Eastside Transportation Association

“Dedicated to improving our quality of life and environment by reducing congestion through increased mobility.”

9909 NE 1st ST., APT. 408
BELLEVUE, WA 98004-5697

Congestion is the Problem! We can do Something about it!

BETTER Bike Bellevue

A Proposal by the Eastside Transportation Association

December 13, 2023

The Eastside Transportation Association (ETA) appreciates the City of Bellevue's willingness to consider alternatives to the current Bike Bellevue proposal. In particular, we think the current plan, which would take away essential motor vehicle lane capacity and encourage riding bikes (a Bike Bellevue plan estimate of 210 additional bike trips per day in the plan area out of a BKR travel forecast model total of more than 1,900,000 daily person trips in Bellevue!) on some of the City's busiest arterials, is inconsistent with Bellevue's plans, policies and City Council direction. We are concerned about the limitations the current Bike Bellevue draft plan would place on Bellevue's housing supply and economic development plans due to unnecessary increases in congestion. The ETA is also concerned about the public safety risks converting existing motor vehicle lanes to bike lanes would cause. Slower emergency vehicle response times and increasing car/bike conflicts at curb cuts and intersections appear to be in direct conflict with the City's Vision Zero policy.

Therefore, the ETA proposes Bellevue adopt an alternative plan we call BETTER Bike Bellevue that would be more consistent with City plans, policies, and Council direction. BETTER Bike Bellevue would not remove any motor vehicle lanes, provide a safer bike route from Meydenbauer Bay to the SR 520 Regional Trail in Overlake, and help accelerate the construction of the Spring Boulevard complete street extension.

ETA submitted oral comments at the September meeting and written comments at the November meeting, along with multiple additional written and oral comments by neighborhood associations, businesses, residents, and the bicycle community. The ETA recommended that the Commission pause the entire Bike Bellevue review and comment process and take a step back to fully analyze alternative plans to serve the demand for additional safe bicycle facilities in Bellevue.

ETA objects to the Bike Bellevue proposals that reduce vehicle carrying capacity of the City's Arterial Streets. Examples of arterial streets being negatively impacted are Bel-Red Road, Northup Way, NE12th St., 100th Ave. NE, 116th Ave. NE, and 140th Ave. NE. ETA has developed and proposes a BETTER Bike Bellevue proposal which would provide more direct and safer routes for bicycles and enhance overall vehicle capacity on the city's congested streets.

BETTER Bike Bellevue proposes a Primary East-West Corridor (See attached map) from the Meydenbauer Park on the west edge of Downtown through Downtown on NE 2nd St. (Segment A) crossing I-405 on a new multipurpose Complete Street with vehicle lanes and pedestrian/bicycle lanes to the Regional Eastrail multipurpose trail. The corridor then turns north

along Eastrail (Segment B) to NE 12th St. The corridor turns east again at the new NE Spring Blvd (Segment C) recently constructed as a Complete Street to 124th Ave. NE with the assistance of a Federal Highway Administration \$100 million TIFIA loan. The BETTER Bike Bellevue Primary Corridor continues east along the NE Spring Blvd. corridor to 136th Pl. NE where it turns northeast along 136th Pl NE to an at grade crossing of Northup Way NE, thence as a new trail along the East Link transit corridor to 140th Ave. NE where it connects to the SR 520 Regional Multipurpose Trail with a new ramp connection.

BETTER Bike Bellevue additional corridors are NE 12th St. through Downtown and the extensions of the two regional trails of Eastrail and SR 520 Trail through the City.



Segment and Sub-Segment description of the Primary Corridor

Segment A. Meydenbauer Bay Park to Eastrail using NE 1st St. and NE 2nd St.

Sub-Segment A-1. Lake Washington Blvd. (Bike Bellevue Corridor 7).

Implement the Bike Bellevue Corridor 7 proposal when the Meydenbauer Bay Park Phase 2 is completed with appropriate parking space to replace the on-street parking removed by Corridor 7.

Sub-Segment A-2. 100th Ave. NE from Main St. to NE 1st St.

Install Sharrows in the curb lanes on 100th Ave. NE from Main St. to NE 1st St.

Sub-Section A-3. NE 1st St./NE 2nd St. from 100th Ave. NE to Bellevue Way NE.

Operate this sub-section as a two-way street with 2/3 vehicle lanes as available with Sharrows in the curb lanes.

Sub-Section A-4. NE 2nd St. from Bellevue Way NE to 114th Ave. NE.

Implement Bike Bellevue Corridor 6 from Bellevue Way NE to 112th Ave. NE as a three-lane arterial with designated directional bike lanes on each side after the bike lanes on Main Street are removed between 100th Ave. NE and Bellevue Way and Main Street is restored to a full five lane arterial east of Bellevue Way. Extend this segment to 114th Ave. NE (an existing Bicycle Network street) as an interim connection until Sub-Section A-5 is complete.

Sub-Section A-5. NE 2nd St. from 112th Ave. NE to 116th Ave. NE.

Construct a new general purpose traffic Complete Street with bike lanes crossing of I-405 from 112th Ave. NE to 116th Ave. NE south of the Hampton Inn, including a grade separated overcrossing of 114th Ave. NE. This is an alternative bicycle crossing of I-405 to the Grand Connection bicycle crossing at NE 6th St. An additional alternative bicycle crossing of I-405 is available by directing bike riders to use the new East Link light rail trains between the City Hall Station and the Wilburton Station when it opens. It will provide bicycle service between Downtown and Eastrail.

Sub-Section A-6. NE 2nd St. bike trail connection from 116th Ave. NE to Eastrail.

Construct a bicycle connection to Eastrail, possibly with a switchback design at Eastrail.

Segment B. Eastrail from NE 2nd St. extended to NE 12th St./Spring Blvd.

Implement the Regional Eastrail construction by removing the tracks and paving the trail using the new bicycle bridge crossing of NE 8th St. at the yet to be opened Wilburton Light Rail station.

Segment C. NE Spring Blvd. from Eastrail to the SR 520 Regional Trail.

Sub-Section C-1. NE 12th St./NE Spring Blvd. from Eastrail to 124th Ave. NE.

Construct a new bicycle ramp from Eastrail to the north side of NE 12th St. Use the newly constructed NE 12th St./NE Spring Blvd. Complete Street from the Eastrail connection to 124th Ave. NE

Sub-Section C-2. NE Spring Blvd. from 124th Ave. NE to 130th Ave. NE.

Construct the next phase of the NE Spring Blvd. Complete Street to 130th Ave. NE. This section of NE Spring Blvd. is assumed to be completed by 2033 per the Bike Bellevue BKR model network assumptions.

Sub-Section C-3. NE Spring Blvd. from 130th Ave. NE to 136th Pl. NE.

Construct bike lanes along NE Spring Blvd. at the East Link station between NE 130th Ave. NE and 132nd Ave NE. Use the existing bike lanes along the existing NE Spring St. Complete Street between 132nd Ave. NE and 136th Pl. NE.

Sub-Section C-4. NE Spring St. along 136th Pl. NE and the East Link rail tracks to Northup Way.

Use the newly constructed NE Spring St. Complete Street with bike lanes.

Sub-Section C-5. Extension of bicycle trail along the East Link elevated tracks to 140th Ave, NE.

Construct a new bike trail to 140th Ave. NE. on the East Link right-of-way.

Sub-Section C-6. Connection to the SR 520 Regional Trail.

Construct a new connection to the SR 520 Trail on the north side of SR 520 with a ramp from 140th Ave. NE.

NE 12th St. BETTER Bike Bellevue Corridor Extensions.

Construct the off-street bike trail on the north side of NE 12th St. between 102nd Ave. NE and 108th Ave. NE. Use the existing off-street two-way bicycle trail on the north side of NE 12th St. east of 108th Ave. NE. to NE Spring St.

Eastrail North and South of the BETTER Bike Bellevue Primary Corridor.

Implement the Regional Eastrail construction by removing the tracks and paving the trail.

From: [Cynthia M Cole](#)
To: [TransportationCommission](#); [Council](#)
Subject: Bike Bellevue
Date: December 13, 2023 5:34:47 AM

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

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Dear Councilmembers and Transportation Commission,

I am opposed to the current proposals to create new bike lanes on Bel Red and Northup Way, by reducing vehicle traffic capacity on these arterials. Traffic getting from Lake Hills to downtown Bellevue is already congested and time-consuming. Adding bike lanes and creating less capacity for cars and other vehicles will make it even worse. These roads are currently shared by cars, trucks, school buses, Amazon, UPS, FedEx, and yes, the occasional bike traveler.

Taking away all purpose travel lanes suited for vehicle traffic and converting them to bicycle use only will turn our current travel experience into an Armageddon-style nightmare.

The majority of the residents of Bellevue prefer using their personal vehicles, for many reasons. I have grandchildren who I often pick up from school and take to various appointments while their parents are still working. Imagine picking up a child at Spiritridge Elementary School, traveling to the dentist near Overlake Hospital, then to piano lesson in Lake Hills. Impossible to do this within any reasonable amount of time using the bus, much less traveling by bicycle.

It can take up to 40 minutes for me to drive to downtown Bellevue from my home in Lake Hills. Due to current traffic congestion issues, I often take the path of least resistance and drive to Issaquah for my shopping errands. With this alternative, I am always moving, and it often takes less time and definitely involves less frustration.

I travel every day, at various times, on the East Bellevue Greenway. Plus, I live along the Greenway. At most I will see one bike a day traveling along this route.

Less than 1% of people travelling on our roads do so using bicycles, especially in the rainy winter months. Please prioritize the majority of Bellevue residents, not the bike activists.

Cynthia Cole

Lake Hills Resident for over 30 years

Terry, Cheryl

From: p johnston <pamjjo@msn.com>
Sent: December 10, 2023 4:31 PM
To: Loewenherz, Franz; Singelakis, Andrew
Cc: TransportationCommission
Subject: Bike Bellevue: Lane closures => Cut through traffic

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

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2ow would be a great in e to test the traffic in & led w in the lane closures on 2 or thup from #
construction # y experience w in the one lane or one lane in each direction closed has been long waits and #
cut throughs to & led 5 d #

#

' ordaily #

-pamela Johnston

425-881-3301

#

From: [Loewenherz, Franz](#)
To: [Terry, Cheryl](#)
Subject: FW: BIKE LANES in BELLEVUE
Date: December 13, 2023 7:31:36 AM

Hi Cheryl – Please add this one to the collection. Thanks, Franz

From: Nammy <kentuckynammy@gmail.com>
Sent: Tuesday, December 12, 2023 7:43 PM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: BIKE LANES in BELLEVUE

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

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Seriously????? Bike lanes on the three streets leading from downtown to the East....This is such a crazy idea hatched by people who don't live in the Wilburton community....Yes, BIKE CLUBS!!!!!! How dare you even entertain such a ridiculous situation? Traffic at any given time in the area is insane and this stupid idea takes it to a whole new level. How many folks riding bikes have you seen lately??? Certainly, you can count on one hand in the last month! Bike Club members should NOT be able to force this issue down the throats of those of us who have lived for 30-40 years in Wilburton. I SAY NO to this proposal!

Eugenia Dorn 425-454-2033 (phone number since 1970 and darn proud)

From: [Loewenherz, Franz](#)
To: [Terry, Cheryl](#)
Subject: FW: Council FW: Bike Bellevue
Date: December 12, 2023 8:24:44 AM

Please add.

From: Singelakis, Andrew <ASingelakis@bellevuewa.gov>
Sent: Tuesday, December 12, 2023 8:10 AM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Cc: Stevens, Paula <PStevens@bellevuewa.gov>; Adell, Dana M. <DAdell@bellevuewa.gov>
Subject: Fw: Council FW: Bike Bellevue

From: noreply@salesforce.com <noreply@salesforce.com> on behalf of Council Office
<counciloffice@bellevuewa.gov>
Sent: Tuesday, December 12, 2023 8:05 AM
To: Singelakis, Andrew <ASingelakis@bellevuewa.gov>
Cc: Adell, Dana M. <DAdell@bellevuewa.gov>
Subject: Council FW: Bike Bellevue

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Forwarding this Council@ email as fyi.

Thank you,

Michelle Luce (She/Her) | **Centered Elguezabal** (He/Him)
Executive Assistants to City Council
[425745277810](tel:425745277810) | CouncilOffice@bellevuewa.gov | BellevueWA.Gov

From: Barbara Hughes <barbara_hughes@hotmail.com>
Sent: Monday, December 11, 2023 7:46 PM
To: Council <Council@bellevuewa.gov>; TransportationCommission

<TransportationCommission@bellevuewa.gov>; Robinson, Lynne
<LRobinson@bellevuewa.gov>
Cc: phyllisjwhite@comcast.net; Bridle Trails Community Club
<board@bridletrailscommunity.org>
Subject: 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.

Bellevue resident Phyllis White, who is sick, has today sent you an update to the opposition to Bike Bellevue. This document includes 67 comments that stood out, and 209 signatures from Bellevue residents and nearby cities. Please recognize that these are Bellevue residents who want their signatures and comments to be heard. Please do not regard this petition as being of less worth than emails from Seattle bike activists.

Tonight I wish to focus on the appalling lack of outreach to Bellevue residents. City staff appear to have favored communication and outreach with Seattle bike activists, over Bellevue residents and businesses.

For example, Cascade Bicycle Club (a Seattle, Magnuson Park based organization) is the *nation's* largest statewide bicycling nonprofit, with 10,000-members and 35 staff. They are calling on all their members to sign on to a standard pre prepared letter with only their name, zip and email. Are these folks actually living in Bellevue? For those with a desire to see bike lanes in all cities, this may be a lovely option – but they may not have read in detail the complicated Bike Bellevue proposal, and they will not suffer the impacts if we get this wrong.

Cascade Bicycle Club is big and powerful. They are currently advertising a well-paid job vacancy for a Policy and Advocacy Manager who will ‘Collaborate with the team to mobilize supporters to participate in campaigns, has an Understanding of Seattle’s political landscape and an Understanding of internal City of Seattle policy processes, including City Council’.

Residents in Bellevue neighborhoods do not have 35 staff, in fact we have none – in the neighborhoods we are all ordinary people and volunteers. We need time to understand your complicated, layered proposals. Time to try and inform our neighbors. We need you to work collaboratively to inform and educate us, not just to favor information and resources to bike activists.

My concern is not about biking – it is about your process where staff are unfairly favoring Seattle activists over Bellevue residents. This has a ripple effect – please see attached

regarding a (maybe Tacoma based?) bike activist contacting another organization who then blasted out to their members. So this continues, whilst most Bellevue residents remain uninformed by their own city.

Thank you,

Barbara Hughes

Bellevue 98005

Encl:

People for Climate Action, Bellevue received a ‘heads up alert from PCA member **Chris Randels**, a well known biking enthusiast’, and PCA is encouraging the following to support their letter to Council which is included in their email to members To boost the impact, we'd like to encourage many letters of support from PCA members to the city. Letters could be short and sweet or longer, if you choose. Here are the three email addresses that we recommend you send comments to:

transportationcommission@bellevuewa.gov

Council@bellevuewa.gov

trreception@bellevuewa.gov

The letter below, crafted by PCA leader April Stevens, is what PCA leadership sent to the above city officials:

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.

Please take the time to send a message of support!

[Take Action for Better Biking | Cascade Bicycle Club](#)

[Butts on Seats In Support \(p2a.co\)](#)

[IN SUPPORT - Cascade Bicycle Club](#)



ref:!00D6g025rWo.!5006g011byfJ:ref

From: [Loewenherz, Franz](#)
To: [Terry, Cheryl](#)
Cc: [McDonald, Kevin](#)
Subject: FW: Council FW: I DO NOT SUPPORT CURRENT BIKE PLAN
Date: December 11, 2023 4:31:42 PM

Hi Cheryl – Please add these to the packets you’ve pulled together. Thank you, Franz

From: Singelakis, Andrew <ASingelakis@bellevuewa.gov>
Sent: Monday, December 11, 2023 4:31 PM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Cc: Adell, Dana M. <DMArell@bellevuewa.gov>; Stevens, Paula <PStevens@bellevuewa.gov>
Subject: FW: Council FW: I DO NOT SUPPORT CURRENT BIKE PLAN

From: noreply@salesforce.com <noreply@salesforce.com> **On Behalf Of** Council Office
Sent: Monday, December 11, 2023 4:06 PM
To: Singelakis, Andrew <ASingelakis@bellevuewa.gov>
Cc: Adell, Dana M. <DMArell@bellevuewa.gov>
Subject: Council FW: I DO NOT SUPPORT CURRENT BIKE PLAN

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

Forwarding this Council@ email as fyi.

Thank you,

Michelle Luce (She/Her) | **Centered Elguezabal** (He/Him)
Executive Assistants to City Council
[42574527810](tel:42574527810) | CouncilOffice@bellevuewa.gov | BellevueWA.Gov

From: K S <kate.sayers@live.com>
Sent: Monday, December 11, 2023 12:40 PM
To: TransportationCommission <TransportationCommission@bellevuewa.gov>
Cc: Council <Council@bellevuewa.gov>
Subject: I DO NOT SUPPORT CURRENT BIKE PLAN

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

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As I noted in previous emails to you about the plan, it does not meet the needs of the residents of Bellevue. Who decided to put forth the current plan?

I want bike paths. BUT NOT THIS PLAN. I want completely separate paths NOT ON THESE STREETS. I do not want to lose westbound lanes that take us to Overlake Medical Center.

Please stop all consideration of this plan until the new members of the council are sworn in. Once they are sworn in, start the review process in a fresh and inclusive manner (by including community leaders and citizens who don't/can't bike) AND share any and all of the previously developed bike plan which was not pro-actively shared with residents.

Please insist on a performance review of the staff who prepared the plan and, if they are not relieved of their duties immediately, must attend a mandatory ethics class.



ref:l00D6g025rWo.l5006g011brt0:ref

From: [Loewenherz, Franz](#)
To: [Terry, Cheryl](#)
Cc: [McDonald, Kevin](#)
Subject: FW: Council: FW: Bike Bellevue
Date: December 11, 2023 4:32:23 PM
Attachments: [Unique Comments Left by Signees.pdf](#)
[Bike Bellevue Public Letter 12-11.pdf](#)

Hi Cheryl – Please add these to the packets you’ve pulled together. Thank you, Franz

From: Singelakis, Andrew <ASingelakis@bellevuewa.gov>
Sent: Monday, December 11, 2023 4:29 PM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Cc: Stevens, Paula <PStevens@bellevuewa.gov>; Adell, Dana M. <DMArell@bellevuewa.gov>
Subject: FW: Council: FW: Bike Bellevue

From: noreply@salesforce.com <noreply@salesforce.com> **On Behalf Of** Council Office
Sent: Monday, December 11, 2023 4:02 PM
To: Singelakis, Andrew <ASingelakis@bellevuewa.gov>
Cc: Adell, Dana M. <DMArell@bellevuewa.gov>
Subject: Council: FW: Bike Bellevue

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Forwarding this Council@ email as fyi.

Thank you,

Michelle Luce (She/Her) | **Centered Elguezabal** (He/Him)
Executive Assistants to City Council
[425745277810](tel:425745277810) | CouncilOffice@bellevuewa.gov | BellevueWA.Gov

From: phyllisjwhite@comcast.net <phyllisjwhite@comcast.net>
Sent: Monday, December 11, 2023 3:12 PM
To: Council <Council@bellevuewa.gov>; Robinson, Lynne <LRobinson@bellevuewa.gov>; Nieuwenhuis, Jared <JNieuwenhuis@bellevuewa.gov>; Zahn, Janice <JZahn@bellevuewa.gov>; Lee, Conrad <CLee@bellevuewa.gov>; Stokes, John <JStokes@bellevuewa.gov>; Malakoutian, Mohammad <MMalakoutian@bellevuewa.gov>; Hamilton, David <DHamilton@bellevuewa.gov>
Cc: TransportationCommission <TransportationCommission@bellevuewa.gov>; Helland, Brad

<BHelland@bellevuewa.gov>; Albert Ting <alt7070@hotmail.com>; Marciante, Loreana
<LMarciante@bellevuewa.gov>; Kurz, Jonathan <JKurz@bellevuewa.gov>; Rebhuhn, Nik
<NRebhuhn@bellevuewa.gov>; Magill, Drew <DMagill@bellevuewa.gov>

Subject: Bike Bellevue

Some people who received this message don't often get email from phyllisjwhite@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.

Please add this email and attachments to the City's records:

Dear Mayor Robinson, Deputy Mayor Nieuwenhuis, and Councilmembers,

Attached is a letter previously submitted to the Council on November 20, 2023, containing 33 signatures. The letter contains an additional 176 signatures, totaling 209 endorsements from residents of Bellevue and neighboring cities, and is representative of the collective concerns from residents regarding the public engagement process of the Bike Bellevue plan.

This email serves as an extension of our earlier correspondence emailed today and following below in this email, providing supplementary information for today's public comments. The letter was referred to as a petition letter in my previous email today.

Thank you for your service and consideration of our petition letter for the betterment of our city's future.

Warm regards,

Phyllis White
Wilburton, Washington

From: phyllisjwhite@comcast.net

To: "Councilmembers, Bellevue" <council@bellevuewa.gov>, "Lee, Conrad" <cleee@bellevuewa.gov>, "Nieuwenhuis, Jared" <jnieuwenhuis@bellevuewa.gov>, "Robinson, Lynn" <lrobinson@bellevuewa.gov>, "Stokes, John" <jstokes@bellevuewa.gov>, "Zahn, Janice" <jzahn@bellevuewa.gov>, Mo MalaKoutian <MMalakoutian@bellevuewa.gov>, "dhamilton@bellevuewa.gov" <dhamilton@bellevuewa.gov>

Date: 12/11/2023 1:18 PM PST

Subject: Bike Bellevue

Dear Mayor Robinson, Deputy Mayor Nieuwenhuis, and Councilmembers,

I am Phyllis White, a resident of Bellevue, and I deeply care about our

city's well-being and future. I am reaching out to share concerns shared not only by myself but also by so many other Bellevue residents about the current Bike Bellevue plan.

While I appreciate the goal to create a safe, connected, and sustainable multimodal transportation network for everyone, what is missing is input from Bellevue's residents and employees. The current approach does not adequately address the input and perspectives of Bellevue residents and those who work here. The City's outreach efforts have leaned towards special interest groups, and the information provided to the public is incomplete, unclear, and lacks transparency. The potential impact of eliminating existing care lanes, a significant part of the plan, has not been clearly communicated, creating an unfair advantage in steering the plan's direction.

The Bike Bellevue plan's substantial feedback, with 1,719 comments from 214 "unique contributors" and 59 emails from 56 "unique email addresses", is also causing concerns about the identities of these contributors and email addresses. Over 200 signatures support our petition letter opposing the Bike Bellevue plan in its current form and are representative of the views of Bellevue residents, neighboring city residents, and employees, who use our Bellevue streets, including both biker riders and those using vehicles.

For the Bike Bellevue plan to succeed, it must be built on transparency, meaningful and fair outreach, and accurate information. I urge the City Council to consider the insights shared and expressed by Bellevue residents and those who use our Bellevue streets.

I've included some comments from those who signed our petition letter. I hope that you, as our City's Council, will consider their voices and a more inclusive engagement process that addresses these concerns and that all residents are included in the process shaping the future of transportation in Bellevue.

We look forward to a better engagement process where we can spend more time discussing these projects that will ultimately provide alternatives and solutions with an equitable outcome.

Thank you for your time and dedication to serving our community.

Best regards,

Phyllis White

ref:l00D6g025rWo.l5006g011bt86:ref

Bellevue City Council
450 110th Ave. NE
Bellevue, WA 98004

December 11, 2023

Subject: Bike Bellevue

Dear Councilmembers,

As a coalition of concerned Bellevue residents, employees and business owners, we are increasingly concerned, and frustrated, with the transportation staff's engagement strategy for Bike Bellevue. Specifically, City transportation staff have recruited Seattle activists to respond to the purportedly objective survey of constituents' views on the Bike Bellevue plan and have not provided the same level of outreach to the leadership of Bellevue's neighborhoods which are impacted by its proposals.

As shown in the attached emails we obtained via public records request, staff responsible for Bike Bellevue are:

- 1) Actively engaging the Cascade Bicycle Club, Seattle Bike Blog, Complete Streets Bellevue, and Eastrail Partners to reach out to "their various communication channels" to get people in the bicycling community to respond to the survey (Attachment 1)
- 2) Printing hundreds of pages of Bike Bellevue materials for Chris Randels at Complete Streets Bellevue and Lara Gardner at Eastside Urbanism upon request (Attachment 2 & 3)
- 3) Encouraging Lara Gardner at Eastside Urbanism to reach out to Bellevue businesses to see if they "would be willing to receive suggested communications from Eastside Urbanism that has a different approach to the communications that we need to follow." (Attachment 4)

In contrast, we recently connected with several neighborhood leaders, well known to City staff, who were completely unaware of the plan or the fact that it proposes to eliminate traffic lanes on major arterials they depend on to get around Bellevue.

This certainly appears to be an effort to get bicycle activists to put their thumb on the scale of a community survey, the results of which will be presented to you as unbiased. Perhaps the Council could introduce the transportation staff to Bellevue's Neighborhood Outreach Manager.

There has also been a lack of transparency about the plan's potential negative impact to the majority of people who live, work, and visit Bellevue by any mode of transportation other than a bicycle. The Transportation Department's public communication materials include a [poster](#) and a [mailer](#). Neither of these convey the fact that the Bike Bellevue plan will eliminate general purpose lanes on roadways. The mailer says "Bike Bellevue will add bike lanes to existing streets in the core areas of Downtown, Wilburton and Bel-Red." There is a rendering of the proposed plan showing a two-way bike lane next to one westbound lane on NE 12th Street, but nowhere does it mention that:

- Westbound NE 12th Street is currently a two-lane road each way;
- the Bike Bellevue plan would cut out half of the westbound lane capacity; and
- the City has already spent tax dollars to design a multiuse path *next to* the road, providing an even better alternative.

This is deceptive, and it strains credulity to conclude that a department full of transportation engineers made an innocent mistake on a matter of such vital importance to Bellevue's *multimodal* transportation network. It brings into question the city's commitment (staff and Council) to equitable engagement practices.

It's not too late for you to direct the staff to be more transparent with their communications and to use taxpayer resources to communicate both the negatives and positives about the Bike Bellevue plan. Before making any decisions, we urge the City to take a step back and clearly inform all constituents that:

- Bike Bellevue will result in the removal of general-purpose vehicle lanes on significant roadways such as Bel-Red Road, Northup Way, 116th Ave. NE at Children's Hospital, NE 12th Street, NE 1st/NE 2nd, and 100th Ave. NE.
- The existing vehicle lanes are shared with all modes of transportation: cars, trucks, buses – even bikes – and all except bikes will be negatively impacted by this proposal.
- There are alternatives that will result in an excellent network for safer bicycling without reducing roadway capacity.

Second, the Neighborhood Outreach Manager should be tasked with leading direct discussions with the neighborhoods that will be impacted by this plan to ensure that they are aware of these facts and can support alternatives or oppose the plan.

Your Council Vision document states, “we seek input from our residents and businesses, and this input informs city decision-making. We make decisions in a transparent manner and support public engagement and connectivity.” The City staff's adopted governing principles has a section called “integrity” which commits them to “give a consistent message to all audiences.” Clearly these values have not been met by the transportation staff in the roll-out of the Bike Bellevue plan.

Bellevue is better than this. The public deserves a process that is transparent, clear, credible, accurate, and trustworthy. We kindly request the Council's oversight to ensure the City staff uphold Bellevue's adopted core values, eliminate the bias, provide clear and transparent information, and revise the Bike Bellevue plan to provide alternatives that enable an equitable outcome for all of Bellevue's travelers.

Sincerely,

Phyllis White - Wilburton
Vic Bishop - West Lake Sammamish
Heidi Dean - Newport Hills
Renay Bennett - Bellecrest
Todd Woosley - Enatai
David Plummer - Crossroads
Kevin Wallace – Lakemont
Bob Wallace – Lakemont
Joan Wallace - Lakemont

Betsi Hummer – Lake Hills
Carl Vander Hoek – Old Bellevue
Stuart Vander Hoek – Old Bellevue
Anna Flora – Old Bellevue
Barbara Hughes – Bridle Trails
Anne Coughlin – NE Bellevue
John Carlson – Wilburton
Pam Johnston - Bridle Trails
Loretta Lopez – Bridle Trails

Scott Lampe – Lochleven
Tammy Miller – Wilburton
Glenn Kalmus – Wilburton
Suresh Velagapudi - Wilburton
Christian Ellstrom – Wilburton
Kelly White – Wilburton
Linda Lorraine Ulrich – Wilburton
Sachin Lande – Wilburton
Amativa Bhattacharya – Wilburton
Yin Mei – Wilburton
Mon Wig – Somerset Hill
Leslie Geller – Eastgate
Lee White – Wilburton
Cheryl Wang – Wilburton
Ching-Chao Wang – Wilburton
Michelle Wannamaker – Eastgate
Aaron Laing – Enatai
Bill Popp – Enatai
Alan Smith – Bellecrest
Erin Powell Dilloo – Bellecrest
Brooks Beaupain – Enatai
Eric C. Adams – Bridle Trails
Norm Hansen - Bridle Trails
Pat Hansen – Bridle Trails
Richard Hughes – Bridle Trails
Deron Ferguson – Bridle Trails
Umesh Hadan – Bellecrest
Deborah Giddings – Bridle Trails
Kathy Connors – West Bellevue
John Connors – West Bellevue
Joan Bordner – West Bellevue
Bret Bordner – West Bellevue
Liz Hale – Bellecrest
Paul Clark – Downtown
Jennifer Clark – Downtown
Steve Engen – Wilburton
Maki Engen – Wilburton
Michelle Weisman – Downtown
John Wu - Wilburton
Liangwei Ge - Wilburton
Dr. Dana Min – NW Bellevue
Andrea Riveras – Downtown
Laurence Loh – West Bellevue
Evelyn Loh – West Bellevue

Earl Williams – Factoria
Barbara Lyle – Factoria
Gloria Roll – NW Bellevue
Dr. Richard Stead – West Bellevue
Rima Gasparyan – Lake Hills
William Wahl – West Bellevue
Brandon Diersch – NW Bellevue
Claudia Marcu - Newport
Robert Connor – Newcastle
Sonny Foster – Newport
Ron Gregush – NW Bellevue
Marilyn Nelson – Woodinville
Jami Toy – Woodridge
Bret Bordner – NW Bellevue
Denis Khanykov - Somerset
Marcia Dillon – Lake Hills
Jessica Rothe – NW Bellevue
Yerbolat Dosby – West Bellevue
Michael Trau – Cougar Mountain
Yael Halevy – West Bellevue
Ashley Anderson – Medina
Rick Barnett – Medina
Rebecca Hamilton – Somerset
Grigoriy Zlotnik – Lake Hills
Tamara Williams – Bellevue
Lori Payne – Bellevue
Robert Knosp – Lake Hills
Richard Randall – Bellevue
Jonathan Shultz – West Bellevue
Aiko Kinoshita – West Lake Sammamish
Elisabeth Best – Downtown
William Stephan – West Bellevue
Jean John – West Lake Sammamish
Kelley Price – Kirkland
Rima Kelertas – Bellevue
Jan Ellis – Lake Hills
David Cagle – Wilburton
Dawn Correll – Bellevue
Lisa Ross – Wilburton
James Paulson – NE Bellevue
Lauren Lin – NE Bellevue
Morgan Gaston – Downtown
Marilyn Robertson – Bridle Trails
Basel Salam – Lake Hills

Laura Lawler – Crossroads
Michael Mann – Newport
Tricia Foster – Newport
Megara Potts – West Lake Sammamish
Mike Koehn – West Bellevue
Betina Finley – NW Bellevue
Faye Kraft – NW Bellevue
Greg Mowrer – West Lake Sammamish
Marlene Freeman – Bellevue
Linda Shulman – Bridle Trails
Michael Steinhaus – NE Bellevue
Ruth Salazar – West Bellevue
Erin Abernethy – Bellevue
Suzanne Travis – NW Bellevue
Steve Travis – NW Bellevue
Natalie Johnson-Marghani – Wilburton
Anita Neil – West Bellevue
Milan Richter – Bellevue
Renee MacLachlan – Bellevue
Gary Arnold – NW Bellevue
Emily Atar – Bellevue
Michele Sweet – West Lake Sammamish
Ana Ryker – West Lake Sammamish
Harrison Ryker – West Lake Sammamish
Jean Van Court – Somerset
Linda O’Byrne – Cougar Mountain/Lakemont
Molly Richardson – Somerset
Jamie Brakken – Issaquah
Candice Soderquist – Beaux Arts
Daniel Thompson – Mercer Island
Truyen Vu – Woodridge
Al Rosenthal – Cougar Mountain/Lakemont
Larry Brickman – Cougar Mountain/Lakemont
Marilyn Nelson – Wilburton
Shelley Muth - Cougar Mountain/Lakemont
Tim Rausch – Cougar Mountain/Lakemont
Jianzhou Wu – Cougar Mountain/Lakemont
Craig Proctor – Newport
Tim Myers – Bridle Trails
Jeannie Mucklestone – Medina
Jean Heiser – Bellevue
Ronda Patrick – NW Bellevue Neighborhood
Kelly Jenkins – Downtown
Sharon Cunningham – Bellevue

Jim Neal – Downtown
Robert Schmitt – West Bellevue
Gary Wu – BelRed
Diane Tebelius – West Lake Sammamish
David Bingham – West Bellevue
Kasie Harvey – Downtown
Todd Hulett – Woodridge
Dana Tilson – Woodridge
Mario Torres – Bridle Trails
Paul Vander Hoek – Bridle Trails
Matthew Weaver – Woodridge
Jacqueline Perry – Wilburton
Tamara Alsaled – West Bellevue
Katy Mowrer – West Lake Sammamish
Trisha Gillem – West Bellevue
David Herbig – Somerset
Jennifer Rush – Wilburton
Lori VanderZanden – West Lake Sammamish
Mimi Wehner – West Lake Sammamish
Tara Kennewick – Bridle Trails
Mischelle Jenkins – Clyde Hill
Kathy Browsers – Downtown
Riki Tokuno – Cougar Mountain/Lakemont
Kim Bentz – Bellevue
Glen Muramoto – Newport
Steven King – Lake Hills
Virginia Skordal – Cougar Mountain/Lakemont
Kathy Gleich – West Bellevue
Tina Babington - Downtown
David Cagle – Wilburton
Bradley VanBeek – Crossroads
Rod Mclachlan – Cougar Mountain/Lakemont
James Helm – Woodridge
Michelle Wehner – West Lake Sammamish
Julianne Mezs – Cougar Mountain/Lakemont
Shawn Donohue – NE Bellevue
Linda Igoe – Lake Hills
Rick Davis – Newport
Diane Thompson – NW Bellevue
Pinda Bazley – Bridle Trails
Jun Lai – Wilburton
Audrey Gao – Wilburton
Charlie Guo – Wilburton
Jianxia Gao – Wilburton

Patrick Song – Wilburton
D Neu – Woodridge
Mike Cero – Mercer Island
Mike Nykreim – Newport
John Hilscher – Downtown
Phil Gable – Somerset
Robert Van Hare – Cougar Mountain/Lakemont
Randolph Dearth – Lake Hills
Carol Dearth – Lake Hills
Eileen Marshall – Wilburton
Karen Johnson – NE Bellevue
Dean Johnson – NE Bellevue
Dena Gregory – Cougar Mountain/Lakemont
Elizabeth Conyard – Somerset
Karl Helmgren – NE Bellevue

Attachment 1

From: Loewenherz, Franz

Sent: Thursday, September 7, 2023 12:51 PM

To: tom@seattlebikeblog.com; Vicky Clarke <vickyc@cascadebicycleclub.org>; Katherine Hollis <Katherine@easttrailpartners.org>; Christopher Randels <crandels@cs-bellevue.org>

Subject: Bike Bellevue - Please assist in sharing information through your communication channels starting next Friday, Sept 15

Importance: High

Hello Tom, Vicky, Katherine, and Chris –

I hope this email finds you well and that you are as excited as I am about [Bike Bellevue](#). In 2022, the [Bellevue City Council approved funding](#) to plan and implement rapid-build bicycle infrastructure in the urban core neighborhoods and subsequently [directed staff to work with the Transportation Commission](#) to prepare a Bike Bellevue recommendation plan for implementation.

As you know, past efforts to advance bicycle facility improvements in the City of Bellevue have proved to be challenging, involving time-consuming and costly consultative processes that ultimately delivered only incremental segments of the broader vision for a safe and connected connector. Bike Bellevue represents a coordinated approach to implementing [network improvements](#) with a single engagement process through which stakeholders arrive at a clearly articulated strategy for investments for multiple years that will help the city achieve its goals more efficiently and effectively.

Next Thursday, September 14 staff will share the following information with the Bellevue Transportation Commission: 1. [Agenda Memo](#), 2. [Att A. DRAFT Project Area Map](#), 3. [Att B. Bike Bellevue Project Principles](#), 4. [Att C. DRAFT Design Concepts Guide, September 2023](#), 5. [Att D. Draft Community Engagement Plan](#). Please consider Attachment C highlighted above to better understand the proposed bike network improvements (see Appendix F through Appendix P).

A notable near-term community engagement activity is the launch of an online project design feedback tool on September 15, 2023. Through this [Konveio tool](#), the public can submit comments and offer their perspective on feedback from others on the proposed designs for each of the eleven Bike Bellevue corridors. The deadline for comment via Konveio is November 15, 2023.

I'm hoping that your community-based organization can assist us in getting the word out about Bike Bellevue through your various communication channels. We would appreciate your highlighting in your public messaging that starting next Friday people can provide feedback via the Konveio tool. Also, we would benefit from your help identifying participants for our subsequent focus group conversations (more to come on this later). Please let me know if you'd benefit from additional information.

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

Attachment 2

RE: Materials for Bike Bellevue Outreach?



Allan, Mackenzie (she/her)

To: Loewenherz, Franz; crandels@cs-bellevue.org



Reply



Reply All



Forward



Mon 10/23/23 12:14 PM

Hello Chris,

I'm happy to drop off a copy of the Draft Guide and Bike Bellevue flyers. How many flyers would you like, and what date/time would be best for drop off?

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: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>

Sent: Monday, October 23, 2023 12:05 PM

To: crandels@cs-bellevue.org; Allan, Mackenzie (she/her) <MAllan@bellevuewa.gov>

Subject: RE: Materials for Bike Bellevue Outreach?

Hello Chris – Appreciate your interest and support. Looping in [@Allan, Mackenzie \(she/her\)](#) who could potentially meet you tomorrow and provide a copy of the DRAFT Guide and flyers. Thank you, Franz

From: crandels@cs-bellevue.org <crandels@cs-bellevue.org>

Sent: Monday, October 23, 2023 11:52 AM

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

Subject: Materials for Bike Bellevue Outreach?

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

Hi Franz,

I hope you had a good weekend! I was planning on doing some in-person outreach with Eastside Urbanism to people and businesses around the Bike Bellevue corridors. I therefore wanted to ask if you or your department would have a physical copy of the Draft Design Guide that you could let us use for this, as well as any promotional materials or flyers that the city's been using in its outreach? Happy to coordinate a time for me to come by City Hall to pick up any materials you'd be willing to part with.

Thanks,



Chris Randels

Founder, Complete Streets Bellevue

completestreetsbellevue.org

470-205-4310

Pronouns: he/him

Attachment 3 (2 emails)



Christopher Randels <crandels@cs-bellevue.>

To: Loewenherz, Franz; Backman, Jay (They/Them/Theirs) C.;
 Allan, Mackenzie (she/her)
Cc: Lara Lara

Reply Reply All Forward

Fri 11/03/23 1:16 PM

You replied to this message on 11/03/23 1:38 PM.

If there are problems with how this message is displayed, click here to view it in a web browser.

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

Hi Franz, Jay, & Mackenzie

Lara and I were able to do some outreach to businesses and apartments in the Spring District last week (Mox, Bellevue Brewing, AMLI, Arras, and REI, to be specific). At the apartments, one thing we repeatedly heard was having some sort of digital slide that they would be able to put on their lobby TVs, so that residents passing by would have basic information on the project and perhaps a QR code & link to the Konveio portal to provide feedback (maybe also the Transportation Commission email address to send comments as well).

Do either of you have something prepared that could serve this purpose? Particularly at Arras we had great interest from their staff in this, so I think this would be a productive material to produce if something isn't already available. Multiple Spring District apartments (and other fancy complexes throughout the city) seem to have lobby TVs that share important announcements, so this would likely be useful at multiple locations beyond even the ones we visited.

Additionally, the flyers you shared with me were very helpful in our outreach, thank you Franz & Mackenzie. Wanted to ask if the city would be willing to print out about 100 copies of the Bike Bellevue poster from the [resources page](#) on 8.5" x 11"? The apartments also said that having physical flyers in the common areas with a map and links to relevant info would be helpful. Either Lara or I could swing by sometime next week to pick them up.

Thanks for the assist!

--



Chris Randels

Founder, Complete Streets Bellevue

completestreetsbellevue.org

470-205-4310

Pronouns: he/him



Loewenherz, Franz

To: Christopher Randels; Backman, Jay (They/Them/Theirs) C.;
 Allan, Mackenzie (she/her)
Cc: Lara Lara; Hagstrom, Gillian

Reply Reply All Forward

Fri 11/03/23 1:38 PM

Click here to download pictures. To help protect your privacy, Outlook prevented automatic download of some pictures in this message.

Hi Chris – Appreciate your and Lara helping us get the word out about the Bike Bellevue Konveio platform. We've received 891 comments via that platform as of November 1. Regarding the buildings that are willing to promote via lobby TV's we can have [@Allan, Mackenzie \(she/her\)](#) coordinate on this task early next week to see how we might adapt the images in [Bike Bellevue \(bellevuewa.gov\)](https://bellevuewa.gov) for this purpose. Can you please forward their contact information so that Mackenzie can run point on coordinating with them on the digital requirements for those venues? Also, Mackenzie can coordinate with you on the physical poster and flyer production early next week as well. Admittedly we don't have much time as the Konveio platform will end on November 17. Appreciate your help! Thank you, Franz

FYI - Here's the agenda memo and attachments for the 11/9 TC meeting: [Agenda Memo](#), [Attachment A](#), [Attachment B](#), [Attachment C](#), [Attachment D](#), [Attachment E](#)

Attachment 4

RE: Materials



Loewenherz, Franz

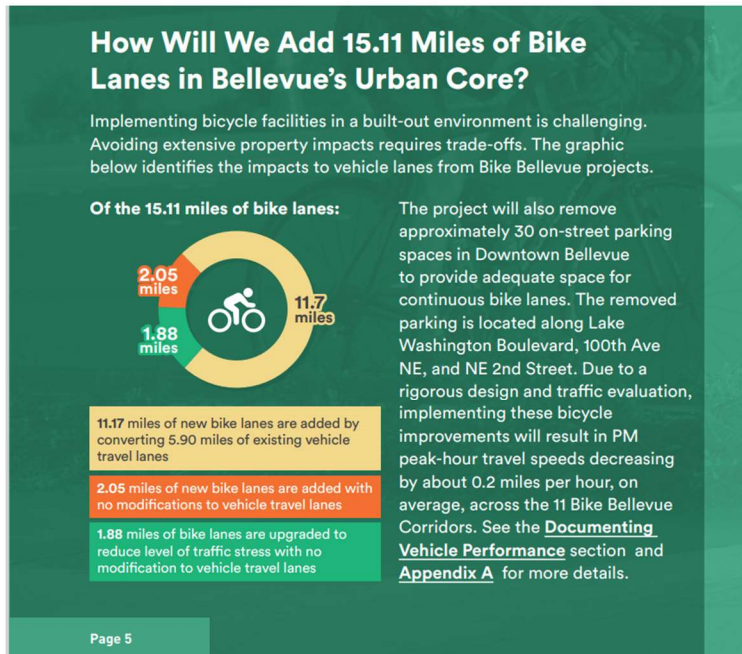
To ○ Lara Lara; ○ Allan, Mackenzie (she/her); ○ Hagstrom, Gillian
Cc ○ Christopher Randels; ○ Backman, Jay (They/Them/Theirs) C.

↩ Reply ↩ Reply All → Forward ⋮

Fri 11/03/23 3:33 PM

[Click here to download pictures.](#) To help protect your privacy, Outlook prevented automatic download of some pictures in this message.

Hi Lara – We need be careful in our communications. We have received critiques from others in the community that we are not being transparent enough in Bike Bellevue communications about the impacts to travel lanes and parking and that this should be the focal point of our headline about the project (see [11092023 Bike Bellevue Attachment C.pdf \(bellevuewa.gov\)](#) – pages 141 and 142). We’ve received similar communications from others in various venues. As a result, you’ll observe in our updated DRAFT Guide that we now include the messaging below on page 5. Perhaps if you’ve developed rapport with the managers at these buildings, they would be willing to receive suggested communications from Eastside Urbanism that has a different approach to the communications that we need to follow. Otherwise [@Allan, Mackenzie \(she/her\)](#) will coordinate with [@Hagstrom, Gillian](#) early next week in preparing content that is similar to our poster. Thank you, Franz



Comments left by those who signed on to the letter online via petition:

"I have lived here for over 15 years. There are not enough bike commuters, especially during inclement weather, to necessitate this plan. Traffic moves slow enough through Downtown that I see bikes and cars travel together just fine. I would like to see the accident numbers that support this plan." –Dana Min

"NE 12th lost a large portion of a well established park to a widened bike, multi-use path, which is barely used by bikers!....they stay on the street. So, now they want to take away more of the street....? Where are these bikers supposedly appearing from? Why aren't they using that existing new path as intended ? Are there really going to be "that many" to warrant all the proposed road changes??!!" – Gloria Roll

"Please be more transparent" –Dr. Richard Stead

"I find no one appears to use the bike lanes that take out traffic lanes which will be needed for the increasing density of all the large buildings." –William Wahl

"Traffic in Bellevue can be bad at times but, taking a car travel lane for a bike lane is not the way to rectify the traffic. Should you decide to go thru with it I will make every effort to stay away and shop elsewhere." –Robert Connor

"This intentional "lane dieting" plan is social engineering at its worst to justify the lightrail passenger quota. You are creating a traffic nightmare for locals and neighborhoods. What youve done to 108th at main st near bellevue high school to add a bike lane is atrocious! Youve literally turned that intersection into a living hell for locals. This bike lane plan is nothing short of corruption and misuse of taxpayer dollars." –Sonny Foster

"Please do not eliminate auto lanes for bike lanes." –Marilyn Nelson

"Traffic is congested already. Having less driving lanes will impact all of us who have to drive to get to places." –Jami Toy

"Bicycle lines, the same as the light rail lines should not be build instead of already lacking car lanes, but build in addition if such an improvements are needed. The normal meat of transportation is still a car for the majority of people." –Denis Khanykov

"Please do not eliminate vehicle travel lanes in order to build bike lanes." –Marcia Dillon

"Do not reduce street capacity for bike lanes. The signs about planned redevelopment of existing commercial buildings along these same streets will only increase traffic congestion. These lanes are critical to enabling residents to move around town." –Jessica Rothe

"Bike lanes do not work! They do not promote safer biking, they do not promote additional biking, they do not reduce and environmental impact on a community. They are always confusing to vehicular traffic. To spend the resources of economics to move through a city on a relatively small number of residents is not a prudent decision." –Rick Barnett

"Bellevue already has traffic and congestion problems with the current vehicle lanes we have. Taking away a lane and making a bike path will make congestion worse. Not enough people commute on bikes to work to justify removing a vehicle lane to put in a dedicated bike lane. I agree that biking is a great way to commute for those who are able, but this proposed plan will spend money (A LOT) to create an even bigger traffic problem." –Rebecca Hamilton

"Traffic is already awful in Bellevue. The Seattle "road diets" were a mistake. Learn from the failure of others and DO NOT convert car-lanes to bike-lanes." –Tamara Williams

"Most of us can't bike for a variety of reasons. Our work schedules, physically unable, inclement weather. Please don't put bikes, which few people use for transport, above cars, which most of us use. Focus on good traffic flow in busy areas. Thank you." –Lori Payne

"As the city grows, much more vehicle traffic than bicycle traffic will have to be accommodated. Taking away auto lanes is a guaranteed loser--don't do it." –Robert Knosp

"While I support safer bike travel and less emphasis on car driving, I agree that this process needs to be more transparent." –Aiko Kinoshita

"THE LACK OF TRANSPARENCY IS IRRESPONSIBLE." –William Stephan

"I work in and drive in Bellevue often. This is a terrible idea." –Kelley Price

"I disagree with the current bike lane plan as it takes up the two main streets that actually "run through" east to west- Bel Red and Northup. Northup is also the main route to 520 and is already backed up during rush hours. I don't believe that both these streets should have a lane taken from them especially Northup. There are no other ways to get onto 520. With all the apartments being built along Northup, the routes to 520 will be in even more demand. I'd argue having a bike lane in such a high traffic/high demand route such as Northup will be less safe for bikers as drivers get frustrated with delays." – Rima Kelertas

"This will only create more danger for bikers in an already congested city that has grown immensely and had no road improvements, It will create a false sense of security. Bike areas off road are what is needed and would be very much appreciated. Follow Redmond's (the biking capital) example. They have not thrown bikers in the roadway but have built separate biking areas. That works!" –Jan Ellis

"Prioritize ease of traffic over bike lanes!!!!!" –Lisa Ross

I am signing this petition to express concern about the disproportionate benefit to a minority set of users and the negative impact to residents and businesses that this plan proposes. Prioritizing more bicycle lanes that represent 0.1% of trips at such a high cost is not sound fiscal or public policy. Decreasing vehicle lane capacity utilized by 99.9% of trips and necessary to accommodate growth is inequitable and short-sighted. We are alarmed that this plan is not going to council for approval. Please ask staff why this \$19M plan is not going before council for a decision. Businesses have a choice on where to locate. Many have chosen Bellevue over alternatives for a variety of reasons. A predominant reason is ease of access for employees and customers compared to Seattle. Customers, deliveries, employees, freight, and visitors are all dependent on adequate vehicle travel lane capacity and availability of parking to remain successful and attractive. If the city of Bellevue does not prioritize

these then customers and employers will choose another location or shop online. Many retail spaces sit vacant today, many more in Seattle. Many office towers are the same, leading to fewer daytime employees spending money in Bellevue. The main reason that employees state they are not returning to the office is commute times. Many employees in Bellevue cannot afford to live in Bellevue or bicycle to work. According to the city, Bike Bellevue will create zero work trips by bike in the project area by 2035 under the Build scenario. Retail and office vacancy post COVID is already high. Bike Bellevue's proposal to make vehicle commute times longer and traffic congestion worse, will force customers to shop elsewhere, employers to locate elsewhere, and lead to even more vacant retail and office towers. Most buildings on these routes support businesses. Bellevue businesses are dependent on customers and employees. Most customers and employees don't ride bicycles. The City of Bellevue is dependent on tax revenues from businesses. The Bike Bellevue Plan threatens the success of businesses and tax revenue. How does shutting down street capacity, taking away on-street parking and restricting turning movement support Downtown Businesses? Please direct staff to look at these economic impacts of the Bike Bellevue Proposal immediately. NE 1st/NE 2nd One-Way Street – Corridor 6 • The proposed changes to this corridor would introduce the first one-way street in Downtown Bellevue. • This one-way proposal will create circling around the block and increase latent demand on Main Street, Bellevue Way and 100th Ave NE. Traffic will be forced to other streets that were not considered or measured for impact in the study. Please direct staff to study the impacts to adjacent streets. • NE 1st/NE 2nd Corridor is already achieving a LTS 3 (level of traffic stress) and the target is LTS 3. Why then change anything if there is no increase in safety or new bicycle trips generated? • This one-way concept would cripple access to the Downtown Park, Inspiration Playground, and Main Street. This plan will negatively impact events at the Downtown Park (like Ice Skating, Bellevue Family 4th, and Summer Outdoor Movies). Diverted traffic will be pushed to adjacent streets and neighborhoods. The Bike Bellevue plan will also impact Main Street events like the Old Bellevue Wine Walk, Bellevue High School Homecoming, and Summer Outdoor Dining. Please seek input from the Special Events Committee and Economic Development Department regarding the Bike Bellevue Plan impact on city events and economic activity.” –Carl Vander Hoek

“While i applaud the vision of multi-modal transportation, this should be in addition to existing lanes for automobiles. PLEASE DO NOT REDUCE ANY LANES.” –Megara Potts

“Enough with being politically correct. Fix traffic through the neighborhoods” –Mike Koehn

“I am very opposed to taking a lane away from east to westbound traffic on NE 12 th Street. COB did a large sidewalk expansion to accommodate bikes, strollers and walkers. Even then it is barely used. We DO NOT need to take a lane away on the busy NE 12th east-west corridor in Bellevue to accommodate the few who bicycle on the sidewalk already.” –Betina Finley

“I might live on the other side of the city, but I frequently travel the streets targeted for vehicle lane removal by Bike Bellevue. I know how congested those streets already are, and I know how very little bike traffic that area sees. Removing vehicle travel lanes is insanity! I don't understand why the Transportation Dept changed its previous plans, or why they aren't working with *residents* to identify better bike routes that are safer for all and would actually bring bicyclists through the planned redevelopment of the Bel-Red area. Shame on the Transportation Dept for secretly colluding with bike activists from outside of Bellevue while doing the legal bare minimum to reach out to & collaborate with Bellevue residents, the people who will have to live with the consequences of this ill-advised project. I was in Austin, TX, last month and witnessed a horrific collision between a motor vehicle making a legal turn across a protected bike lane and a man screaming along at a high rate of speed on

his e-bike in the protected bike lane. It was the *e-biker's* fault. Austin has a lot of protected bike lanes, a lot of e-bikes and electric scooters, and I saw a lot of jackassery happening as the bicyclists & scooter riders thought they could do whatever they wanted because... "protected bike lanes". I don't want that kind of jackassery here in Bellevue, thanks." –Heidi Dean

"There is a bike path with a bicycle painted it along NE 24 going from 130 to 116, joining Northrup. A cyclist was driving on the left-most side of the lane which was a full vehicle lane width , .leaving a turn lane and a lane in the opposite direction on a curve.. It was unsafe for the cyclist, The cyclist did not move closer the the curb and made a right turn...certainly unsafe for motor vehicles. There are many green painted narrow lanes more than adeq for cyclists. They may not be able to ride 3 abreast but they need to share the road. The majority of the population does not use bicycles for transportation. Traffic is heavy and the City of Bellevue has permitted high rise after high rise to go up without roads to accommodate more vehicles safely. My vote is NO!. This is not a Field of Dreams "build it and they will come" If there is an increase in cycle riders it will not be one that justifies the loss for vehicular traffic, and more importantly loss of safety for everyone." –Linda Shuman

"Bellevue, Do NOT remove car lanes and replace with bike lanes. That ship sailed long ago." –Anita Neil

"A Bellevue resident since 1991, I ride a bicycle and like bike lanes, However, I oppose the conversion of existing car lanes into bike lanes, especially in high traffic areas. According to the Bike Bellevue plan, an estimated 5.9 miles of motor vehicle travel lanes will be repurposed, to which I strongly object." – Milan Richter

"As a cyclist, I can tell you that I do not value bike lanes within the city and hope that Bellevue does not waste the time and money to add them." –Gary Arnold

"I am disabled secondary to past cancer treatments and unable to bike to work or home, especially in the significantly inclement weather we get here in this region, where it is dangerous for cyclists, pedestrians, and motorists. However, I live in Bellevue and need to be able to utilize roads for working, child needs, etc. Bellevue's traffic is already limiting as far as locations and times you can utilize roadways- this plan would continue to worsen the area. Our family already often chooses not to utilize businesses in Bellevue d/t traffic and will opt for Redmond/Issaquah instead because of traffic ease. This would potentially drive business away, increase times on buses for our children, worsen environmental impact of congestion/idling cars on roadways, decreases equity for people who aren't capable of cycling due to disability, potentially cause increased road rage/neglect incidents, and compromise safety." –Emily Atar

"Vote NO on adding bike lanes" –Jean Van Court

"I am a real estate agent who works in Bellevue. Can you communicate to us what alternatives have been considered?" –Jamie Brakken

"Why are we saying yes to so many high rises and then restricting car lanes? Makes no sense." – Candice Soderquist

"Bellevue spent a lot of money on a bike path/bridge in Factoria and I almost never see bikes using it. Do not waste any more money on bike paths. Bike paths please a small vocal minority, not the vast

majority of the general population. The vast majority of the general population care about car traffic not bike paths.” –Al Rosenthal
“Strongly against the idea to convert a car lane to a bike lane. This is a pointless project!” –Jianzhou Wu
“I object to this plan. Traffic is bad enough without further restricting it. Bike riders should not get a disproportionate consideration over drivers.” –Craig Proctor
“We do not need more bike lanes in Bellevue. Traffic is getting worse all the time. The bike lanes make it significantly more congested.” –Jeannie Mucklestone
“NO BIKE LANES!” –Ronda Patrick
“No to bike lanes on Main street” –Kelly Jenkins
“No bicycle line! No encroachment Mobil Lines” –Gary Wu
“Preposterous idea, have these greenies go back to Seattle. not that much bike traffic to screw up all the normal car” –David Bingham
“Not enough bikers to justify the damage to so many drivers. This is terrible for business and for residents. Create bike streets on side streets.” –Matthew Balkman
“This plan is harmful to small businesses that rely on parking and will add more traffic due to less traffic lanes. The weather in our area does not support bike riders, this is a vehicle-centric city. None of our customers are bikers to our Bellevue business. This is a serious waste of money that could be put to much better use.” –Kasie Harvey
“We do not need more bike lanes!! make room for cars that are supposed to be on the road.” –Taylor Gomez
“The extreme negative impact that this proposal will have on Northup Way right now as they have narrowed East bound Northup Way between 128th and 130th as they remove some construction scaffolding. Traffic is backed up all the way to the 124th off ramp from 520.” –Paul Vander Hoek
“Please don't take away car lanes for bike lanes!” –Katy Mowrer
“I have lived in Bellevue for over 20 years and the traffic has become unsustainable. I pay very high property taxes to the city and I feel like I don't get anything back. The constant development has caused a traffic nightmare. New high rises keep popping up everywhere, but the streets are not getting any bigger to absorb this additional traffic. The idea to build bike lanes just does not make sense. We already have bike lines in the city no one uses, yet they take up an entire lane of traffic. Please stop with the bike lanes and think about us, residents, who pay actual taxes in the city, and are too old to be riding bikes!” –Tereza Birch
“I am all for bikes but not for eliminating car lanes. This proposal will result in much worse traffic for ALL Bellevue residents, just for the benefit of a few hundred people. It would be much cheaper to subsidize car purchase for those who are riding bikes for cost issues. Paying \$18 million to make traffic

worse is not a good solution. Adding bike lanes without removing car and bus lanes would be a better solution. Convert the seldom used sidewalks into bike lanes and widen them enough to handle both bikes and pedestrians. Bellevue is not Europe and hopefully never will have to be. Put this on hold until the full impact of light rail on bike transportation is known. Perhaps having bike transport capability on light rail would be a partial solution for the bike riders. Busses have found a way to accommodate bicycles. Let's see if light rail can do the same.” –David Herbig

“This is such a bad idea with all the growth happening in the city! It will hurt businesses.” –Lori VanderZanden

“I'm concerned about the negative impact on traffic and the risk to bikers. This doesn't feel democratic at all to allocate so much road capacity to a few people.” –Mimi Wehner

“Taking driving lanes away from motorists to accommodate a very very small and privileged group of people is ridiculous! This has nothing to do with supporting Bellevue as a community. Where is the money coming from to make this happen and why are seattle biking groups getting involved?” – Mischelle Jenkins

“I work and live on Main street. Nearly every customer that enters our store complain about the parking and are very frustrated. To take away stalls is one thing, but to make a one way street where people will need to circle on an already crowded, and creepy crawl of a street (meaning slow bumper to bumper traffic) will impact others from wanting to come to Old Main. It impacts businesses in the area tremendously. Once more apartments are built, with not enough parking spaces for their own residents, where will anyone park?” –Kathy Browsers

“100% opposition to Bike Bellevue!!! Go with the plan that Kevin Wallace supports and was approved by Council when he was a councilmember, that builds the bike lane on Spring Blvd. and NOT ON BEL-RED! Removing a traffic lane in each direction of Bel-Red would be a total disaster for those of us who must travel by vehicle (i.e., I cannot cycle).” –Leslie Geller

“Downtown street are already congested. There will never be enough bike riders to justify the cost and loss of access to the general population in vehicles, including buses. Love the Circuit vans, see them running with folks not driving cars, this is better.” –Kathy Gleich

“The number one complaint of customers in the Old Main district is that there is nowhere to park. There is not enough parking as it is. This impacts businesses and residents who choose to shop elsewhere. Do not take away any parking!” –Tina Babington

“Reducing vehicle lanes on major roads in Bellevue while there are significant number of office buildings, condos & apartment buildings being built that will cause an increase of vehicles is beyond comprehension (i.e., can be considered stupid). Where is the data that supports the benefits of Bike Bellevue vs the significant adverse impact to non- bikers???” –Bradley VanBeek

“Please be advocates of the majority of citizens, transparent in your governing and not beholden to special interests that don't represent the residents of Bellevue.” –Michael Wehner

“We have too much traffic on existing roads to take roadway away for bike lanes. No way are there justify these bike lanes.” –Julianne Mezs

“Please don't add proposed bike lanes to Bel-Red or Northrup. Use Spring District” –Shawn Donohue

“Proposals to eliminate car lanes for bike lanes defies common sense. Recent city survey was clearly designed to discourage input by all but the most passionate folks. This is unacceptable attempt to manipulate residents. Planning staff clearly does not represent residents.” –Rick Davis

“I oppose the proposed Bike Bellevue plan. I believe that before the issue is discussed by the Bellevue City Council, all Bellevue residents and all Bellevue workers should be notified of the proposed change and be given the opportunity to express their opinions.” –Diana Thompson

“City needs to come up with a smarter way for bicycles. Show your leadership for all residents!!” –Audrey Gao

“No bike lane please.” –Charlie Guo

“We should only takes certain people’s interests more than the other groups . It clearly shows we have less people riding bikes than people driving so this should not be only in favor of bikers.” –Jianxia Gao

“Bellevue traffic is bad enough. Please do not convert any car lane into bike lane.” –Patrick Song

From: [Loewenherz, Franz](#)
To: [Terry, Cheryl](#)
Subject: FW: Re- bike lanes
Date: December 12, 2023 7:08:29 AM

Please add this to the collection. Thanks

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

From: Karrie murphy <karriemurp@msn.com>
Sent: Tuesday, December 12, 2023 6:52 AM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: Re- bike lanes

[You don't often get email from karriemurp@msn.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.

Hello- I'm curious with the talk of the new 11 miles of bike lanes. Would this be decreasing some of the regular road that cars drive on?

There are a lot of people that may need to drive that have small children have a disability, age health concerns, etc. if it penalizes and slows down the regular traffic, I don't think that makes sense.

The way towns, or set up in Europe, or some of the East Coast all of it, was planned in advance of being built It would have been nice with all the new building going on to have these gigantic apartment, building setbacks further and have the bike lane on that side of the road instead of disrupting the roads Do you know if this is already being put in place and paid for? I feel like sometimes the public doesn't learn and they asked questions even though it's already in motion.?

Thank you for helping Bellevue
Karrie Murphy

Sent from my iPhone

Terry, Cheryl

From: Phil Gable <pmgable@comcast.net>
Sent: December 7, 2023 9:55 AM
To: TransportationCommission
Subject: New Bike Lanes Proposal

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[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 Bellevue Transportation Commission,
I am writing to share **my opposition** to Bike Bellevue, the City's plan to add 15 miles of bike lanes for \$18.6 million, 11 of those miles created by taking and converting vehicular travel lanes in Downtown, Wilburton and Bel-Red.

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Phil Gable
Bellevue Resident
Since 1986

From: [Sue Harms](#)
To: [TransportationCommission](#)
Subject: No MORE BIKE LANES!!!
Date: December 4, 2023 8:06:33 PM

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Sent from my iPhone this is a stupid idea! Let's get a commission that actually cares for the community! No Bike lanes!

Terry, Cheryl

From: hello@livablebellevue.com on behalf of John Hilscher <hello@livablebellevue.com>
Sent: December 11, 2023 9:08 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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
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I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

John Hilscher

Downtown 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Louise Thomas <hello@livablebellevue.com>
Sent: December 10, 2023 3:28 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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
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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Louise Thomas

Woodridge 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Arthur Valdez <hello@livablebellevue.com>
Sent: December 10, 2023 12:53 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely, Arthur Valdez

Arthur Valdez

Bellevue 100th and Main



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Bryan Weed <hello@livablebellevue.com>
Sent: December 10, 2023 10:07 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Bryan Weed

Somerset 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Sudha Subramanian <hello@livablebellevue.com>
Sent: December 10, 2023 9:28 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Sudha Subramanian

Overlake 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Barbara Morgan <hello@livablebellevue.com>
Sent: December 9, 2023 11:52 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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To Members of the Bellevue Transportation Commission:

Thank you for doing the work for Bellevue residents — I know it's time consuming and it's done gratis. I have read about the plans to add almost 15 miles of bike lanes in much of the city, at a whopping cost of almost \$19 million! The most concerning part of the plan (which I hope is just proposed and not a fait accompli) is that if we add 15 miles of bike lanes, 15 miles of car lanes will be reduced. And shockingly, a minuscule number of bikers would use these lanes!

Please put this to a vote to Bellevue residents and not just listen to the well-organized bike lobby.

Again, thank you for your commitment to our city,

Barbara Morgan

Barbara Morgan

Apple Valley 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Linda Igoe <hello@livablebellevue.com>
Sent: December 9, 2023 11:11 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Linda Igoe

Lake hills 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Matthew Durden <hello@livablebellevue.com>
Sent: December 9, 2023 1:05 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Dear Members of the Bellevue Transportation Commission,

I am writing to share my opposition to Bike Bellevue, the City's plan to add 15 miles of bike lanes for \$18.6 million, 11 of those miles created by taking and converting vehicular travel lanes in Downtown, Wilburton and Bel-Red.

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Matthew Durden

Crossroads 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Todd Sherman <hello@livablebellevue.com>
Sent: December 9, 2023 1:02 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Todd Sherman

Enatai 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Mary Galash <hello@livablebellevue.com>
Sent: December 9, 2023 9:55 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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
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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Mary Galash

Crossroads 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Maryl Widdows <hello@livablebellevue.com>
Sent: December 9, 2023 9:39 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Dear Members of the Bellevue Transportation Commission,

I am a cyclist and I love the eastrail trail, but I do not support losing additional streets in the downtown, Wilburton or Bel-Red Corridor to create bike lanes that I still would not choose to cycle on because they won't actually protect me from distracted drivers, aggressive drivers or accidentally unaware drivers.

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Maryl Widdows

Bridle Trails 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Annisa Gillespie <hello@livablebellevue.com>
Sent: December 8, 2023 7:07 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Annisa Gillespie

Whispering Heights



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Gary Wilke <hello@livablebellevue.com>
Sent: December 8, 2023 6:54 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Gary Wilke

Neighbor 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Allison Mollner <hello@livablebellevue.com>
Sent: December 8, 2023 5:32 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Allison Mollner

Vuemont 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Narender Sood <hello@livablebellevue.com>
Sent: December 8, 2023 5:28 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Narender Sood

Vuemont Bellevue



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Rhee Elikor <hello@livablebellevue.com>
Sent: December 8, 2023 5:08 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Rhee Elikor

Crossroads (off Bel-Red Rd)



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Cindy Blasingame <hello@livablebellevue.com>
Sent: December 8, 2023 3:44 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Cindy Blasingame

Meydenbauer 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of James Doak <hello@livablebellevue.com>
Sent: December 8, 2023 3:25 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

James Doak

Horizon 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Kim Bentz <hello@livablebellevue.com>
Sent: December 8, 2023 2:11 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Kim Bentz

Old Main 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of curt johnson <hello@livablebellevue.com>
Sent: December 8, 2023 1:47 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Also-.... Ne8th is NOT a freeway. But they drive FREEWAY speed. This is a more serious issue than bike lanes. Where will the bikers go in winter? When was the last time you saw someone biking in December or January? This is not SOCAL. The weather prohibits safe biking 80 pct of time 50 pct of the year!! So fix the unsafe speeding. Had one car totalled already. How many more??

Come to my house and try to get back to city hall. It is unsafe. Unsafe. Isn't the city supposed to protect its citizens?? I implore you to control speed on NE8th

Sincerely,

curt johnson

Wilburton 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Ke-Qin Gong <hello@livablebellevue.com>
Sent: December 8, 2023 11:35 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Ke-Qin Gong

13521 SE 57th street



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Abel Carp <hello@livablebellevue.com>
Sent: December 8, 2023 9:54 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Sincerely,

Abel Carp

Eastgate 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Eric Suarez <hello@livablebellevue.com>
Sent: December 8, 2023 9:27 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Eric Suarez

Bellevue (Crossroads)



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Ann Rohlman <hello@livablebellevue.com>
Sent: December 8, 2023 6:44 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Ann Rohlman

Enatai 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Leon Mosesov <hello@livablebellevue.com>
Sent: December 8, 2023 12:52 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Leon Mosesov

14717 se 15thPL Bellevue WA



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Leon Mosesov <hello@livablebellevue.com>
Sent: December 8, 2023 12:51 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Leon Mosesov

Lakehills and 148 ave



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Tara Kennewick <hello@livablebellevue.com>
Sent: December 8, 2023 12:07 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Tara Kennewick

Cherry Crest 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Elizabeth (Betty) <hello@livablebellevue.com>
Sent: December 7, 2023 11:18 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Elizabeth (Betty) Bordner

Tam0Shanter 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Nancy Tran <hello@livablebellevue.com>
Sent: December 7, 2023 10:51 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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
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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Nancy Tran

Factoria 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Scott Maurer <hello@livablebellevue.com>
Sent: December 7, 2023 7:26 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Dear Members of the Bellevue Transportation Commission,

I am writing to share my immense support for Bike Bellevue, the City's plan to add 15 miles of bike lanes for \$18.6 million. I recently transitioned to start biking to work and I could not be happier to hear that you are helping others do likewise. These critical steps are necessary towards helping save our environment and making the area more appealing to our visitors and residents.

Through the reduction of car lanes you are improving the overall appeal of Bellevue and making it far more accessible to those who live in the area and frequently make trips downtown. Thank you for investing in this city's future.

I urge you to continue supporting Bike Bellevue projects in their current form and advocate for further reduction on our dependence on cars to get around the city.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Scott Maurer

Cherry Crest



Terry, Cheryl

From: hello@livablebellevue.com on behalf of M Mullen <hello@livablebellevue.com>
Sent: December 7, 2023 7:04 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

M Mullen

Somerset 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Ann Kelly <hello@livablebellevue.com>
Sent: December 7, 2023 6:30 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Ann Kelly

Compton Glen Bellevue



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Zalak Daftary <hello@livablebellevue.com>
Sent: December 7, 2023 6:28 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Zalak Daftary

Bridle trails Bellevue



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Wm Edward Anderson <hello@livablebellevue.com>
Sent: December 7, 2023 5:29 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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
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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Wm Edward Anderson

Downtown 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Marc Gazeley <hello@livablebellevue.com>
Sent: December 7, 2023 3:48 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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I live near the corner of NE 12th & 108 Ave NE. I recall when the bike lanes were added to 108th Ave NE north of NE 12th part of the reasoning involved the need for additional bike lanes. So far there has been very little observable bike traffic. And, what traffic there is uses the sidewalk.

When the sidewalk along NE 12th got widened part of the rationale indicated the need for a wider sidewalk was to accommodate bike traffic to avoid conflict with pedestrians. Again, I have observed very little if any bike traffic on the wider sidewalk.

With the projected increase in headcount in the new buildings being built it seems a stretch to think that a significant number of those new employees will be biking.

With the above in mind \$18.6 million and the resulting loss of car lanes seems to be an unwise use of funds at this point. The demand of bike lanes does not seem to exist at this point.

I am also concerned about accountability. No where have I seen any documentation about the need for such an extensive and costly project. Transit ridership is down from what I read. Perhaps smaller and more frequent buses would serve to provide a reasonable alternative to the expenditure of \$18.6 million.

It would seem the wiser course would be to wait until the effect of all the new jobs on transit patterns, including light rail, cars and bikes could be quantified before \$18.6 million is invested in a project that seems to be way ahead of demand at this point.

As a taxpayer I object to new programs that increase taxes. This seems to be in that category. If the project can be funded with existing revenues, then I suspect there are other projects that need to be investigated instead of bike lanes. That said, the commission is to be congratulated on asking for community input. And, for thinking ahead.

Marc Gazeley

Downtown 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Larry James <hello@livablebellevue.com>
Sent: December 7, 2023 3:25 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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
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I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Larry James

Lochleven 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Laurie Wilke <hello@livablebellevue.com>
Sent: December 7, 2023 2:21 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Sincerely,

Laurie Wilke

Rockwood 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Tim Moriarty <hello@livablebellevue.com>
Sent: December 7, 2023 2:08 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Tim Moriarty

Tamoshanter



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Judith Schwartz <hello@livablebellevue.com>
Sent: December 7, 2023 1:54 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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
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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Judith Schwartz

Meydenbauer 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Victoria Parmacek <hello@livablebellevue.com>
Sent: December 7, 2023 1:49 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Victoria Parmacek

NA 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Katy Blair <hello@livablebellevue.com>
Sent: December 7, 2023 1:38 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Sincerely,

Katy Blair

Tam O'Shanter



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Robert Rasmussen <hello@livablebellevue.com>
Sent: December 7, 2023 1:11 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Dear Members of the Bellevue Transportation Commission,

I am writing to share my opposition to Bike Bellevue, the City's plan to add 15 miles of bike lanes for \$18.6 million, 11 of those miles created by taking and converting vehicular travel lanes in Downtown, Wilburton and Bel-Red.

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

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I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Robert Rasmussen

Yarrow Point



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Gary Albert <hello@livablebellevue.com>
Sent: December 7, 2023 12:59 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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I urge you to reject Bike Bellevue projects in their current form until this is put on a ballot to be voted on by the citizens of Bellevue. Until then, look for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Gary Albert

Somerset 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Gary Albert <hello@livablebellevue.com>
Sent: December 7, 2023 12:58 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Gary Albert

Somerset 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Jennifer Rush <hello@livablebellevue.com>
Sent: December 7, 2023 12:41 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Jennifer Rush

Wilburton 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Mike and Kris Shore <hello@livablebellevue.com>
Sent: December 7, 2023 12:35 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Mike and Kris Shore

Newport Hills 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Dennis Morgan <hello@livablebellevue.com>
Sent: December 7, 2023 12:09 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Dennis Morgan

Lake Hills 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of DAVID HERBIG <hello@livablebellevue.com>
Sent: December 7, 2023 12:09 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

DAVID HERBIG

Somerset 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Drew Oliveira <hello@livablebellevue.com>
Sent: December 7, 2023 12:09 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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
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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Drew Oliveira

Lakemont 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of MICHAEL REINHARDT <hello@livablebellevue.com>
Sent: December 7, 2023 12:08 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

MICHAEL REINHARDT

Robinswood 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Donald Abendroth <hello@livablebellevue.com>
Sent: December 7, 2023 11:59 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Donald Abendroth

Lake Hills 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Ann Kelly <hello@livablebellevue.com>
Sent: December 7, 2023 11:37 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Ann Kelly

Compton Glen



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Lawrence Rush <hello@livablebellevue.com>
Sent: December 7, 2023 11:37 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Sincerely,

Lawrence Rush

Wilburton 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Ann Kelly <hello@livablebellevue.com>
Sent: December 7, 2023 11:36 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Sincerely,

Ann Kelly

Compton Glen



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Kimberly Boggio <hello@livablebellevue.com>
Sent: December 7, 2023 11:28 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Kimberly Boggio

Downtown Bellevue



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Nancy Allyn <hello@livablebellevue.com>
Sent: December 7, 2023 11:06 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Nancy Allyn

Newport Hills



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Emma Popp <hello@livablebellevue.com>
Sent: December 7, 2023 11:01 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Emma Popp

Enatai 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Robin Root James <hello@livablebellevue.com>
Sent: December 7, 2023 10:44 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Within the study, the supposed increased time to a commute is way off as well. I have been stuck behind a bike on Main Street and bikes in car lanes impede the progress of traffic. In my opinion, bikes belong on sidewalks where they are faster than pedestrians.

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

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Sincerely,

Robin Root James

Lochleven 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Sharon Sweo <hello@livablebellevue.com>
Sent: December 7, 2023 10:19 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


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I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Sharon Sweo

Downtown 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Jeff Cody <hello@livablebellevue.com>
Sent: December 7, 2023 10:15 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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I STRONGLY OPPOSE THIS PROPOSAL and I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Jeff Cody

Woodridge 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Robert Van Hare <hello@livablebellevue.com>
Sent: December 7, 2023 9:57 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Robert Van Hare

Forest Ridge II 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Sari Lieberman <hello@livablebellevue.com>
Sent: December 7, 2023 9:50 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Sari Lieberman

Wilburton 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Marie Magluyan <hello@livablebellevue.com>
Sent: December 7, 2023 9:47 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Marie Magluyan

Overlake 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Pat McGiffert <hello@livablebellevue.com>
Sent: December 7, 2023 9:42 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Dear Members of the Bellevue Transportation Commission,

The removal of a car lane to accomplish this project, while it seems more efficient and less costly will congest these heavy traffic areas further and likely cause more car / bike accidents, especially in the dark rainy months. If this is built, I will avoid going to downtown Bellevue and find other, safer places to shop. Sidewalks in these areas could be improved or like the example of the Burke Gilman trail, a path separate from traffic would be safer for bicycles. With the light rail going in, consider watching to see how traffic changes and reassess bike friendly options.

I am writing to share my opposition to Bike Bellevue, the City's plan to add 15 miles of bike lanes for \$18.6 million, 11 of those miles created by taking and converting vehicular travel lanes in Downtown, Wilburton and Bel-Red.

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Pat McGiffert

Bridle Trails 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Marianne Lee <hello@livablebellevue.com>
Sent: December 7, 2023 9:31 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Marianne Lee

Newport Hills 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Alexander M Heijer <hello@livablebellevue.com>
Sent: December 7, 2023 9:16 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Alexander M Heijer

Main Street Bellevue



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Carole Mix <hello@livablebellevue.com>
Sent: December 7, 2023 9:14 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,
Carole Mix

Carole Mix

Lakemont 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Linda Van Hare <hello@livablebellevue.com>
Sent: December 7, 2023 9:13 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Linda Van Hare

Forest Ridge 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of JACK SCHULTZ <hello@livablebellevue.com>
Sent: December 7, 2023 9:08 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

JACK SCHULTZ

Sharwood Forest



Terry, Cheryl

From: hello@livablebellevue.com on behalf of John & Laura Maring <hello@livablebellevue.com>
Sent: December 7, 2023 9:08 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

John & Laura Maring

Enathai 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Ann Jacobs <hello@livablebellevue.com>
Sent: December 7, 2023 9:00 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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
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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Ann Jacobs

Woodridge 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Jay Starr <hello@livablebellevue.com>
Sent: December 7, 2023 8:58 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Jay Starr

Meydenbauer First ave



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Janet Cordell-Armstrong <hello@livablebellevue.com>
Sent: December 7, 2023 8:52 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Janet Cordell-Armstrong

Somerset 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Jodi Gable <hello@livablebellevue.com>
Sent: December 7, 2023 8:48 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Dear Members of the Bellevue Transportation Commission,

I endorse everything said below but want to add that I am a huge biker. However, I strongly oppose your plan. These bike lanes, first off, are DANGEROUS. Mixing bikes right next to cars doesn't fit with the Vision Zero goals. Second, this plan will only result in more traffic congestion, more accidents, and increased danger for bikers due to the heavy congestion and frustrated drivers. Third, very few people commute on bikes, that will not increase appreciably and it doesn't warrant the expected expenditure. We have the 520 corridor trail and plenty of dedicated bike paths for commuting. This is not a good project for Bellevue.

I am writing to share my opposition to Bike Bellevue, the City's plan to add 15 miles of bike lanes for \$18.6 million, 11 of those miles created by taking and converting vehicular travel lanes in Downtown, Wilburton and Bel-Red.

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Jodi Gable

Somerset



Terry, Cheryl

From: hello@livablebellevue.com on behalf of JILL HEIJER <hello@livablebellevue.com>
Sent: December 7, 2023 8:33 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

JILL HEIJER

Bellevue 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Jan Hotson <hello@livablebellevue.com>
Sent: December 7, 2023 8:19 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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Dear Members of the Bellevue Transportation Commission,

I am writing to share my opposition to Bike Bellevue, the City's plan to add 15 miles of bike lanes for \$18.6 million, 11 of those miles created by taking and converting vehicular travel lanes in Downtown, Wilburton and Bel-Red.

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Jan Hotson

Cherry crest



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Mark Cohodas <hello@livablebellevue.com>
Sent: December 7, 2023 7:59 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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[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 Bellevue Transportation Commission,

No More Bike Lanes.

Traffic in Bellevue is Horrible.

Every Election I vote to remove every Council Member Who Supports Allowing More Construction In Bellevue.

I am writing to share my opposition to Bike Bellevue, the City's plan to add 15 miles of bike lanes for \$18.6 million, 11 of those miles created by taking and converting vehicular travel lanes in Downtown, Wilburton and Bel-Red.

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Mark Cohodas

South Bellevue-Lakemont



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Fereidoon Zavosh <hello@livablebellevue.com>
Sent: December 7, 2023 7:34 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Fereidoon Zavosh

Bellevue 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Bernard Aboba <hello@livablebellevue.com>
Sent: December 11, 2023 4:15 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Bernard Aboba

Eastgate 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of David F.Plummer <hello@livablebellevue.com>
Sent: December 11, 2023 4:04 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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[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 Commissioners:

I am opposed to the Transportation Department's Bike Bellevue project which proposes to add 15 miles of bike lanes for an estimated overnight-build acquisition cost of \$18.6 million. The Department has provided no estimate of the ownership cost (O&M, etc.) for this project.

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters. Further, the Department staff has only contacted and collected feedback on the project from a minuscule number of Bellevue citizens.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and unwelcome place for present and future residents. Also, consider that the Transportation Department has not published any monthly/yearly bike-travel data and estimates; nor have they identified the current and future number of bike users; further they have not described how the bike-travel mode could possibly be adopted for older or handicapped Bellevue citizens.

I urge you to reject the Department's proposed Bike Bellevue projects to and direct the staff to develop carefully-prepared life cycle cost estimates for the projects that account for all acquisition and 30-year ownership costs. In addition, the staff should be directed to show the source of the funds for the life cycle costs of the proposed projects.

Sincerely,

David F. Plummer

Crossroads 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of David Fuhriman <hello@livablebellevue.com>
Sent: December 11, 2023 3:41 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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[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 Bellevue Transportation Commission,

I was invited by Neighbors for a Livable Bellevue to write an email opposing expansion of bicycle lanes by reducing automobile lanes. I'm not in that neighborhood but have some thoughts.

I've long thought that all forms of transportation need to be accommodated in the area, because they serve different needs by person and by occasion (I use all), and one problem is excessive growth, another is poor choices. (For example, I couldn't believe it three decades ago when Seattle put the convention center over the freeway instead of expanding the I-5 express lanes all the way through the city. Don't be like Seattle!)

I have commuted via bicycle, and there are NOT enough bicycle lanes and trails in the region, which limits where I would live as I prefer not to use a car or bus to travel far to work but am happy to cycle if the route is safe, unpolluted, and enjoyable. In parts of Bellevue no thought was given to children bicycling or walking to a friend's house. In some places pedestrians and cyclists are shunted onto busy roads, but in other places there are very nice bicycle routes.

I think a possible solution might be a tax on the largest companies, increasing by size, to either stop population growth and/or pay for improvements for transportation and infrastructure, which I'm assuming has a very high incremental cost of development in dense locations. The county and the state have not done enough (failed, really), I don't think it's necessarily Bellevue's problem. It's getting too slow to get places at times (friends, family and activities are spread out). Since I'm writing, I will add that I feel like I just want to leave this area after decades here, but family live here, for now. I have no interest in returning to other places I've lived before due to unsustainable growth, and I think it's time (way too late?) to fight for quality of life in a region where several generations of family have lived. I value nature, ease of local travel, and quiet, among the usual other things. It's not your department but other issues are noisy aircraft overhead too often. One thing Bellevue could do is ban noisy leaf blowers. I use a rake.

Thanks for reading.

David Fuhriman



West Lake Sammamish

Terry, Cheryl

From: hello@livablebellevue.com on behalf of DAVID RUBLE <hello@livablebellevue.com>
Sent: December 11, 2023 1:55 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

DAVID RUBLE

Tam O'Shanter West



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Mary Ruble <hello@livablebellevue.com>
Sent: December 11, 2023 1:25 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Mary Ruble

Malibu Vista



Terry, Cheryl

From: hello@livablebellevue.com on behalf of David Kahle <hello@livablebellevue.com>
Sent: December 11, 2023 1:22 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

David Kahle

Bellevue Bridal Trails



Terry, Cheryl

From: hello@livablebellevue.com on behalf of RONALD REIBMAN <hello@livablebellevue.com>
Sent: December 11, 2023 12:52 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

RONALD REIBMAN

BELLEVUE 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Kelly Martin <hello@livablebellevue.com>
Sent: December 11, 2023 12:03 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Kelly Martin

Somerset 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Lian He <hello@livablebellevue.com>
Sent: December 11, 2023 10:56 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Lian He

Eastgate 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Gary Roth <hello@livablebellevue.com>
Sent: December 11, 2023 10:54 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Gary Roth

Interlake 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of John Iwanski <hello@livablebellevue.com>
Sent: December 11, 2023 10:38 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

John Iwanski

98008 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Randolph Dearth <hello@livablebellevue.com>
Sent: December 11, 2023 10:13 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Randolph Dearth

Lake Hills 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of D Mizumori <hello@livablebellevue.com>
Sent: December 11, 2023 10:06 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Sincerely,

D Mizumori

Wilburton 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of D Mizumori <hello@livablebellevue.com>
Sent: December 11, 2023 10:05 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Sincerely,

D Mizumori

Wilburton 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Kevin Yam <hello@livablebellevue.com>
Sent: December 11, 2023 9:40 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Dear Members of the Bellevue Transportation Commission,

I am writing to share my opposition to Bike Bellevue, the City's plan to add 15 miles of bike lanes for \$18.6 million, 11 of those miles created by taking and converting vehicular travel lanes in Downtown, Wilburton and Bel-Red.

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


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I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Kevin Yam

Lakemont 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Fred Schaeffer <hello@livablebellevue.com>
Sent: December 11, 2023 9:30 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Fred Schaeffer

Fred Schaeffer

Eastgate 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Jason Lieverst <hello@livablebellevue.com>
Sent: December 11, 2023 9:28 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Jason Lieverst

Enatai 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Myrna Darland <hello@livablebellevue.com>
Sent: December 11, 2023 9:27 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Myrna Darland

Enatai 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Nicole Darland <hello@livablebellevue.com>
Sent: December 11, 2023 9:26 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Nicole Darland

Enatai 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Orville Gunnoe <hello@livablebellevue.com>
Sent: December 11, 2023 11:57 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

We already have bike lanes. Maybe more attention should be to use them, as they usually seem to be empty.

Sincerely,

Orville Gunnoe

Cherrywood 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of James Mathrusse <hello@livablebellevue.com>
Sent: December 11, 2023 9:26 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

James Mathrusse

Beaux Arts 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Katerina Riabova <hello@livablebellevue.com>
Sent: December 11, 2023 7:36 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Katerina Riabova

Bellevue 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Todd Hulett <hello@livablebellevue.com>
Sent: December 11, 2023 6:52 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Todd Hulett

woodridge 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of STEVEN ROBERTS <hello@livablebellevue.com>
Sent: December 11, 2023 6:32 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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DO NOT EVER REMOVE ANY EXISTING TRAFFIC LANES!!!!

STEVEN ROBERTS

LAKE HILLS 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Scott Drum <hello@livablebellevue.com>
Sent: December 11, 2023 9:19 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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
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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Scott Drum

Downtown 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of William Wahl <hello@livablebellevue.com>
Sent: December 11, 2023 9:11 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

William Wahl

Enatai 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of John Hilscher <hello@livablebellevue.com>
Sent: December 11, 2023 9:08 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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
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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

John Hilscher

Downtown 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Michael Mathewson <hello@livablebellevue.com>
Sent: December 12, 2023 6:55 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Michael Mathewson

North Rosemont 

From: hello@livablebellevue.com on behalf of [James Mathrusse](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 8:28:07 AM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

James Mathrusse
Beaux Arts

From: hello@livablebellevue.com on behalf of [David Bassford](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 8:20:47 AM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

David Bassford
Enatai

From: hello@livablebellevue.com on behalf of [Rod Mclachlan](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 8:16:10 AM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Rod Mclachlan
Forest ridge

From: hello@livablebellevue.com on behalf of [Sara Bassford](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 8:10:30 AM

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I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Sara Bassford
Enatai

From: hello@livablebellevue.com on behalf of [Candy Case](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 7:59:16 AM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Candy Case
Fox Glen

From: hello@livablebellevue.com on behalf of [John Jewett](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 7:41:39 AM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

John Jewett
Glendale

From: hello@livablebellevue.com on behalf of [Jennifer Shields](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 7:24:04 AM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Jennifer Shields
Vuemont

From: hello@livablebellevue.com on behalf of [Marlene Price](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 6:44:40 AM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Marlene Price
West Bellevue

From: hello@livablebellevue.com on behalf of [Jofi Gable](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 6:28:16 AM

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Dear Members of the Bellevue Transportation Commission,

I am an avid biker and love the dedicated bike paths we have on the east side. That said, I strongly object to repurposing automobile lanes into bike lanes. There are very, very few people that actually use or will use bike lanes for commuting. They are extremely dangerous and will become more so as our density increases. Biking is also unrealistic in our area due to the rain and the amount of hills we have. Lastly, with the highest property crime rates in the nation, people don't want to bike places and have their bicycle stolen, especially expensive electric bikes. There is no way to safely lock all these bikes up at various destinations. The other issue is the drivers. As you take away they already heavily used vehicle lanes, drivers become more impatient and that makes it incredibly dangerous for bikers. There are so many data points that a driver must be aware of now that it has made driving, often, extremely complex and . before making a move for a left or right turn, we've got to check for pedestrians on the sidewalk, pedestrians crossing the street, blinking arrows, other cars turning that don't seem to understand how to use a turn signal, and now you're proposing that we need to check if there's a bike lane on our street and whether a biker is approaching. The E bikes go fast, really fast. This makes for a super unsafe driving situation. What happened to Bellvue Vision Zero? I look at the mess that is downtown Seattle and cannot understand why Bellevue would adopt such a failed plan.

I am writing to share my opposition to Bike Bellevue, the City's plan to add 15 miles of bike lanes for \$18.6 million, 11 of those miles created by taking and converting vehicular travel lanes in Downtown, Wilburton and Bel-Red.

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Jofi Gable
Somerset

From: hello@livablebellevue.com on behalf of [Monica Trautman](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 6:22:52 AM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Monica Trautman
Horizon View

From: hello@livablebellevue.com on behalf of [Betina R Finley](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 12, 2023 11:07:55 PM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Betina R Finley
McCormick Park

From: [Craig Spiezle](#)
To: [Loewenherz, Franz](#); [TransportationCommission](#)
Cc: [McDonald, Kevin](#); [Transportation Reception](#); [Singelakis, Andrew](#)
Subject: Bike Bellevue - Traffic Impact Study
Date: December 12, 2023 11:04:39 PM

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There has been a great deal of community debate on the net traffic impact to some of the key corridors including BelRed and parts of 20th. Part of this is the difficulty of understanding the traffic data and the confidence in the modeling. I am proposing the City temporary close the lane(s) of traffic (via barricades) and measure the actual impact to the traffic and flow, (before, during and after). The objectives would be 3-fold; 1) provide real world data if vehicle lanes were to be repurposed, 2) alleviate some of the concerns being voiced and 3) validate the data being presented by the City. While I understand the design of the bike lanes would provide the ability to revert back to vehicle usage, this would be a cost-effective way to validate assumptions and most importantly address community concerns.

I hope this will be addressed this Thursday at the Bike Bellevue and Transportation Commission meetings. As always, I am available to help

Respectfully,

Craig Spiezle
<https://agelight.com>
425-985-1421

From: hello@livablebellevue.com on behalf of [Joseph Benitez](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 12, 2023 10:21:46 PM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Joseph Benitez
Overlake

From: hello@livablebellevue.com on behalf of [Sheryl Benitez](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 12, 2023 10:20:44 PM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Sheryl Benitez
Overlake

From: hello@livablebellevue.com on behalf of [Andrew Hergert](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 12, 2023 9:59:23 PM

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Sincerely,

Andrew Hergert
Enatai

From: hello@livablebellevue.com on behalf of [Barbara Tasker](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 12, 2023 8:02:08 PM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Barbara Tasker
Meydenbauer

From: hello@livablebellevue.com on behalf of [Michael Mraz](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 12, 2023 6:40:51 PM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Michael Mraz
Horizon Crest

From: hello@livablebellevue.com on behalf of [Andrew Newell](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 12, 2023 5:30:56 PM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Andrew Newell
Bridal Trails

From: hello@livablebellevue.com on behalf of [Archana Nagar](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 12, 2023 4:19:18 PM

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Dear Members of the Bellevue Transportation Commission,

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Archana Nagar
Lake Hills

From: hello@livablebellevue.com on behalf of [melissa.gates](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 12, 2023 4:16:36 PM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

melissa gates
140th and northup area

From: hello@livablebellevue.com on behalf of [Eric Nickols](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 12, 2023 3:56:47 PM

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Dear Members of the Bellevue Transportation Commission,

As a third generation real estate property management company, I am writing to share my vehement opposition to Bike Bellevue, the City's plan to add 15 miles of bike lanes, 11 of those miles created by taking and converting vehicular travel lanes in Downtown, Wilburton and Bel-Red. Our family has been here long enough to see when bad ideas are about to be implemented with well intentioned goals but with limited benefits and bad permanent consequences.

There are only 3 East-West surface arterials: 1) NE 8th, 2) Bel-Red Road, and 3) Northup Way (NE 20th Street). Bellevue's misguided bike Initiative will severely and negatively impact traffic at all times for limited benefit on 2 out these 3 thoroughfares. Bellevue's Spring District project and the 130th Avenue light rail station redevelopment project that straddle 2 of these arteries have barely begun impacting these streets, yet even now, it is becoming increasingly difficult to transverse the city from one end to the other. ADEQUATE VEHICLE TRAFFIC FLOW IS THE LIFEBLOOD OF THE CITY ECONOMY! Even now with the construction on Bel-Red at the corner of 130th Avenue reducing the westbound lane from two to one lane has significantly increased traffic congestion, and this is just limited ONE block! Imagine the entirety of Bel-Red Road or Northup Way one lane each way with multiple light changes required to travel one block, to say nothing of several miles.

By Bellevue's own data, bike ridership will not appreciably in the absolute numbers and none of these new trips are anticipated to be made by commuters.

Do not let Bellevue become a mini-Seattle!!!

Reject Bike Bellevue projects unless they do not require taking vehicular lanes from the majority of the traveling public.

Sincerely,

Eric Nickols
Wilburton

From: [Karrie murphy](#)
To: [TransportationCommission](#)
Subject: Re BIKE LANES
Date: December 12, 2023 3:32:18 PM

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

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Hello,

I'd like to give my thoughts and opinions about the bike lanes. Will they be added and regular lanes for cars decreased??

If so, I feel like this is an afterthought and Bellevue's coding of new homes and apartment buildings is where they should have planned to set the buildings way back from the road and have bike lanes closer there, so it would not interrupt any thing on a regular roads that are already so crowded. Also many people driving with small children, elderly or disabled are not able to get on a bike, let alone riding around in rainy weather that we have often I love to bike, but I am opposed to putting these in if we have to decrease a regular lanes.

I hope it's not already a project that is in place in our residence input is an afterthought?

If you can, please let me know. I would appreciate that very much. Thank you Karrie murphy.

Sent from my iPhone

From: hello@livablebellevue.com on behalf of [Gary bylund](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 12, 2023 2:53:40 PM

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Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Gary bylund
Devonshire

From: hello@livablebellevue.com on behalf of [Robert Holert](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 12, 2023 2:32:51 PM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Robert Holert
Bridle Trails

From: hello@livablebellevue.com on behalf of [Sara Sipe](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 12, 2023 12:24:04 PM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Sara Sipe
South Rose Hill

From: hello@livablebellevue.com on behalf of [Richard Conte](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 12, 2023 11:41:48 AM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Richard Conte
Bellevue Way SE south of downtown

From: hello@livablebellevue.com on behalf of [Leslie Geller](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 12, 2023 11:35:25 AM

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Dear Members of the Bellevue Transportation Commission,

I have already sent a personal email to the Commission expressing my opposition to Bike Bellevue. I have signed the petition. And now I am submitting my briefly-edited form letter, all to register my urgent request that the Commission NOT approve Bike Bellevue.

I am writing to share my opposition to Bike Bellevue, the City's plan to add 15 miles of bike lanes for \$18.6 million, 11 of those miles created by taking and converting vehicular travel lanes in Downtown, Wilburton and Bel-Red.

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Leslie Geller
Eastgate

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](#)

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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: hello@livablebellevue.com on behalf of [Margaret Watt](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 12, 2023 9:49:14 AM

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I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely, Margaret Watt

Margaret Watt
Kirkland/Bellevue

From: hello@livablebellevue.com on behalf of [Bradley Hickel](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 12, 2023 9:13:34 AM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Bradley Hickel
Eastgate

From: hello@livablebellevue.com on behalf of [Trisha Gillem](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 12, 2023 8:33:10 AM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Trisha Gillem
Beaux Arts

From: hello@livablebellevue.com on behalf of [Katya Appleby](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 14, 2023 7:02:35 AM

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I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Katya Appleby
Courgar Crest

From: hello@livablebellevue.com on behalf of [Susie Jamison](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 14, 2023 6:50:48 AM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Susie Jamison
Lake Bellevue

From: hello@livablebellevue.com on behalf of [Louis Nickols](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 14, 2023 5:28:35 AM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Louis Nickols
Northrup

From: hello@livablebellevue.com on behalf of [jeffrey johnson](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 14, 2023 4:42:37 AM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

jeffrey johnson
newport shore

From: hello@livablebellevue.com on behalf of [Michael Appleby](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 14, 2023 4:11:37 AM

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Sincerely,

Michael Appleby
Cougar Mountain

From: hello@livablebellevue.com on behalf of [Gary Hoffman](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 10:14:37 PM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Gary Hoffman
Lake Hills

From: hello@livablebellevue.com on behalf of [Duane Jackson](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 8:54:15 PM

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For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

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I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Duane Jackson
Bellevue

From: hello@livablebellevue.com on behalf of [Ingrid Fuhriman](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 8:34:13 PM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Ingrid Fuhriman
College Hill

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

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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

From: [Hanna Floss](#)
To: [TransportationCommission](#)
Subject: Bike Bellevue plan
Date: December 13, 2023 8:19:52 PM

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Dear Transportation Commissioners,

I live on 145th PL NE in Bellevue which is located in an area that requires me to walk and bike on the major high volume streets 148th, NE 8th and Bel Red Road to get anywhere I want to go. I am situated basically in between the Bel Red Station and the Overlake station of the light rail. The walk to both of those stations is a bit farther than is really reasonable, so biking would be my best option, however, I would have to travel on one of these very high volume roads to get there. Having a bike lane on BelRed, would help tremendously, and I often ride on NE 20th to get home from the 520 trail to get over to 140th to get home past the Safeway there. (Strava calls this segment on 140th "Survive Safeway" which tells you about how cyclists feel about some of these roads in Bellevue.)

I support Bellevue building these protected bike lanes. If you build it, folks will use it, and with the proliferation of Ebikes, this is becoming very important.

Thank you for your consideration.

-Hanna Floss

From: hello@livablebellevue.com on behalf of [David Kahle](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 8:13:58 PM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

David Kahle
Bellevue Bridle Trails

From: hello@livablebellevue.com on behalf of [Okhee Suh](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 7:01:54 PM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Okhee Suh
Bellevue Downtown

From: hello@livablebellevue.com on behalf of [Eric Stelter](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 6:26:35 PM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Eric Stelter
Downtown Bellevue

From: hello@livablebellevue.com on behalf of [Wesley Foster](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 6:17:01 PM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Wesley Foster
SOMERSET

From: hello@livablebellevue.com on behalf of [Krystal Kaald](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 6:09:12 PM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Krystal Kaald
Bellevue

From: hello@livablebellevue.com on behalf of [Carol Lawrence](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 6:08:11 PM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Carol Lawrence
Wilburton

From: hello@livablebellevue.com on behalf of [Benjamin Slivka](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 4:44:11 PM

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Dear Members of the Bellevue Transportation Commission,

I was born in Seattle, moved back to Kirkland in 1985, and have owned homes in Clyde Hill since 1989. I am an avid cyclist, enjoying cycling around King County as well as in 20 countries around the world.

I also appreciate the efficient roads in and around the Eastside, especially in Bellevue, where I shop, see my doctors, and dine.

The current "Bike Bellevue" plan is an absurd travesty. Bicycling on the Eastside is primarily an activity by people looking for exercise. Very few people are commuting on bicycles, in large part because it is neither fun nor safe to cycle when it is dark or wet!

The proposal to convert 11 miles of automobile lanes used by cars, trucks, and buses into bicycle lanes is beyond stupid. At any price! You're going to increase travel times and congestion for tens of thousands of drivers every day! And for what, to provide a small number of cyclists some reserved cycling lanes?

I've cycled in downtown Seattle a few times in the past few years. It is just OK in the early mornings on a Saturday or Sunday. But during rush hour, you take your life in your hands (and some cyclists have lost their lives)!

I urge you to reject the current plan and ask for a much more sensible plan that takes into account the current road usage by motor vehicles. Sacrificing the travel times for tens of thousands of drivers to benefit a few hundred *possible* cyclists each day is a really stupid idea.

Yours Sincerely,
--Ben Slivka

Benjamin Slivka
Clyde Hill

From: hello@livablebellevue.com on behalf of [Karen Strohofer](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 4:42:41 PM

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I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Karen Strohofer
Horizon Crest

From: hello@livablebellevue.com on behalf of [Michael Horan](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 4:05:11 PM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Michael Horan
Lockmor

From: hello@livablebellevue.com on behalf of [Susan Lotze](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 3:00:51 PM

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Sincerely,

Susan Lotze
Bellevue

From: hello@livablebellevue.com on behalf of [Irma Pleas](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 2:33:17 PM

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Sincerely,

Irma Pleas
Westwood

From: hello@livablebellevue.com on behalf of [Pamela Lovell](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 2:25:40 PM

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Sincerely,

Pamela Lovell
Cor-Sun Ranch

From: hello@livablebellevue.com on behalf of [Dean Lovell](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 2:24:34 PM

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Sincerely,

Dean Lovell
Cor-Sun Ranch

From: hello@livablebellevue.com on behalf of [Ivan Velkov](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 2:17:26 PM

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Sincerely,

Ivan Velkov
Lochleven

From: hello@livablebellevue.com on behalf of [Henry Figueroa](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 1:26:52 PM

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I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Henry Figueroa
98008

From: hello@livablebellevue.com on behalf of [Robert Schmitt](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 12:53:17 PM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Robert Schmitt
BellCrest

From: hello@livablebellevue.com on behalf of [Susan Powell](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 12:45:15 PM

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Sincerely,

Susan Powell
Meydenbauer

From: hello@livablebellevue.com on behalf of [Greg Parker](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 11:52:43 AM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Greg Parker
Bel-Red

From: hello@livablebellevue.com on behalf of [Robert Holly](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 11:34:15 AM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Robert Holly
Yarrow Bay Village

From: hello@livablebellevue.com on behalf of [Antonia Allyne](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 11:22:17 AM

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Sincerely,

Antonia Allyne
BelCrest

From: hello@livablebellevue.com on behalf of [Danielle Allison](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 11:19:27 AM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Danielle Allison
Bellevue northup

From: hello@livablebellevue.com on behalf of [Truyen Vu](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 11:13:48 AM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Truyen Vu
98005

From: hello@livablebellevue.com on behalf of [Donald Kari](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 11:09:21 AM

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Sincerely,

Donald Kari
Bellevue

From: hello@livablebellevue.com on behalf of [anatoly german](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 11:03:56 AM

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Sincerely,

anatoly german
idylwood

From: hello@livablebellevue.com on behalf of [Roy Tuschhoff](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 10:33:14 AM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Roy Tuschhoff
Spirtridge

From: hello@livablebellevue.com on behalf of [Archana Nagar](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 10:31:23 AM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Archana Nagar
Lake Hills

From: hello@livablebellevue.com on behalf of [Ching-Chao Wang](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 10:29:05 AM

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Sincerely,

Ching-Chao Wang
Wilburton

From: hello@livablebellevue.com on behalf of [Kim Allen](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 10:08:08 AM

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Sincerely,

Kim Allen
Lakehills

From: hello@livablebellevue.com on behalf of [Linda Igoe](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 10:07:14 AM

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Sincerely,

Linda Igoe
Lake hills

From: hello@livablebellevue.com on behalf of [Andrea Hamley](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 9:59:49 AM

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Sincerely,

Andrea Hamley
Monthaven

From: hello@livablebellevue.com on behalf of [Nancy Scott](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 9:57:47 AM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Nancy Scott
Redmond

From: hello@livablebellevue.com on behalf of [Rod Hollenbeck](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 9:42:56 AM

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Sincerely,

Rod Hollenbeck
Whispering Heights

From: hello@livablebellevue.com on behalf of [Benjamin Slivka](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 4:44:11 PM

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Dear Members of the Bellevue Transportation Commission,

I was born in Seattle, moved back to Kirkland in 1985, and have owned homes in Clyde Hill since 1989. I am an avid cyclist, enjoying cycling around King County as well as in 20 countries around the world.

I also appreciate the efficient roads in and around the Eastside, especially in Bellevue, where I shop, see my doctors, and dine.

The current "Bike Bellevue" plan is an absurd travesty. Bicycling on the Eastside is primarily an activity by people looking for exercise. Very few people are commuting on bicycles, in large part because it is neither fun nor safe to cycle when it is dark or wet!

The proposal to convert 11 miles of automobile lanes used by cars, trucks, and buses into bicycle lanes is beyond stupid. At any price! You're going to increase travel times and congestion for tens of thousands of drivers every day! And for what, to provide a small number of cyclists some reserved cycling lanes?

I've cycled in downtown Seattle a few times in the past few years. It is just OK in the early mornings on a Saturday or Sunday. But during rush hour, you take your life in your hands (and some cyclists have lost their lives)!

I urge you to reject the current plan and ask for a much more sensible plan that takes into account the current road usage by motor vehicles. Sacrificing the travel times for tens of thousands of drivers to benefit a few hundred *possible* cyclists each day is a really stupid idea.

Yours Sincerely,
--Ben Slivka

Benjamin Slivka
Clyde Hill

From: hello@livablebellevue.com on behalf of [Karen Strohofer](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 4:42:41 PM

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Dear Members of the Bellevue Transportation Commission,

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I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Karen Strohofer
Horizon Crest

From: hello@livablebellevue.com on behalf of [Michael Horan](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 4:05:11 PM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Michael Horan
Lockmor

From: hello@livablebellevue.com on behalf of [Susan Lotze](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 3:00:51 PM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Susan Lotze
Bellevue

From: hello@livablebellevue.com on behalf of [Irma Pleas](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 2:33:17 PM

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Sincerely,

Irma Pleas
Westwood

From: hello@livablebellevue.com on behalf of [Pamela Lovell](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 2:25:40 PM

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Sincerely,

Pamela Lovell
Cor-Sun Ranch

From: hello@livablebellevue.com on behalf of [Dean Lovell](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 2:24:34 PM

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Sincerely,

Dean Lovell
Cor-Sun Ranch

From: hello@livablebellevue.com on behalf of [Ivan Velkov](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 2:17:26 PM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Ivan Velkov
Lochleven

From: hello@livablebellevue.com on behalf of [Henry Figueroa](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 1:26:52 PM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Henry Figueroa
98008

From: hello@livablebellevue.com on behalf of [Robert Schmitt](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 12:53:17 PM

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Sincerely,

Robert Schmitt
BellCrest

From: hello@livablebellevue.com on behalf of [Susan Powell](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 12:45:15 PM

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Sincerely,

Susan Powell
Meydenbauer

From: hello@livablebellevue.com on behalf of [Greg Parker](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 11:52:43 AM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Greg Parker
Bel-Red

From: hello@livablebellevue.com on behalf of [Robert Holly](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 11:34:15 AM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Robert Holly
Yarrow Bay Village

From: hello@livablebellevue.com on behalf of [Antonia Allyne](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 11:22:17 AM

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Sincerely,

Antonia Allyne
BelCrest

From: hello@livablebellevue.com on behalf of [Danielle Allison](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 11:19:27 AM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Danielle Allison
Bellevue northup

From: hello@livablebellevue.com on behalf of [Truyen Vu](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 11:13:48 AM

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Sincerely,

Truyen Vu
98005

From: hello@livablebellevue.com on behalf of [Donald Kari](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 11:09:21 AM

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Sincerely,

Donald Kari
Bellevue

From: hello@livablebellevue.com on behalf of [anatoly german](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 11:03:56 AM

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Sincerely,

anatoly german
idylwood

From: hello@livablebellevue.com on behalf of [Roy Tuschhoff](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 10:33:14 AM

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I am writing to share my opposition to Bike Bellevue, the City's plan to add 15 miles of bike lanes for \$18.6 million, 11 of those miles created by taking and converting vehicular travel lanes in Downtown, Wilburton and Bel-Red.

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Roy Tuschhoff
Spirtridge

From: hello@livablebellevue.com on behalf of [Archana Nagar](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 10:31:23 AM

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Sincerely,

Archana Nagar
Lake Hills

From: hello@livablebellevue.com on behalf of [Ching-Chao Wang](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 10:29:05 AM

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Sincerely,

Ching-Chao Wang
Wilburton

From: hello@livablebellevue.com on behalf of [Kim Allen](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 10:08:08 AM

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Sincerely,

Kim Allen
Lakehills

From: hello@livablebellevue.com on behalf of [Andrea Hamley](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 9:59:49 AM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Andrea Hamley
Monthaven

From: hello@livablebellevue.com on behalf of [Nancy Scott](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 9:57:47 AM

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Sincerely,

Nancy Scott
Redmond

From: hello@livablebellevue.com on behalf of [Rod Hollenbeck](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 13, 2023 9:42:56 AM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Rod Hollenbeck
Whispering Heights

Terry, Cheryl

From: hello@livablebellevue.com on behalf of William Wahl <hello@livablebellevue.com>
Sent: December 11, 2023 9:11 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

William Wahl

Enatai 

Terry, Cheryl

From: Plummer David F. <pdf3@comcast.net>
Sent: December 11, 2023 9:15 PM
To: Loewenherz, Franz
Cc: onebellevue@googlegroups.com; Zahn, Janice; TransportationCommission; Kevin Wallace
Subject: Questions On Bike Bellevue Pitch Charts

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Hello Mr. Loewenherz!

1. Chart # 4 of your 14 December 2023 pitch chart package (and CIP #PW-W/B-85) indicates that the City has programed \$4.5 million for some projects of the Bellevue Bike program: are there any other reports , documents, or other materials that explains what this funding is based on, and provides more specific information on what the funding will be used for; if so, could you email me the correct titles and dates of the reports so I can obtain copies by submitting a public records request?
2. Many of the 11 'detail description' charts in your pitch-chart package include a statement that directs the reader/viewer to “ ... consult CAD drawings for details ...”. How can copies of these CAD drawings be obtained - is it necessary to submit a public records request to obtain the copies?
3. When will more specific cost estimates and schedules for the 11 projects described in your pitch-chart package be available for public review, and will the cost information include ownership (O&M, etc.) costs? Also, what construction-cost and ownership-cost escalation rates will the Department use to develop the acquisition and ownership cost estimates for the 11 projects?
4. Does the Department have any projected monthly and annual directional bike-traffic estimates for each of the 11 projects before and after implementation of the projects; if so, how can I obtain copies of these estimates?

RSVP,

David F. Plummer

Terry, Cheryl

From: phyllisjwhite <phyllisjwhite@comcast.net>
Sent: December 11, 2023 7:58 PM
To: Barbara Hughes; Council; TransportationCommission; Robinson, Lynne
Cc: Bridle Trails Community Club
Subject: RE: Bike Bellevue

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Thank you so much, Barbara.

You comments are perfect! I think the City needs to think hard about their future staff and hope Disne Carlson follows up in this.

I am so glad you and Pam commented.

I am laid up in bed still. I hope to make it on Thursday, but I won't come if I am still ill.

Phyllis

Sent from my Galaxy

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

From: Barbara Hughes <barbara_hughes@hotmail.com>
Date: 12/11/23 7:45 PM (GMT-08:00)
To: City Council <council@bellevuewa.gov>, "TransportationCommission@bellevuewa.gov" <transportationcommission@bellevuewa.gov>, "Robinson, Lynne" <lrobinson@bellevuewa.gov>
Cc: phyllisjwhite@comcast.net, Bridle Trails Community Club <board@bridletrailscommunity.org>
Subject: Bike Bellevue

Bellevue resident Phyllis White, who is sick, has today sent you an update to the opposition to Bike Bellevue. This document includes 67 comments that stood out, and 209 signatures from Bellevue residents and nearby cities. Please recognize that these are Bellevue residents who want their signatures and comments to be heard. Please do not regard this petition as being of less worth than emails from Seattle bike activists.

Tonight I wish to focus on the appalling lack of outreach to Bellevue residents. City staff appear to have favored communication and outreach with Seattle bike activists, over Bellevue residents and businesses.

For example, Cascade Bicycle Club (a Seattle, Magnuson Park based organization) is the *nation's* largest statewide bicycling nonprofit, with 10,000-members and 35 staff. They are calling on all their members to sign on to a standard pre prepared letter with only their name, zip and email. Are these folks actually living in Bellevue? For those with a desire to see bike lanes in all cities, this may be a lovely option – but they may not have read in detail the complicated Bike Bellevue proposal, and they will not suffer the impacts if we get this wrong.

Cascade Bicycle Club is big and powerful. They are currently advertising a well-paid job vacancy for a Policy and Advocacy Manager who will 'Collaborate with the team to mobilize supporters to participate in campaigns, has an Understanding of Seattle's political landscape and an Understanding of internal City of Seattle policy processes, including City Council'.

Residents in Bellevue neighborhoods do not have 35 staff, in fact we have none – in the neighborhoods we are all ordinary people and volunteers. We need time to understand your complicated, layered proposals. Time to try and inform our neighbors. We need you to work collaboratively to inform and educate us, not just to favor information and resources to bike activists.

My concern is not about biking – it is about your process where staff are unfairly favoring Seattle activists over Bellevue residents. This has a ripple effect – please see attached regarding a (maybe **Tacoma** based?) bike activist contacting another organization who then blasted out to their members. So this continues, whilst most Bellevue residents remain uninformed by their own city.

Thank you,

Barbara Hughes

Bellevue 98005

Encl:

People for Climate Action, Bellevue received a 'heads up alert from PCA member **Chris Randels**, a well known *biking enthusiast*', and PCA is encouraging the following to support their letter to Council which is included in their email to members To boost the impact, we'd like to encourage many letters of support from PCA members to the city. Letters could be short and sweet or longer, if you choose. **Here are the three email addresses that we recommend you send comments to:**

transportationcommission@bellevuewa.gov

Council@bellevuewa.gov

The letter below, crafted by PCA leader April Stevens, is what PCA leadership sent to the above city officials:

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.

Please take the time to send a message of support!

[Take Action for Better Biking | Cascade Bicycle Club](#)

[Butts on Seats In Support \(p2a.co\)](#)

[IN SUPPORT - Cascade Bicycle Club](#)

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Comments left by those who signed on to the letter online via petition:

"I have lived here for over 15 years. There are not enough bike commuters, especially during inclement weather, to necessitate this plan. Traffic moves slow enough through Downtown that I see bikes and cars travel together just fine. I would like to see the accident numbers that support this plan." –Dana Min

"NE 12th lost a large portion of a well established park to a widened bike, multi-use path, which is barely used by bikers!....they stay on the street. So, now they want to take away more of the street....? Where are these bikers supposedly appearing from? Why aren't they using that existing new path as intended ? Are there really going to be "that many" to warrant all the proposed road changes??!!" – Gloria Roll

"Please be more transparent" –Dr. Richard Stead

"I find no one appears to use the bike lanes that take out traffic lanes which will be needed for the increasing density of all the large buildings." –William Wahl

"Traffic in Bellevue can be bad at times but, taking a car travel lane for a bike lane is not the way to rectify the traffic. Should you decide to go thru with it I will make every effort to stay away and shop elsewhere." –Robert Connor

"This intentional "lane dieting" plan is social engineering at its worst to justify the lightrail passenger quota. You are creating a traffic nightmare for locals and neighborhoods. What youve done to 108th at main st near bellevue high school to add a bike lane is atrocious! Youve literally turned that intersection into a living hell for locals. This bike lane plan is nothing short of corruption and misuse of taxpayer dollars." –Sonny Foster

"Please do not eliminate auto lanes for bike lanes." –Marilyn Nelson

"Traffic is congested already. Having less driving lanes will impact all of us who have to drive to get to places." –Jami Toy

"Bicycle lines, the same as the light rail lines should not be build instead of already lacking car lanes, but build in addition if such an improvements are needed. The normal meat of transportation is still a car for the majority of people." –Denis Khanykov

"Please do not eliminate vehicle travel lanes in order to build bike lanes." –Marcia Dillon

"Do not reduce street capacity for bike lanes. The signs about planned redevelopment of existing commercial buildings along these same streets will only increase traffic congestion. These lanes are critical to enabling residents to move around town." –Jessica Rothe

"Bike lanes do not work! They do not promote safer biking, they do not promote additional biking, they do not reduce and environmental impact on a community. They are always confusing to vehicular traffic. To spend the resources of economics to move through a city on a relatively small number of residents is not a prudent decision." –Rick Barnett

"Bellevue already has traffic and congestion problems with the current vehicle lanes we have. Taking away a lane and making a bike path will make congestion worse. Not enough people commute on bikes to work to justify removing a vehicle lane to put in a dedicated bike lane. I agree that biking is a great way to commute for those who are able, but this proposed plan will spend money (A LOT) to create an even bigger traffic problem." –Rebecca Hamilton

"Traffic is already awful in Bellevue. The Seattle "road diets" were a mistake. Learn from the failure of others and DO NOT convert car-lanes to bike-lanes." –Tamara Williams

"Most of us can't bike for a variety of reasons. Our work schedules, physically unable, inclement weather. Please don't put bikes, which few people use for transport, above cars, which most of us use. Focus on good traffic flow in busy areas. Thank you." –Lori Payne

"As the city grows, much more vehicle traffic than bicycle traffic will have to be accommodated. Taking away auto lanes is a guaranteed loser--don't do it." –Robert Knosp

"While I support safer bike travel and less emphasis on car driving, I agree that this process needs to be more transparent." –Aiko Kinoshita

"THE LACK OF TRANSPARENCY IS IRRESPONSIBLE." –William Stephan

"I work in and drive in Bellevue often. This is a terrible idea." –Kelley Price

"I disagree with the current bike lane plan as it takes up the two main streets that actually "run through" east to west- Bel Red and Northup. Northup is also the main route to 520 and is already backed up during rush hours. I don't believe that both these streets should have a lane taken from them especially Northup. There are no other ways to get onto 520. With all the apartments being built along Northup, the routes to 520 will be in even more demand. I'd argue having a bike lane in such a high traffic/high demand route such as Northup will be less safe for bikers as drivers get frustrated with delays." – Rima Kelertas

"This will only create more danger for bikers in an already congested city that has grown immensely and had no road improvements, It will create a false sense of security. Bike areas off road are what is needed and would be very much appreciated. Follow Redmond's (the biking capital) example. They have not thrown bikers in the roadway but have built separate biking areas. That works!" –Jan Ellis

"Prioritize ease of traffic over bike lanes!!!!!" –Lisa Ross

I am signing this petition to express concern about the disproportionate benefit to a minority set of users and the negative impact to residents and businesses that this plan proposes. Prioritizing more bicycle lanes that represent 0.1% of trips at such a high cost is not sound fiscal or public policy. Decreasing vehicle lane capacity utilized by 99.9% of trips and necessary to accommodate growth is inequitable and short-sighted. We are alarmed that this plan is not going to council for approval. Please ask staff why this \$19M plan is not going before council for a decision. Businesses have a choice on where to locate. Many have chosen Bellevue over alternatives for a variety of reasons. A predominant reason is ease of access for employees and customers compared to Seattle. Customers, deliveries, employees, freight, and visitors are all dependent on adequate vehicle travel lane capacity and availability of parking to remain successful and attractive. If the city of Bellevue does not prioritize

these then customers and employers will choose another location or shop online. Many retail spaces sit vacant today, many more in Seattle. Many office towers are the same, leading to fewer daytime employees spending money in Bellevue. The main reason that employees state they are not returning to the office is commute times. Many employees in Bellevue cannot afford to live in Bellevue or bicycle to work. According to the city, Bike Bellevue will create zero work trips by bike in the project area by 2035 under the Build scenario. Retail and office vacancy post COVID is already high. Bike Bellevue's proposal to make vehicle commute times longer and traffic congestion worse, will force customers to shop elsewhere, employers to locate elsewhere, and lead to even more vacant retail and office towers. Most buildings on these routes support businesses. Bellevue businesses are dependent on customers and employees. Most customers and employees don't ride bicycles. The City of Bellevue is dependent on tax revenues from businesses. The Bike Bellevue Plan threatens the success of businesses and tax revenue. How does shutting down street capacity, taking away on-street parking and restricting turning movement support Downtown Businesses? Please direct staff to look at these economic impacts of the Bike Bellevue Proposal immediately. NE 1st/NE 2nd One-Way Street – Corridor 6 • The proposed changes to this corridor would introduce the first one-way street in Downtown Bellevue. • This one-way proposal will create circling around the block and increase latent demand on Main Street, Bellevue Way and 100th Ave NE. Traffic will be forced to other streets that were not considered or measured for impact in the study. Please direct staff to study the impacts to adjacent streets. • NE 1st/NE 2nd Corridor is already achieving a LTS 3 (level of traffic stress) and the target is LTS 3. Why then change anything if there is no increase in safety or new bicycle trips generated? • This one-way concept would cripple access to the Downtown Park, Inspiration Playground, and Main Street. This plan will negatively impact events at the Downtown Park (like Ice Skating, Bellevue Family 4th, and Summer Outdoor Movies). Diverted traffic will be pushed to adjacent streets and neighborhoods. The Bike Bellevue plan will also impact Main Street events like the Old Bellevue Wine Walk, Bellevue High School Homecoming, and Summer Outdoor Dining. Please seek input from the Special Events Committee and Economic Development Department regarding the Bike Bellevue Plan impact on city events and economic activity.” –Carl Vander Hoek

“While i applaud the vision of multi-modal transportation, this should be in addition to existing lanes for automobiles. PLEASE DO NOT REDUCE ANY LANES.” –Megara Potts

“Enough with being politically correct. Fix traffic through the neighborhoods” –Mike Koehn

“I am very opposed to taking a lane away from east to westbound traffic on NE 12 th Street. COB did a large sidewalk expansion to accommodate bikes, strollers and walkers. Even then it is barely used. We DO NOT need to take a lane away on the busy NE 12th east-west corridor in Bellevue to accommodate the few who bicycle on the sidewalk already.” –Betina Finley

“I might live on the other side of the city, but I frequently travel the streets targeted for vehicle lane removal by Bike Bellevue. I know how congested those streets already are, and I know how very little bike traffic that area sees. Removing vehicle travel lanes is insanity! I don't understand why the Transportation Dept changed its previous plans, or why they aren't working with *residents* to identify better bike routes that are safer for all and would actually bring bicyclists through the planned redevelopment of the Bel-Red area. Shame on the Transportation Dept for secretly colluding with bike activists from outside of Bellevue while doing the legal bare minimum to reach out to & collaborate with Bellevue residents, the people who will have to live with the consequences of this ill-advised project. I was in Austin, TX, last month and witnessed a horrific collision between a motor vehicle making a legal turn across a protected bike lane and a man screaming along at a high rate of speed on

his e-bike in the protected bike lane. It was the *e-biker's* fault. Austin has a lot of protected bike lanes, a lot of e-bikes and electric scooters, and I saw a lot of jackassery happening as the bicyclists & scooter riders thought they could do whatever they wanted because... "protected bike lanes". I don't want that kind of jackassery here in Bellevue, thanks." –Heidi Dean

"There is a bike path with a bicycle painted it along NE 24 going from 130 to 116, joining Northrup. A cyclist was driving on the left-most side of the lane which was a full vehicle lane width , .leaving a turn lane and a lane in the opposite direction on a curve.. It was unsafe for the cyclist, The cyclist did not move closer the the curb and made a right turn...certainly unsafe for motor vehicles. There are many green painted narrow lanes more than adeq for cyclists. They may not be able to ride 3 abreast but they need to share the road. The majority of the population does not use bicycles for transportation. Traffic is heavy and the City of Bellevue has permitted high rise after high rise to go up without roads to accommodate more vehicles safely. My vote is NO!. This is not a Field of Dreams "build it and they will come" If there is an increase in cycle riders it will not be one that justifies the loss for vehicular traffic, and more importantly loss of safety for everyone." –Linda Shuman

"Bellevue, Do NOT remove car lanes and replace with bike lanes. That ship sailed long ago." –Anita Neil

"A Bellevue resident since 1991, I ride a bicycle and like bike lanes, However, I oppose the conversion of existing car lanes into bike lanes, especially in high traffic areas. According to the Bike Bellevue plan, an estimated 5.9 miles of motor vehicle travel lanes will be repurposed, to which I strongly object." – Milan Richter

"As a cyclist, I can tell you that I do not value bike lanes within the city and hope that Bellevue does not waste the time and money to add them." –Gary Arnold

"I am disabled secondary to past cancer treatments and unable to bike to work or home, especially in the significantly inclement weather we get here in this region, where it is dangerous for cyclists, pedestrians, and motorists. However, I live in Bellevue and need to be able to utilize roads for working, child needs, etc. Bellevue's traffic is already limiting as far as locations and times you can utilize roadways- this plan would continue to worsen the area. Our family already often chooses not to utilize businesses in Bellevue d/t traffic and will opt for Redmond/Issaquah instead because of traffic ease. This would potentially drive business away, increase times on buses for our children, worsen environmental impact of congestion/idling cars on roadways, decreases equity for people who aren't capable of cycling due to disability, potentially cause increased road rage/neglect incidents, and compromise safety." –Emily Atar

"Vote NO on adding bike lanes" –Jean Van Court

"I am a real estate agent who works in Bellevue. Can you communicate to us what alternatives have been considered?" –Jamie Brakken

"Why are we saying yes to so many high rises and then restricting car lanes? Makes no sense." – Candice Soderquist

"Bellevue spent a lot of money on a bike path/bridge in Factoria and I almost never see bikes using it. Do not waste any more money on bike paths. Bike paths please a small vocal minority, not the vast

majority of the general population. The vast majority of the general population care about car traffic not bike paths.” –Al Rosenthal
“Strongly against the idea to convert a car lane to a bike lane. This is a pointless project!” –Jianzhou Wu
“I object to this plan. Traffic is bad enough without further restricting it. Bike riders should not get a disproportionate consideration over drivers.” –Craig Proctor
“We do not need more bike lanes in Bellevue. Traffic is getting worse all the time. The bike lanes make it significantly more congested.” –Jeannie Muckleston
“NO BIKE LANES!” –Ronda Patrick
“No to bike lanes on Main street” –Kelly Jenkins
“No bicycle line! No encroachment Mobil Lines” –Gary Wu
“Preposterous idea, have these greenies go back to Seattle. not that much bike traffic to screw up all the normal car” –David Bingham
“Not enough bikers to justify the damage to so many drivers. This is terrible for business and for residents. Create bike streets on side streets.” –Matthew Balkman
“This plan is harmful to small businesses that rely on parking and will add more traffic due to less traffic lanes. The weather in our area does not support bike riders, this is a vehicle-centric city. None of our customers are bikers to our Bellevue business. This is a serious waste of money that could be put to much better use.” –Kasie Harvey
“We do not need more bike lanes!! make room for cars that are supposed to be on the road.” –Taylor Gomez
“The extreme negative impact that this proposal will have on Northup Way right now as they have narrowed East bound Northup Way between 128th and 130th as they remove some construction scaffolding. Traffic is backed up all the way to the 124th off ramp from 520.” –Paul Vander Hoek
“Please don't take away car lanes for bike lanes!” –Katy Mowrer
“I have lived in Bellevue for over 20 years and the traffic has become unsustainable. I pay very high property taxes to the city and I feel like I don't get anything back. The constant development has caused a traffic nightmare. New high rises keep popping up everywhere, but the streets are not getting any bigger to absorb this additional traffic. The idea to build bike lanes just does not make sense. We already have bike lines in the city no one uses, yet they take up an entire lane of traffic. Please stop with the bike lanes and think about us, residents, who pay actual taxes in the city, and are too old to be riding bikes!” –Tereza Birch
“I am all for bikes but not for eliminating car lanes. This proposal will result in much worse traffic for ALL Bellevue residents, just for the benefit of a few hundred people. It would be much cheaper to subsidize car purchase for those who are riding bikes for cost issues. Paying \$18 million to make traffic

worse is not a good solution. Adding bike lanes without removing car and bus lanes would be a better solution. Convert the seldom used sidewalks into bike lanes and widen them enough to handle both bikes and pedestrians. Bellevue is not Europe and hopefully never will have to be. Put this on hold until the full impact of light rail on bike transportation is known. Perhaps having bike transport capability on light rail would be a partial solution for the bike riders. Busses have found a way to accommodate bicycles. Let's see if light rail can do the same.” –David Herbig

“This is such a bad idea with all the growth happening in the city! It will hurt businesses.” –Lori VanderZanden

“I'm concerned about the negative impact on traffic and the risk to bikers. This doesn't feel democratic at all to allocate so much road capacity to a few people.” –Mimi Wehner

“Taking driving lanes away from motorists to accommodate a very very small and privileged group of people is ridiculous! This has nothing to do with supporting Bellevue as a community. Where is the money coming from to make this happen and why are seattle biking groups getting involved?” – Mischelle Jenkins

“I work and live on Main street. Nearly every customer that enters our store complain about the parking and are very frustrated. To take away stalls is one thing, but to make a one way street where people will need to circle on an already crowded, and creepy crawl of a street (meaning slow bumper to bumper traffic) will impact others from wanting to come to Old Main. It impacts businesses in the area tremendously. Once more apartments are built, with not enough parking spaces for their own residents, where will anyone park?” –Kathy Browsers

“100% opposition to Bike Bellevue!!! Go with the plan that Kevin Wallace supports and was approved by Council when he was a councilmember, that builds the bike lane on Spring Blvd. and NOT ON BEL-RED! Removing a traffic lane in each direction of Bel-Red would be a total disaster for those of us who must travel by vehicle (i.e., I cannot cycle).” –Leslie Geller

“Downtown street are already congested. There will never be enough bike riders to justify the cost and loss of access to the general population in vehicles, including buses. Love the Circuit vans, see them running with folks not driving cars, this is better.” –Kathy Gleich

“The number one complaint of customers in the Old Main district is that there is nowhere to park. There is not enough parking as it is. This impacts businesses and residents who choose to shop elsewhere. Do not take away any parking!” –Tina Babington

“Reducing vehicle lanes on major roads in Bellevue while there are significant number of office buildings, condos & apartment buildings being built that will cause an increase of vehicles is beyond comprehension (i.e., can be considered stupid). Where is the data that supports the benefits of Bike Bellevue vs the significant adverse impact to non- bikers???” –Bradley VanBeek

“Please be advocates of the majority of citizens, transparent in your governing and not beholden to special interests that don't represent the residents of Bellevue.” –Michael Wehner

“We have too much traffic on existing roads to take roadway away for bike lanes. No way are there justify these bike lanes.” –Julianne Mezs

“Please don't add proposed bike lanes to Bel-Red or Northrup. Use Spring District” –Shawn Donohue

“Proposals to eliminate car lanes for bike lanes defies common sense. Recent city survey was clearly designed to discourage input by all but the most passionate folks. This is unacceptable attempt to manipulate residents. Planning staff clearly does not represent residents.” –Rick Davis

“I oppose the proposed Bike Bellevue plan. I believe that before the issue is discussed by the Bellevue City Council, all Bellevue residents and all Bellevue workers should be notified of the proposed change and be given the opportunity to express their opinions.” –Diana Thompson

“City needs to come up with a smarter way for bicycles. Show your leadership for all residents!!” –Audrey Gao

“No bike lane please.” –Charlie Guo

“We should only takes certain people’s interests more than the other groups . It clearly shows we have less people riding bikes than people driving so this should not be only in favor of bikers.” –Jianxia Gao

“Bellevue traffic is bad enough. Please do not convert any car lane into bike lane.” –Patrick Song

From: phyllisjwhite@comcast.net
To: [TransportationCommission](#)
Cc: [Council](#)
Subject: 12/14/23 Public Comments to the Transportation Commission Regarding the Bike Bellevue Plan
Date: Friday, December 15, 2023 4:03:18 PM

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Please include this email on record.

Subject: Concerns Regarding Bias and Transparency in the Bike Bellevue Project and Public Engagement

Dear Members of the Transportation Commission and Transportation Staff,
I was allowed 2 minutes to speak last night, 12/14/23, at the Transportation Commission meeting. I am submitting my complete comments for your records. My name is Phyllis White and I am a Bellevue resident. Like many residents, I have been engaged in the comprehensive plan process and in Bike Bellevue as this will deeply impact my neighborhoods and the well-being of our community. On December 11th, I submitted a letter opposing the Bike Bellevue plan with 209 signatures and 67 comments. The list has grown to about 280 Bellevue resident signatures and is still growing.

I very much support having a safe and connected multimodal transportation network that provides mobility for everyone. What I am raising tonight are concerns about the public engagement process and the lack of transparency. Public records requests have uncovered that the project manager for Bike Bellevue reached out to bicycling interest groups and bike activists seeking input from their members, most of whom do not reside in Bellevue, while Bellevue residents-especially those with concerns – received less outreach and incomplete information. This, in effect, appears to favor a predetermined outcome.

In addition, this approach is inconsistent with the City Council's Vision and the City's Core Values for a transparent, fair and equitable process for the Bike Bellevue project. The potential bias in the public engagement process include outreach by City staff to Seattle bike advocacy clubs and bike activists, and included the Cascade Bicycle Club with over 10,000 members and 35 staff, Seattle Bike Blog, Christopher Randels of Complete Streets, and Lara Gardner of Eastside Urbanism soliciting feedback from their connected members, and sharing selected information "in confidence".

The current Bike Bellevue plan prioritizes removing car lanes on major arteries and Bellevue's growth areas, while anticipating only 210 additional daily bike trips compared to the projected 1.9 million total daily person trips. This raises serious concerns about worsening traffic congestion and the potential impact this may have on public safety. Public safety should remain a top priority for the City in its transportation projects.

In light of these concerns, I strongly request the Transportation Commission to send the current Bike Bellevue plan back to the Bellevue Council for the Council's review and recommendations.

I kindly ask for your consideration of the Eastside Transportation Association's (ETA)

Better Bike Bellevue recommendations and other similar bike lane options. The ETA offers an alternative approach toward achieving the City's goal to create safer and protected bike lanes in Bellevue.

Sincerely,
Phyllis White

From: [John Loman](#)
To: [TransportationCommission](#)
Subject: Bike Bellevue Needs to Be Changed
Date: Friday, December 15, 2023 1:02:54 AM

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Folks,

I wanted to take this opportunity to share my thoughts on the topic of adding bike lanes in Bellevue. I'm a 22 year Bellevue resident and bike fan. I would present this to a City Hall discussion, but just had my hip replaced and have zero mobility at the moment. So, quill and ink will have to do...

I am supportive of adding bike lanes in Bellevue, *if....one has a plan to manage / mitigate the associated constraints on car density (car flow rates), a problem made more challenging due to (City of Bellevue) anticipated population growth, with the associated increase in cars driving around Bellevue...* Proponents of this idea owe it to us to gaze beyond the next year or so....let's avoid a 2040 city slogan "Bellevue = Gridlock" and policy risk of rationing cars usage in Bellevue to paper over a bad decision. The businesses here employ a ton of very smart people, under daily pressure to perform and build world class products.... these folks live in high expectation environments and won't put up for long with negative consequences of incomplete thinking.

The impression I have here is that this issue of adding bike lanes to Bellevue is a "zero sum game" because we have a finite resource that we are repartitioning. Bike commuters win, at the expense of car commuters. This doesn't seem customer obsessed policy to me - we have more car drivers - like me, than bike riders in Bellevue, so we'd better not clobber the quality of life for the majority, in support of a policy that in reality will only support a minority of the population on a seasonal basis. The surveys I've seen in Bellevue on this topic are lacking. To me, the issue is being framed more as an agenda driven initiative than a charter driven one. The latter would frame this around a charter (let's build the best city we can) supported by rational tenets (we will make the best possible transportation decisions, looking carefully at all sides of the problem and using data wherever possible to guide our thinking).

Speaking of data, before pushing this initiative into Bellevue, why not first take a look at the science project / experiment with bike lanes in Seattle? I drive my Volvo into a UW neighborhood (5701 Roosevelt Way) to get it serviced at a small business there. Several years back the city rolled out (very costly) bike lanes into that neighborhood. The result has been a negative one for traffic flow and the folks there I talk to on this topic, are very unhappy about it. Short term, bike riders win. Long term, they could see this position reversed. Money spent, disruption introduced, no permanent solution implemented.

Bellevue deserves a nuanced look and discussion of this problem. Let's measure twice and cut once

:~)

-john f loman
13148 SE 26th Street
Bellevue 98005

From: [MICHAEL T MCCOMSEY](#)
To: [TransportationCommission](#); [Council](#)
Subject: Bike Lanes
Date: Tuesday, January 2, 2024 9:47:20 AM

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Dear Transportation Commission and City Council,

I am opposed to the anti-automobile policies of Seattle and fervently hope that Bellevue will refrain from copying them.

I favor safe bike routes but I find too many cyclists have a chip on their shoulder. Rather than share the road they ride with a sense of entitlement. This is even true on the 520 Bridge path where I walk often in spite of being buzzed aggressively by bicyclists.

I suggest traffic law enforcement for cyclists to curb their aggressive and rude behavior. Put a few police officers on bikes on the trails and streets. See if the message gets out to the cycling community that sharing the road goes both ways.

Sincerely,

Michael McComsey
1670 133rd PL NE
Bellevue

From: [p.johnston](#)
To: [TransportationCommission](#)
Subject: Bridle Trails Community Club Resolutions: Opposition to Bike Bellevue and Safety on NE 40th
Date: Wednesday, January 10, 2024 2:59:23 PM
Attachments: [Dear Bellevue Transportation Commission.docx](#)

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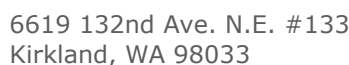
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Electronic format of printout attached.

Cordially,

-pamela johnston

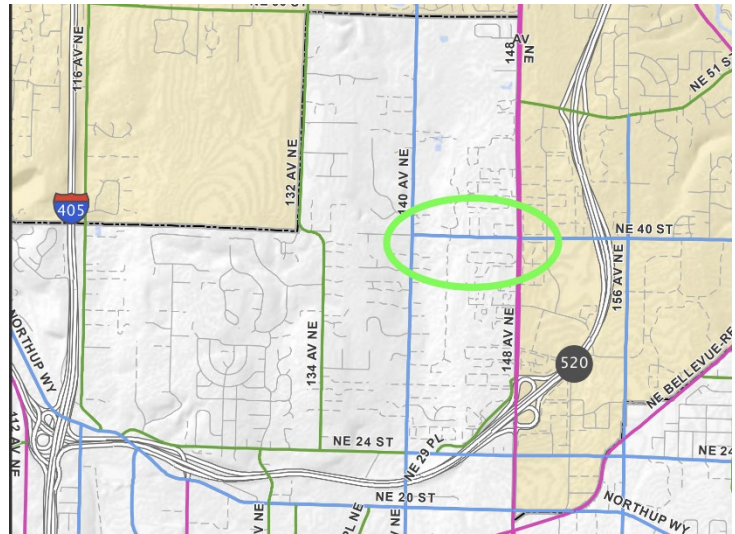
 425-881-3301



detailed the engineering level, residents were not given the same level of attention. The average resident's comfort level is missing from the data. The Bike Bellevue process inappropriately excludes most residents and does not allow residents to get up to speed.

2. Safety on NE 40th

The Bridle Trails Community Club Board supports a change of the Speed Limit on NE 40th between 140th Ave NE and 148th Ave NE in Bridle Trails from 35 mph to 30 mph, reflecting the residential nature of this minor arterial. We recognize the narrow shoulders and steep drop-offs inhibit walking, while walking is a priority for neighbors, both for health and mobility. This street provides key access to Microsoft, public and school buses, and soon light rail. Pedestrian safety on this street received the most votes in the 2018 Neighborhood Enhancement program. That project along with traffic calming and bike lanes have further been delayed until 2025. Reducing the speed is one tool that can be brought forward independently, once approved by Council.



Background

Neighbors walk here just for walking, walking to work , to reach transit, to go to the school bus stop. Most of the road has no sidewalk and many places have steep drop offs. For the Bridle Trails trash pickup for Bellevue Beautiful, I, along with Councilmember Zahn, experienced the danger due to lack sidewalk. While meeting this month with Kristen Easter, the Winchester Estates president and members of the Transportation staff, we saw firsthand how fast people drive on this road and a number of people walking, showing it is well used I would like the board to support changing the speed limit.

The project to add safety features has been waiting a long time. It was the highest quoted request and then neighborhood enhancement projects for Bridle Trails in 2018. It is not scheduled for completion until 2025. The lack of engineering resources available to contract is blocking the project.. The city has not had luck in hiring a contractor.

Sincerely,
The Bridle Trails Community Club Board

*Pamela Johnston
Lorreta Lopez
Margie Ye
Norm Hansen
Stuart Heath
Eva Orloska Emadi*

cc. City Council, City Manager

From: [Mariya Frost](#)
To: [TransportationCommission](#)
Cc: [Council](#)
Subject: Comments on Bike Bellevue
Date: Friday, December 15, 2023 8:04:16 AM
Attachments: [image001.png](#)

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Chair Stash and Commissioners,

Thank you for allowing everyone to speak at yesterday's TC meeting. I would like to include the full 3-minute version of my oral comments below for the public record:

My name is Mariya Frost and I'm the Transportation Director for Kemper Development Company. Thank you for the opportunity to testify on Bike Bellevue.

Kemper Development is supportive of multimodal improvements so long as they do not degrade arterial road lanes, yet the proposed Bike Bellevue plan does just that. We ask that you request alternatives that do not eliminate travel lanes, that the City conduct a realistic analysis of the traffic impacts of the proposed segments, using the same standards every other developer is required to use, and that the value of the eliminated arterial road lanes be included as a cost of the proposed segments when comparing alternatives.

The City Council has never approved or endorsed the removal of major arterial road lanes to create bike lanes. In fact, the Council's unanimously adopted principles for this project say just the opposite: #4 says the staff was to "use a data informed approach to evaluate the impacts to *all modes of travel* and design the program to maximize the mobility of *all modes*." The Bike Bellevue proposal clearly does not meet this standard.

Further, the communications, transparency and basic fairness in the rollout of Bike Bellevue needs to improve. First, the obvious issue of concern to your constituents is the elimination of road lanes. But the City's communication materials – a poster and mailer sent to residents and businesses – hid that fact, only discussing the addition of bike lanes, not the elimination of roads. Surely it would have invited greater participation in the survey from Bellevue residents and businesses had everyone been told that a significant portion of Bel-Red road would be eliminated by Bike Bellevue. They were not.

Second, in October and prior to the last Transportation Commission meeting, the City's project manager covertly forwarded my emails, including written comments I sent to you about Bike Bellevue to activists at Seattle Bike Blog, Cascade Bicycle Club, Eastside Urbanism, Eastrail Partners, and Complete Streets Bellevue, asking them to keep the communication "in confidence." Notably, none of this additional engagement is documented in the summary of engagement document in your packet.

Third, the City's project manager contacted these same groups to rally their members to respond to the Konveio survey, the results of which are presented in your agenda materials tonight as

unbiased. A similar request was not made to Bellevue's neighborhood leaders and residents who might have concerns about eliminating arterial road lanes.

The problem isn't that the bicycling community is being engaged – those who live and work in Bellevue absolutely should be. The problem is that they, including those who live and work outside of Bellevue, were engaged covertly and given access and resources not provided to other residents and businesses who are concerned and would have to live with the impacts of this plan.

This conduct violates the principles established for the project, it violates public trust, and it violates your trust too. If this continues, it will be hard to find a collaborative path forward to improve the bike network without degrading the roads we all depend on. For our part, we will continue to identify and support safe and reasonable alternatives that meet Bellevue's multimodal transportation needs and accommodate the dramatic growth the City is planning for. But we expect better transparency, communication and fairness going forward and hope you do too. 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: [Lyford, Laurie](#)
To: [Loewenherz, Franz](#)
Cc: l.robinson@bellevuewa.gov; [TransportationCommission](#)
Subject: FW: Bike Bellevue
Date: Wednesday, January 17, 2024 2:11:14 PM
Attachments: [Bike Lanes Don't Make Cycling Safe.pdf](#)
[THE RELATIONSHIP BETWEEN SEPARATED BICYCLE LANES AND.pdf](#)
[I have been a cyclist most of my life.docx](#)

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Franz,

Checking to see if my information has been forwarded to the Transportation Commission? It's been over a month since I sent my first email to them.

Thank you,

Laurie

cc Lyn Robinson

From: Lyford, Laurie
Sent: Friday, December 15, 2023 9:08 PM
To: transportationcommission@bellevuewa.gov
Subject: Bike Bellevue

Dear Commissioners,

I gave testimony during the Dec. 14, Transportation Commission meeting on Bike Bellevue. I cited a Forbes publication regarding the safety hazards of bike lanes. The article and the study done in Colorado are attached for your review.

There is something else you should consider. By implementing reduced lanes for automobiles and truck traffic you are creating unnecessary tension and animosity between drivers and cyclists. Laws that let cyclists roll through stop signs are dangerous, and the first time there is a collision and a death who will be liable. Everyone should follow the same set of rules.

How will the electric bike movement factor into the proposed lanes?

Cyclists, just like motorcycles will not win the contest against a car or truck.

Thank you,

Laurie Lyford

Bike Lanes Don't Make Cycling Safe

Diana Furchtgott-Roth Contributor 

I write on transportation and tech topics shaping tomorrow's news.

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Sep 8, 2022, 01:38pm EDT

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Everyone favors safe cycling, but bike lanes are not safe. This was demonstrated once again with the tragic death of U.S. State Department foreign service officer Sarah Langenkamp on August 25.

Langenkamp, who had recently returned from serving in Ukraine, was biking during daylight, in a bike lane on River Road in Bethesda, Maryland, returning from a meeting at her child's school, when a Volvo flat-bed truck turned right from the road into a parking lot and hit her. Her injuries were fatal.

[The National Highway Traffic Safety Administration estimates](#) that 938 cyclists were killed on the roads in 2020, the latest available data. That's up by 9 percent from 2019 and the highest number since 1987. Injuries were estimated at 10,171, down 21 percent from the previous year.

It's time to rethink the concept of bike lanes as a safe space for cyclists. Why? Because it's impossible to structure bike lanes

without vehicles turning into these lanes to get to underground garages, above-ground parking lots, and to make right or left turns at intersections.

In the case of Langenkamp, the truck driver was turning to go to a commercial strip area and did not see her. The bike lane at that location, where I have ridden many times, is narrow and without protection from car lanes. However, even when bike lanes are protected from car lanes with a line of parked cars or a physical barrier, it is still necessary to have entryways so that cars can get to businesses or make turns.

The problem was originally described by industrial engineer John Forester in his 800-page book *Effective Cycling*, which boasted seven editions (MIT Press, 2012).

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Forester estimated that accidents on bike lanes are 2.6 times higher than on roadways, because bike paths are more dangerous. He forecast more car-bike collisions, because it is difficult to make intersections between cycle lanes and roads as safe as normal roads. Almost 90 percent of urban accidents were caused by crossing or turning—either by the cyclist failing to obey the rules of the road or the motorist turning into the cyclist, as happened in the case of Langenkamp.

Writing about California plans for bike lanes, Forester stated, “Nobody with traffic-engineering training could believe that [bikeway] designs that so contradicted normal traffic-engineering knowledge would produce safe traffic movements.... If these designs had been proposed for some class of motorized traffic—say, trucks or motorcycles—the designers would have been considered crazy.”

Jan Heine, editor-in-chief of *Bicycle Quarterly*, [wrote](#), “Any barrier that separates the cyclist visually from other traffic effectively hides the cyclist. This is counterproductive to safety. Moving cyclists out of the roadway altogether, on separate bike paths, is even more dangerous, because drivers don’t look for (or cannot see) cyclists off to the side.” He continued, “On streets with frequent intersections, separate paths only make cycling less safe. I wish those who advocate for them would look at the data and stop asking for facilities that will cause more accidents.”

Although the U.S. Department of Transportation [recommends bike lanes](#), other studies have reached similar conclusions to Forester and Heine, such as [a 2019 analysis of bike lanes and crashes in Colorado](#) (which includes a literature review). The author concluded that separated bike lanes raise the number of crashes by 117 percent compared with shared roadway. Separated bike tracks, which are separated from cars by a median strip, parking lane, or row of plantings, increased crashes 400 percent more than a bike lane.

In many urban settings the safest place for a bike is in the middle of a car lane, with bike lights and a helmet lamp for the rider, cycling behind vehicles rather than beside them. Naturally, cyclists have no place on urban or interstate highways. Cyclists should operate with

the same rules as motor vehicles, stopping at STOP signs and traffic lights, and signaling when they turn.

All states need to educate drivers, as part of driving tests, to treat cyclists respectfully, just as they treat other vehicles respectfully. For example, as part of the driving and licensing curriculum, states could require a technique used in the Netherlands, called the Dutch Reach. Drivers are taught to open car doors with their right hand, to force them to check for approaching cyclists.

Despite their dangers, bike lanes are proliferating. One example: the Washington, D.C., Department of Transportation is planning multiple more bike lanes, including one on each side of [Connecticut Avenue](#). This particular bike lane would reroute 7,020 vehicles each day onto local streets, according to the DC Department of Transportation.

District residents [have pointed out](#) that the plan does not account for how people would cross the bike lanes to board buses; where rideshare vehicles, taxis, and delivery drivers would pick up and drop off people and goods; how people who use wheelchairs and walkers would cross the bike lanes; and where trucks would unload. All these functions pose dangers to cyclists because potential obstacles require them to stop suddenly or to swerve out of the bike lane and into traffic.

Cities are spending millions of dollars on bike lanes. That money could be better used for other purposes, such as app-based intelligent transportation systems that would connect drivers, pedestrians, and cyclists, and alert them to potential crashes.

Bike lanes give cyclists and drivers a false sense of security, leading to increased accidents. Cyclists should be aware that the term

Protected Bike Lane is an oxymoron, a contradiction in terms. It's time to change.

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Diana Furchtgott-Roth

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The Relationship between Separated Bicycle Lanes and Bicycle Crashes In Denver, Colorado.

Wonsun Chang

University of Nebraska - Lincoln, wonsun02@gmail.com

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The relationship between separated bicycle lanes and bicycle
crashes in Denver, Colorado.

by

Wonsun Chang

A THESIS

Presented to the Faculty of

The Graduate College at the University of Nebraska

In Partial Fulfillment of Requirements

For the Degree of Master of Community and Regional Planning

Major: Community and Regional Planning

Under the Supervision of Professor Yunwoo Nam

Lincoln, Nebraska

December, 2019

THE RELATIONSHIP BETWEEN SEPARATED BICYCLE LANES AND BICYCLE CRASHES IN DENVER, COLORADO.

Wonsun Chang, MCRP

University of Nebraska, 2019

Advisor: Yunwoo Nam

Cyclists feel more comfortable when they ride in a bike facility separated from traffic. Therefore, cyclists tend to prefer separated bicycle lanes over other lanes. It follows that cities are increasing the installation of separated bicycle lanes for bicycle utilization and bicycle safety. However, previous research has proven that separated bicycle lanes cause more crashes. Through empirical study, this paper examined the impact of both separated bicycle facilities and shared roads on bicycle crashes and which is safer or dangerous among methods of the separation. This study deals with bicycle accidents in Denver from 2013 to 2019. This research creates bicycle crash data by extracting only bicycles involved in the crash from the traffic accident dataset. And then, using the ArcGIS tool, the bicycle crash spatial is joined to each bicycle facility segment. Therefore, this study generated dataset of a bicycle crashes based on bike facilities. In the next step, a Poisson Rate Regression analysis was conducted in this study (run in SAS 9.4). The result is that a separated bike lane is estimated to increase the average number of crashes by 117% compared to a shared road. The second result showed that a cycle track facility is estimated to increase the average number of crashes 401% compared to a bike lane facility. In conclusion, a separated bicycle facility has more crashes than a shared road. Among separated bicycle facilities, a cycle track, where physically separated facilities were installed, was most likely to cause crashes.

ACKNOWLEDGEMENTS

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Chapter 1 Introduction

To be well and healthy, physical activity is important to people. There are various means of physical activity; among them, bicycling is one of the most attractive modes. Cycling produces many individual and public health benefits (Teschke et al., 2012). Also, bicycling is a healthy, environmentally friendly alternative to automobile use (Chen et al., 2012). Kelly, et al. (2014) demonstrates that bicycling reduced the risk of all-cause mortality (an indicator of population health that measures the total number of deaths due to any cause), after adjusting for other physical activity. Cycling had the greatest effect on the risk for all-cause mortality among those with the lowest levels of active behaviors as compared with those with some level of physical activity (Kelly, et al., 2014). It is clear that cycling is a healthy and effective physical activity for people. At the same time, cycling and walking are vulnerable modes of transportation relative to driving motorized vehicles (Chen, et al., 2012). Cyclist safety is a significant factor to encouraging bicycling.

To reduce cyclist's safety concerns, cities have tried to become more bike friendly. People Powered Movement (PPM) (2019) indicated that advocacy groups have been successful in getting cities and towns across the country to adopt the culture of cycling. This article cited Sherwin Arzani, an attorney who handles bicycle accidents in Los Angeles, California. He stated that an increasing number of cities had added safety features such as bike lanes (People Powered Movement, 2019). Bicycle facilities encourage a cyclist's feeling of security and supports a more active cycling environment. It is also made for the safety of all transportation, including the safety of cyclists and pedestrians. Plus, many urban areas are designing versatile complete streets to

accommodate for the increases in bicycle ridership. (National Complete Streets Coalition, 2010). The development and improvement of bicycle facilities contributes to the increase in the number of cyclists. For this reason, among bicycle facilities, the installation of the separated bike facility (SBF) is increasing.

The installation of SBF is directly correlated to increasing number of cyclists. At the same time, an emerging issue is the actual safety of separated bicycle facilities. It may seem obvious that a separated bicycle facility improves the safety of cyclists; however, this is a controversial argument in the field of transportation (Forester, 2001; Pucher, 2001). Forsyth & Krizek (2010) suggest that the main argument against safety claims for separated bicycle facility is that, on balance, actual crash data fails to support claims that separated bicycle facilities are in fact, safer. In recent years, people in the US have been strongly advocating for separated bike paths (cycle tracks) often in the form of a physical barrier (Heine, 2013). According to the Bureau of Transportation Statistics, though, adding protected bike lanes does not essentially make people more likely to ride. Instead, the lanes simply increase people's perception of safety (Bikemunk, 2018). For example, about 13% of cyclists surveyed said they generally felt threatened or unsafe at some point during their last trip, while a slightly smaller 10% of cyclists riding on bike lanes said they felt threatened while riding (Bikemunk, 2018). However, feeling safe and actually being safe are not the same.

Presently, there is a lack of research on the true the impact of bike facility types on bicycle crashes. Plus, there is an absence of research regarding the separation element on the bicycle facility. Hence, this thesis examines whether separation from motorized vehicles, as present in many bicycle facilities has an impact on decreasing the number of

bicycle crashes in Denver, Colorado. This study only analyzes data on bicycle accidents occurring in Denver from 2013 to 2019.

Chapter 2 Literature review

2.1 Promoting safe bicycling environments and bicycle facilities for cyclists

The improvement of bicycle facilities and safe bicycling environments support peoples' choice of cycling as a means of transportation. Prior research has thoroughly investigated the most safe types of bicycle routes and which bike facilities they prefer to use. These prior studies suggest that cyclists prefer bicycle infrastructure separated from traffic. Also, cyclists feel more comfortable in a separated bicycle lane.

Caulfield, Brick, & McCarthy (2012) determined bicycle infrastructure preferences by conducting a survey of 1,941 people employed in businesses participating in "Smarter Travel Workplaces." Caulfield, Brick, & McCarthy (2012) showed that facilities that were segregated from traffic are the preferred form of cycling infrastructure, regardless of cycling confidence. The research by Duthie, Brady, Mills, & Machemehl (2010) reviewed variety of bicycle facility types and configurations. They discovered that creating buffer space between the outer edge of the bicycle lane and the driver side of parked cars is the most effective way of ensuring that bicyclists are protected from parked motor vehicle door zones. Cyclists prefer separated bicycle facilities because they provide cyclists with the confidence that there will not be a collision with other traffic, and no accidental door opening of a car. Plus, individuals, especially women, children and the elderly, prefer to bike separately from motor traffic (Lusk et al., 2011). Moreover, there was similar result from Monsere, Mcneil, & Dill (2012). They evaluated different user perception of two types of separate on-road bicycle facilities (e.g. cycle tracks and buffered bike lanes) in Portland, Oregon. They found that

most cyclists believed that the separated facilities improved safety and reduced dooring concerns compared to a regular bike lane.

2.2 The impact of the built environment and bicycle facility types on bicycle safety

Many studies focus on built environment factors that cause bicycle crashes. Prior studies have examined the relationship between bicycle crashes and various built environment features. Previous research has proven that the features of a built environment are directly related to bicycle safety. For example, Chen & Shen (2016) suggest that improving street lighting can decrease the likelihood of cyclist injuries and posted speed limits are positively correlated with the probability of apparent injury and severe injury or fatality. As such, they suggest lower posted speed limits on streets with both bikes and motor vehicles to promote bicycle safety. They also found that many crashes occur while motorists are turning left and are more likely to result in severe injuries. As for built environment factors, increased employment density is negatively correlated with decreased cyclist injury severity, whereas increased land use mixture is correlated with decreased likelihood of severe injury or fatality. Reynolds et al. (2009) reviewed studies of the impact of transportation infrastructure on bicyclist safety. They found that infrastructure does influence risk of injury and crashes. However, cycle track with multi-lane roundabouts that are separated from traffic, they actually decrease risk for cyclists. Thus, these papers recommend that environmental treatments and road developments can significantly affect cyclist safety.

There is additional research that shows that bicycle crashes are influenced in other ways by presence of bicycle facilities. These papers observed the impact of various

route types of bicycle lanes on bicycle crashes. Teschke et al. (2012) studied 14 route types and other route infrastructure features, evaluating them for injury risks. They found 5 types more safe than other types: “1) major streets without parked cars and with no bike infrastructure 2) major streets without parked cars and with bike lanes 3) local streets with no bike infrastructure 4) local streets designated as bike routes 5) cycle track”. They also found that three other infrastructure features were more dangerous: “1) downhill grades 2) streetcar or train tracks 3) construction.” Similarly, Hamann & Peek-Asa (2013) evaluated the influence of bicycle-specific roadway facilities (e.g., signage and bicycle lanes) in reducing bicycle crashes. This research showed that the existence of an on-road bike facility decreases the risk of a crash by as much as 60% on a bicycle lane or shared lane arrow and 38% on a bicycle-specific sign. The above-mentioned studies assess the impact of presence of on-road bicycle facilities on bicycle crashes. Still, on-road bicycle facilities are compared to off-road facilities (or streets without bicycle facility, not-on road bike facility). However, little research has been conducted to show the impacts of separated bicycle infrastructures (protected element) on bicycle crashes as compared to on-road bicycle facilities such as shared roadways.

2.3 Definition of bicycle facility types

This paper evaluates the impact of separated bicycle facilities versus shared roads on bicycle crashes. It is essential to clarify the definitions of these two types of facilities in order to truly understand the impact of different types of separated bicycle facilities, not just separated and shared road. As such, we need to clearly understand the definition of each bike facility and what distinct elements each uses. This research refers

to a case in Denver, Colorado. The City and County of Denver (2011) published Final Denver Moves (FDM) and this study cited key terms.

U.S. Department of Transportation (DOT.US) (2015) described that a separated bicycle lane is commonly defined as an on-road bike facility physically separated from motorized traffic with vertical elements. In this study, there are solid line elements that separated motorized and non-motorized users as well as vertical elements, and this is what is termed as separated bicycle lanes. Several facilities belong under this definition of separated bicycle lanes.

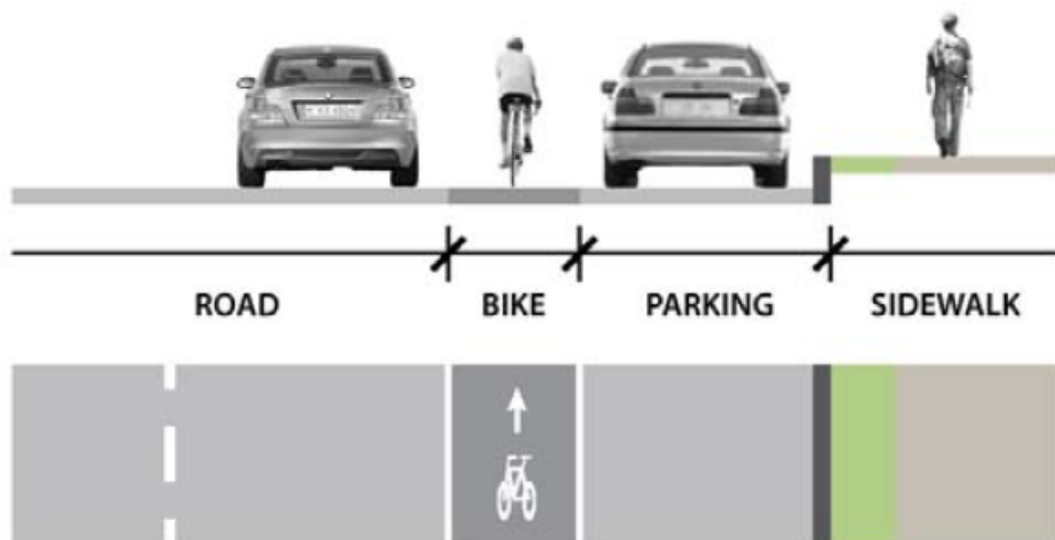
Table 2.1 Definition of separated bicycle lane by type (Final Denver Moves, 2011)

Type	Description
Bike lanes (Regular)	“Bicycle lanes are a portion of the roadway designated for preferential use by bicyclists. Bicycle lanes increase the riding comfort for bicyclists as they provide dedicated space from vehicular traffic and reduce stress caused by acceleration and operating speed differentials between bicyclists and motorists.” (FDM, 2011, p. 23)
Buffered Bike lanes	“Buffered bike lanes are created by painting a flush buffer zone between a bike lane and the adjacent travel lane.” (FDM, 2011, p. 22)
Cycle Track	“Cycle tracks provide an exclusive bikeway separated from motor vehicle and pedestrian traffic by a median, planter strip, and/or a parking lane.” (FDM, 2011, p. 20)

1) Bicycle lane (Bike lane)

Bicycle lanes are a portion of the roadway designated for preferential use by bicyclists. Final Denver Moves (FDM) (2011) describe that bike lanes are one-way facilities that usually in the same direction as the adjacent motor vehicle traffic on the right side of the road. Bicycle lanes increase riding comfort for cyclists as they provide dedicated vehicle traffic space and reduce stress due to acceleration and speed differentials between cyclists and motorists. It provides the minimum standard for separate on-street bicycle accommodation.

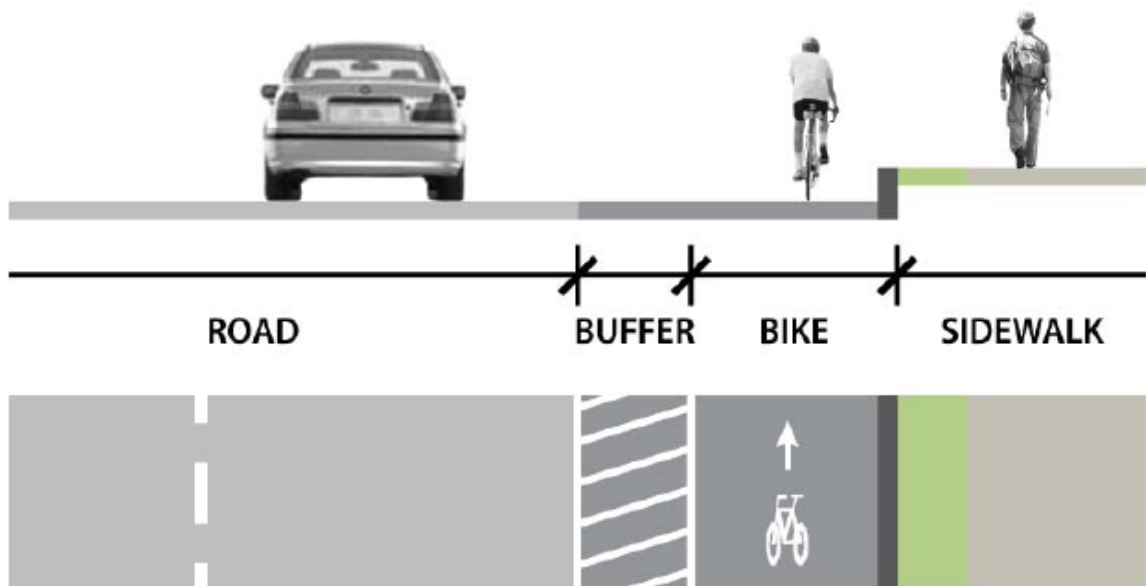
Figure 2.1 Bicycle lane design from FDM (Final Denver Moves, 2011)



2) Buffered Bicycle lanes

Buffered bike lanes are created by painting a contiguous buffer zone between a bike lane and the adjacent travel lane. It is also possible to provide buffers between bike lanes and parking lanes to demarcate the door zone to discourage bicyclists from riding next to parked vehicles immediately. FDM stated that buffered bike lanes increase riding safety for bicyclists as they improve traffic and parked vehicle separation. They implied that this form of facility can be accompanied by signs that warn drivers when they open their doors to "look for bikes." Buffered bicycle lanes should be considered on steep roads where there may be higher downhill bicycle speeds and more severe door crashes (Final Denver Moves, 2011).

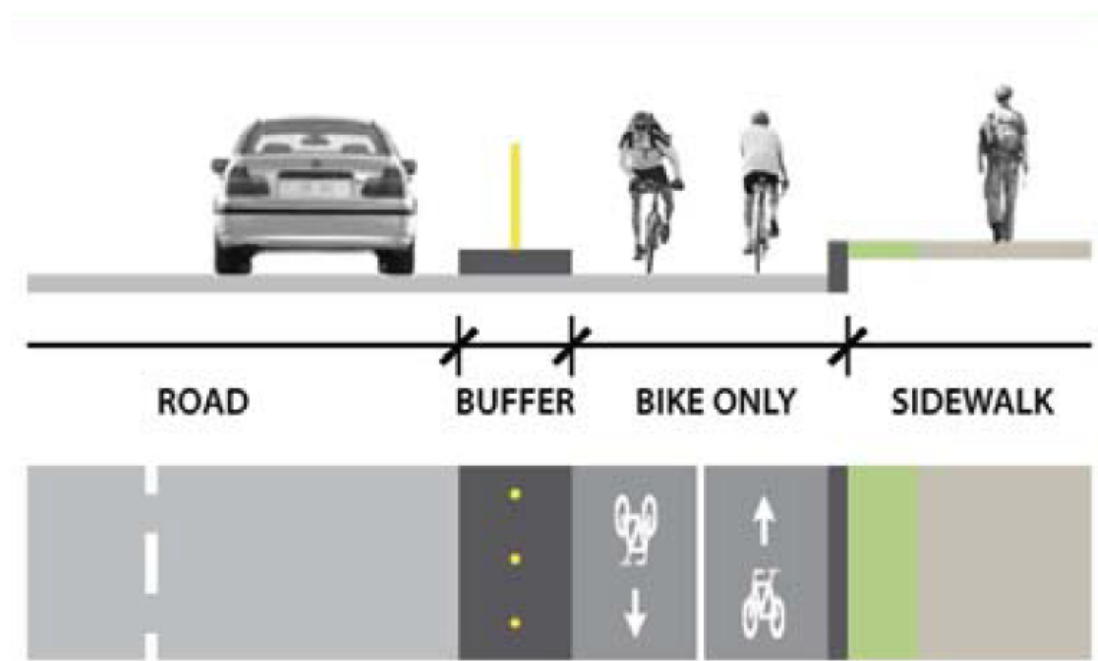
Figure 2.2 Buffered bicycle lane design from FDM (Final Denver Moves, 2011)



3) Cycle track

Cycle tracks provide an exclusive bikeway separated from motor vehicle and pedestrian traffic by a median, planter strip, and/or a parking lane (Final Denver Moves, 2011). This facility may be suggested to accentuate the distinction of the lane at street level, sidewalk level, or a height between the two. The cyclist's level of comfort in this facility will generally be high as the bicyclists will be isolated from neighboring motorists and pedestrians in their own space. However, FDM (2011) warns that the level of comfort could be significantly reduced if intersections were not built to minimize potential collisions between cars, pedestrians and bicyclists. For streets that lead to off-street paths, cycling tracks are important, since cyclists using trails also tend to be regularly separated from other traffic.

Figure 2.3 Cycle track design from FDM (Final Denver Moves, 2011)



Here are the facilities that belong to the shared roads.

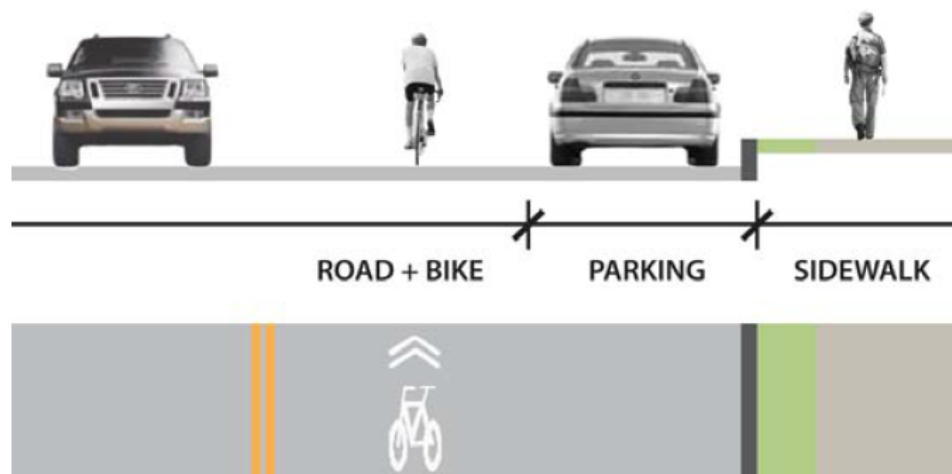
Table 2.2 Definition of Shared bicycle lanes by type (Final Denver Moves, 2011)

Sharrow	“Shared lane markings or “sharrows” are designed to provide guidance in situations where space is too narrow for a motor vehicle and a bicycle to travel side by side.” (FDM, 2011, p. 27)
Shared roadway	“Cyclists operate with motor vehicles without any selected bicycle facility.” (FDM, 2011, p. 25)

1) Sharrow

FDM (2011) write that shared lane markings or “Sharrows” are designed to guide in situations where space is too narrow for a motor vehicle and a bicycle to travel side by side in separate lanes. Sharrows promote safe passing activities and reduce the incidence of bicycling in the wrong direction. The bicyclist's comfort level will usually be low as the bicyclists will operate on a shared lane with high volumes of traffic. FDM (2011) also described that relative comfort could vary considerably depending on the shared lane width, and that wide lanes are more comfortable than narrow lanes. Sharrows are often built where there is insufficient space to distribute to a dedicated bicycle facility in the through travel lane.

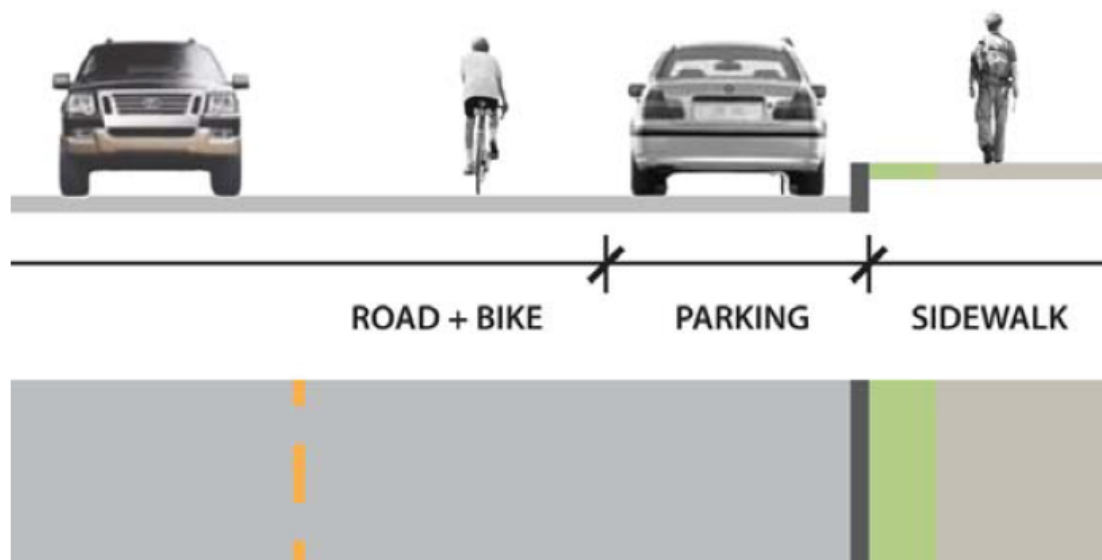
Figure 2.4 Sharrow design from FDM (Final Denver Moves, 2011)



2) Shared roadway

FDM (2011) identified the shared roads as roads where motor vehicles are operated by cyclists without any bicycle facilities. While bicyclists are considered automobiles and authorized on all roadways, shared streets are roads designated as part of the bike network. FDM described that while there are no bicycle-specific designs for shared lanes, different design features will make shared lanes more suitable for cycling. Relative comfort can vary significantly depending on the shared lane width, with more complete lanes than narrow lanes (FDM, 2011).

Figure 2.5 Shared roadway design from FDM (Final Denver Moves, 2011)



Chapter 3 Hypothesis

This study hypothesizes that separated bicycle facilities are actually more dangerous than the shared road.

Wachtel and Lewiston (1994) claimed that separation of bikes and cars leads to blind conflicts at intersections. It also encourages erroneous travel on both sidewalks and paths, including on both ends of the roadway, which further increases conflict. They also stated that the shared use of the roadway in the same direction of travel leads to fewer conflicts and fewer accidents.

Likewise, Forester (2001) claimed that separate facilities for cycling are risky. He pointed out that the popular argument is ultimately based on the assumption that a bike facility makes cycling much safer, especially for beginners who don't know how to follow road rules for vehicle drivers. However, Forester (2001) suggested that the argument from correlation ignores many other factors that might contribute to the accident rate. He implied that nobody has been able to determine either of the two critical theories. First, either safer cycling at the same speed or faster cycling at the same accident rate are results urban side path systems. (Forester, 2001). The second is that painting bicycle lane lines either decreases the accident rate for qualified cyclists or allows cyclists of lower skills to cycle at the same crash rate. Forester (2001) also insisted that motorized traffic in the same direction presents the greatest risk to cyclists. He also emphasized that bicycle facilities separate cyclists from same-direction motorized traffic. Bikeways do not separate cyclists from motor vehicles crossing or turning, and there is some risk from motor traffic in the opposite direction (Forester, 2001).

Similarly, John Franklin has disputed increases in the rate and severity of car-bicycle crashes because of such separation, based on an overview of studies published up to 1999. In the same way, Forsyth & Krizek (2010) suggested that the critical argument against safety claims for separated bicycle facilities is that actual crash data fails to support statements that separated bicycle facilities are safer. This is because most collision between motor vehicles and bicycles occur at intersections or when turning movements occur, not in the same direction (Forsyth & Krizek, 2010).

Heine (2013) raises doubts about cycle track safety. To comprehend bicycle safety, it is important to examine the actual rather than perceived dangers. She insisted that the hazard of being hit by a car coming too close from behind or being "clipped" by it is low. Plus, it reflects fewer than 5% of motor vehicle-bike crashes. Therefore, she implied that the majority of motorcycle and car accidents occur at intersections. Several studies agree with this argument. For example, Jensen (2008) contended that the construction of bicycle facilities leads to fewer and less severe crashes in rural areas, but to more crashes in urban areas, mainly due to higher intersection crash rates.

Furthermore, Jensen et al. (2007) also has proven that the built cycle tracks caused 9-10% more accidents and injuries on repaired highways. Installation of cycle tracks and lanes have had positive effects in terms of levels of traffic and safety. Cycle tracks have had negative effects on road safety (Jensen et al., 2007). Based on these arguments, this study assumed that a separated bicycle lane would lead to more crashes than any other on-road bicycle facility (such as a shared road). Therefore, this study examined the relationship between the separated bicycle lanes and bicycle crashes comparing the shared road with an empirical approach.

Chapter 4 Research Objective

This study generally aims to examine the impact of the separated bike facility on bicycle safety.

The first objective of this study is to discover the impact of shared bicycle roads and separated bicycle facilities on bicycle crashes. This paper hypothesizes that separated bicycle facilities are more dangerous than the shared road. Forsyth & Krizek (2010) wrote that improving safety is the primary reason for the proposed separated bicycle facility. However, Forsyth & Krizek (2010) also wrote that the argument that separated bicycle facilities improve the safety of cyclists is a controversial one in the field of transportation. This thesis shows how a separated bicycle lane, which is designed for the safety and comfort of the cyclist, actually increases the probability of bicycle accidents.

The second objective of this study is to determine which type, within separated bicycle facilities, is the safest. Each separated bicycle facility has a different separation method. Separation is achieved by a variety of means, including bollards, medians, elevated pavement with curbs and parked cars (Forsyth & Krizek, 2010). Likewise, there is a variety of types of protected (separated) bicycle lanes. Therefore, this study will determine which separation method is safest for cyclists.

Chapter 5 Methodology

5.1 Study area

This study focuses on the city of Denver in Colorado. There are two reasons for focusing on Denver as the study area. First, Denver is nationally recognized as a bike-friendly city. Bicycling Magazine ranks Denver as the 12th most bike-friendly city in the U.S. Denver has more than 100 miles of trails with multiple uses and 120 miles of bike lanes. Approximately, 10,000 residents of Denver ride their bikes to work daily. With its 88 stations, Denver B-Cycle is the city's leading bike-share alternative. Downtown Denver, in particular, has a significant amount of bicycle traffic. Roughly six to seven percent of downtown employees indicated that they commute on a bike (Worthington & Douglas 2017). The percentage of downtown Denver commuters who bike to work increased 25 percent in 2017 compared to the previous year (Sachs, Short, Greenfield, & Bosselman 2018).

Second, Denver is very interested and well developed in bicycle facilities planning. FDM (2011) stated that Denver Moves would add 270 miles of bicycle facility types to the existing 172 miles of multi-use and bicycle facilities. High or medium ease bicycle facilities are a significant part (80%) of the final Denver Moves network plan (Final Denver Moves, 2011). Hernandez (2019) cited that the city will be installing 16.9 new bikeway miles along nine city streets this year, according to the Public Works Department. Their target is to get everyone in Denver within a quarter mile of a “high comfort bike facility,” which is defined as a protected bike lane with some vertical elements separating cyclists from vehicle traffic and neighborhood bikeways with streets

designed to encourage bike travel (Hernandez, 2019). Figure 5.1 shows the existing bicycle facilities in Denver.

Figure 5.1 Existing bicycle facilities in Denver map (2019)
(Data source: the Denver open data portal)

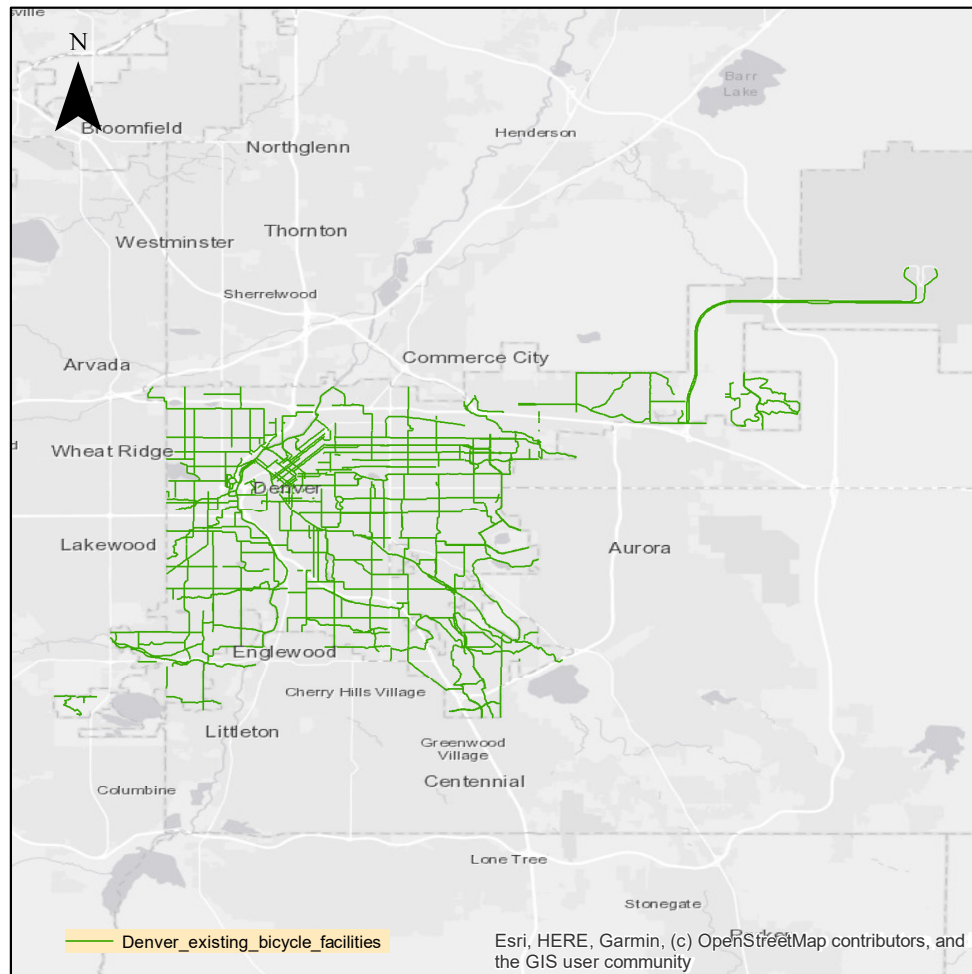
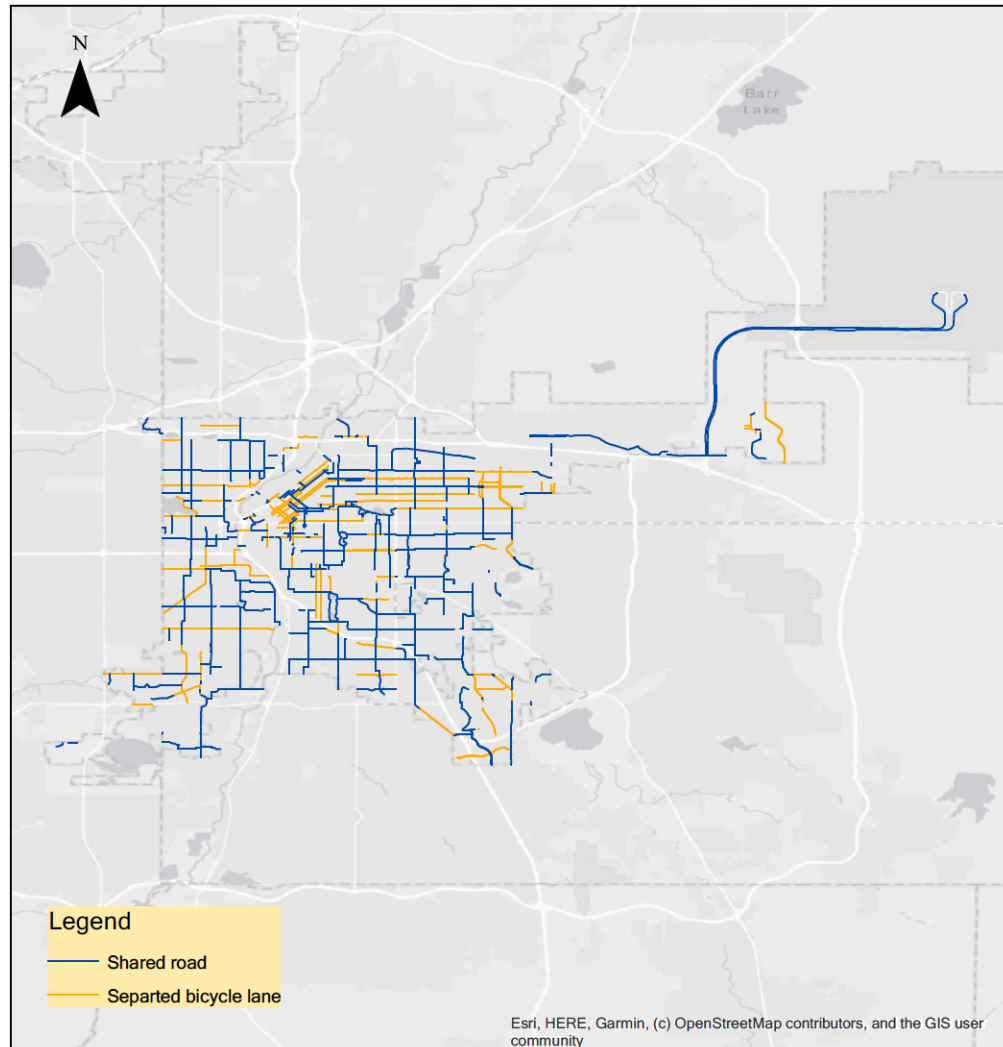


Figure 5.2 indicates the distribution of separated bicycle lanes and shared roads. The blue line is a shared road, and the yellow line illustrates a separated bicycle lane.

Figure 5.2 Existing separated bicycle lanes and shared road in Denver (2019)

(Data source: the Denver open data portal)



5.2 Data & Unit Analysis

Data was derived from the Denver open data portal

(<https://www.denvergov.org/opendata>), which includes traffic accidents and bicycle facility datasets. First, this study created bicycle crash data by extracting only bicycle-

involved crashes from the traffic accident dataset and used information on bicycle crashes, fatalities, and severe injuries. This dataset was organized into a shapefile for Arc GIS and displayed point features. Using this information, this study created bicycle crash data, identifying incidents of collision between motorized vehicles and bicycles.

Second, the Denver bicycle facility dataset contains the existing and proposed bicycle facilities in the city and county of Denver. This data presents the facility type and address of each bike facility. It categorized existing facility types as Bike Lane, Buffered Bike Lane, Climbing Lane, Cycle Track, Bus/Bike Lane, Paved shoulder, Bike Boulevard, Minor Trail, Neighborhood Trail, Gateway Trail, Shared Parking Bike Lane, Regional Trail, Sharrow, Shared Roadway, Off-Street Connector and Sidewalk/Bikes Permitted (aka bikes permitted on sidewalk). This thesis divided these facilities as on and off-street bicycle facilities and only deals with only on-road facilities. The next step is that this study defined and categorized each on road bicycle facility as separated or shared road facilities. Table 5.1 shows the classification of shared road and separated bicycle facilities.

Table 5.1 Categorized Separated bicycle lane and Shared road

Shared and Separated bicycle lane	Bicycle lane type
Shared road	Sharrow
	Shared road
Separated bicycle lane	Bike lanes (Regular)
	Buffered Bike lanes
	Cycle Track

In addition, Denver bicycle data offered a shapefile for GIS and displayed line features. Bicycle facility data identifies the street segment as minimum unit. Street segment in this study is the minimum unit for bicycle facility. Figure 5.3 shows what is the street segment, with the orange line representing the street segment.

Figure 5.3 Example of street segment of bicycle facilities in Denver (2019)

(Data source: the Denver open data portal)



This paper uses the GIS (Spatial join) tool. Spatial join is that joins attributes from one feature to another based on the spatial relationship. A spatial join involves matching rows from the join layer to the target layer based on a spatial relationship and writing to an

output feature class. In this case, table 5.2 shows that the target feature is a bicycle facility segment, and the join feature is a bicycle crash. Likewise, the bicycle crash point feature joins to each bicycle facility segment spatially. Each segment has the number of incidents that have occurred precisely position. Therefore, this study generated a bicycle crash on the bike facility dataset.

Table 5.2 Spatial join attribute and spatial relationship of this analysis

Target feature	Join feature	The spatial relationship : Intersect
Line (Bicycle facility segment)	Point (Bicycle crash)	A join crash point is matched to a target bicycle facility line that contains it.

Figure 5.4 Bicycle crashes and bicycle facilities in Denver (2013-2019)

(Data source: the Denver open data portal)

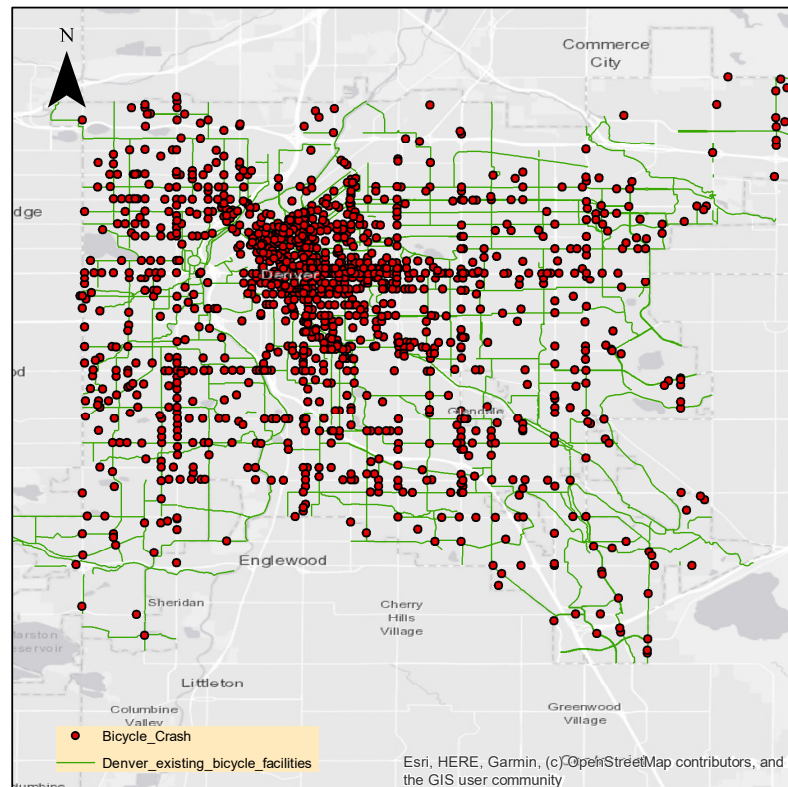
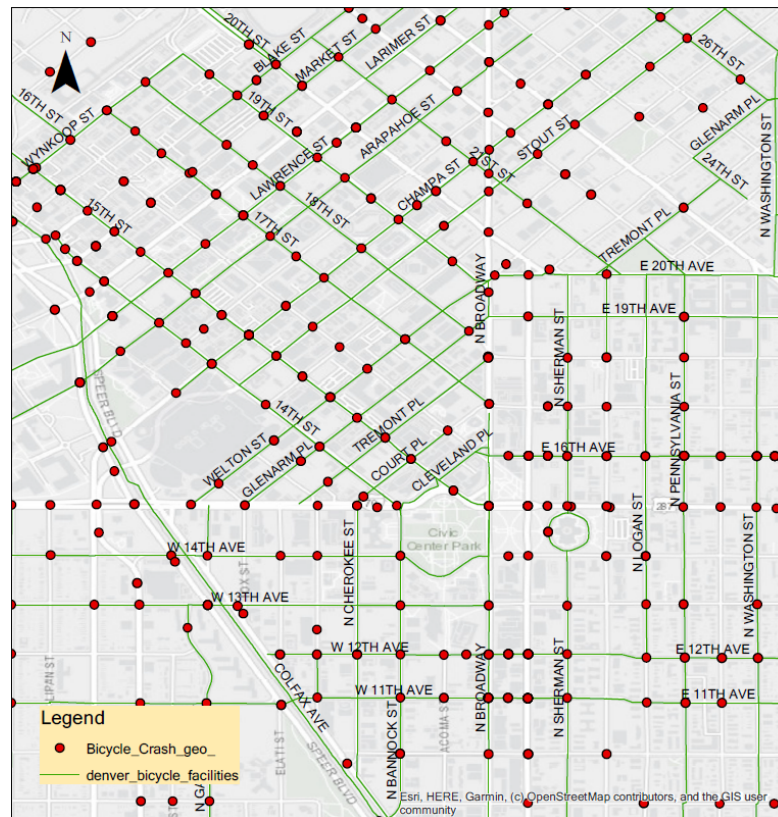


Figure 5.5 Locations of bicycle crashes in Downtown Denver (2019)

(Data source: the Denver open data portal)



5.3 Analytical method

Because the data are count data, a Poisson distribution was assumed. There have been several papers on predicting traffic accident counts and how other variables affect traffic crash counts. Then they used Poisson rate regression as an analytical tool (Ma, Kockelman, & Damien, 2008; Miaou, 1994; Li, Wang, Liu, Bigham, & Ragland, 2013). In the bicycle safety studies, they also used Poisson rate regression (Hels & Orozova-Bekkevold, 2007; Oh et al. 2008). This paper investigates the impact of separated bicycle lanes and shared road on bicycle safety and which among the separation elements are safer.

The model would be written as

Let c_{ij} denote the proportion of crashes for the j^{th} segment and i^{th} bike lane, $i = 1$ (*separated*), 2 (*shared_road*) . Then

$$c_{ij} \sim \text{Poisson}(\mu_{ij})$$

with $\log\left(\frac{c_{ij}}{s}\right) = \eta + \tau_i$

where

η = overall mean on the model scale

τ_i = effect of the i^{th} bike_lane type (separated or shared roadway)

s = offset due to the segment length (in miles)

(Source: Report from Statistical Cross-disciplinary Collaboration and Consulting Lab (SC3L), 2019)

Because a longer segment length will likely have more crashes than a shorter segment length, the segment length in miles was used to adjust for these differences

(*crash count / segment length*). Data were analyzed using the GLIMMIX procedure in SAS. The GLIMMIX procedure converts the data through a link function from the data scale to the model scale for the statistical analysis. Once the analysis is completed, an inverse link (ilink) is performed in order to put the predicted values back to the data scale (predicted means and percentage changes).

Table 5.3 is an example of part of dataset. Table 5.3 includes the type of bicycle facility, the crash count and segment length that occurred at the site of the bicycle facility and indicates whether the site is a separate bicycle lane or shared road (Lane_type). This study will illustrate the definition of these variables in table 5.3. ID indicated the identity

(number) of each segment. Crash_Count is a crash count on the bicycle facility segment. Facility indicated the type of bicycle facility segment; there are SRd (Shared road), SH (Sharrows), BL (Bike lane), BufBL (Buffered bike lane), CT (Cycle track). Lane_Type indicated whether each bicycle facility segment belongs to a shared roadway or a separated bicycle lane. Segment_length_(Miles) indicated each bicycle facility segment length (Units is Miles).

Table 5.3 Example of part of the dataset

ID	Crash_Count	Facility	Lane_Type	Segment_Length (Miles)
1	2	SRd	Shared	0.12339728
2	1	SRd	Shared	0.03201017
3	0	SRd	Shared	0.0872396
4	1	SRd	Shared	0.08627019
5	0	SRd	Shared	0.08705386
6	1	SRd	Shared	0.06515223
7	0	SRd	Shared	0.12793783
8	0	SRd	Shared	0.06319549
9	0	SRd	Shared	0.0606304
10	1	SRd	Shared	0.06434666

5.4 Descriptive Statistics

This section presents the descriptive statistics of collected data. This study utilizes bicycle crash data and bicycle facility data from Denver open data (<https://www.denvergov.org/opendata>). Using this information, this thesis created crash data on each bicycle facility segment. Figure 5.6 indicates crash count on bicycle facilities. Total number of crashes is 2,220. Crash count on bicycle facility is 897.

Figure 5.6 Crash count on bicycle facilities in the city of Denver from 2013 to 2019

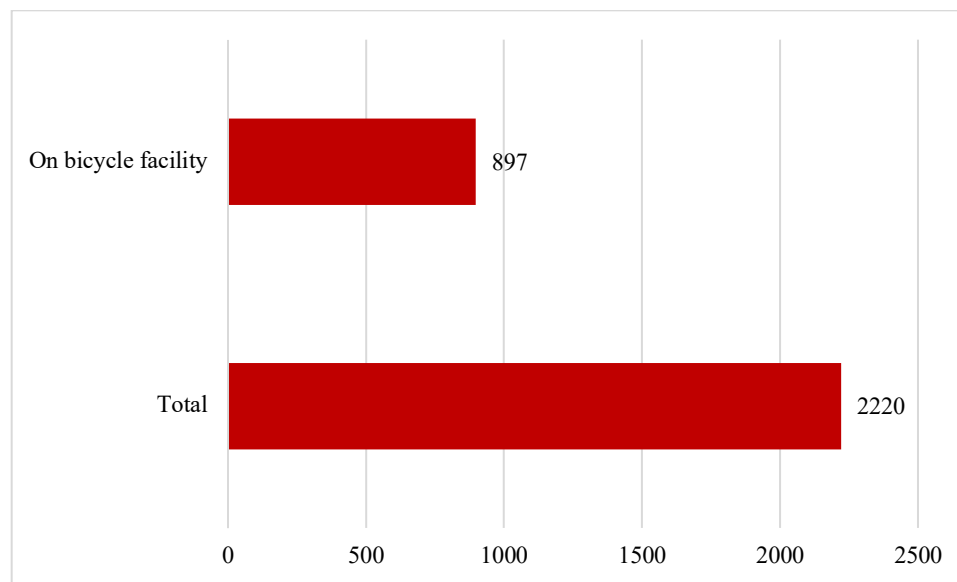


Figure 5.7 shows the crash count for each bicycle facility used in the analysis. In terms of number of crashes, there are 324 crash counts on bike lanes. Bike lanes had the highest number of crashes among all bicycle facilities. Next, there are 226 crashes on shared roadways, where the second highest crash numbers occurred. Buffered bike lanes had the least number of crash occurrences with 49 bicycle crashes. Accidents occurring in cycle tracks and roads with sharrows, were 91 and 119, respectively.

Figure 5.7 Crash Count on bicycle facility by type in city of Denver from 2013 to 2019

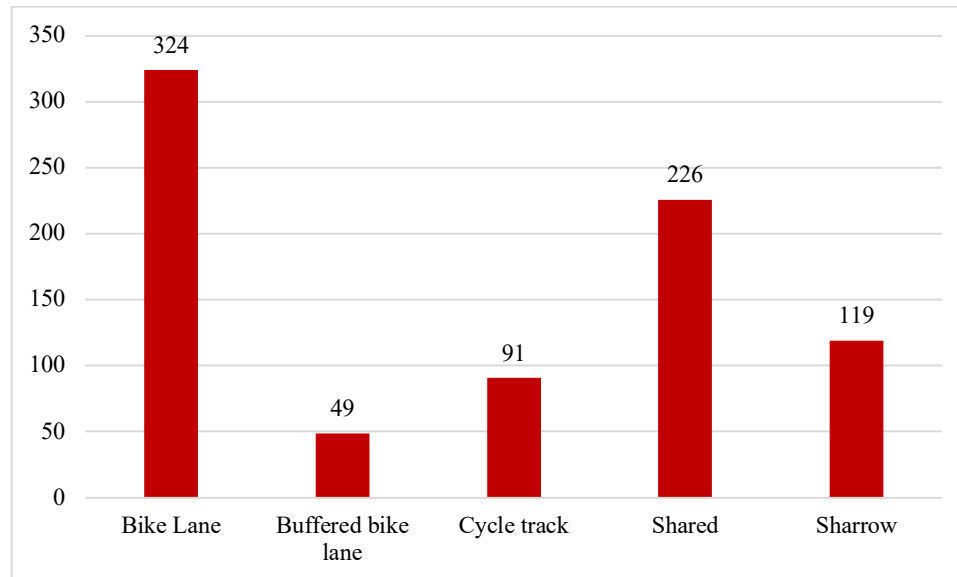
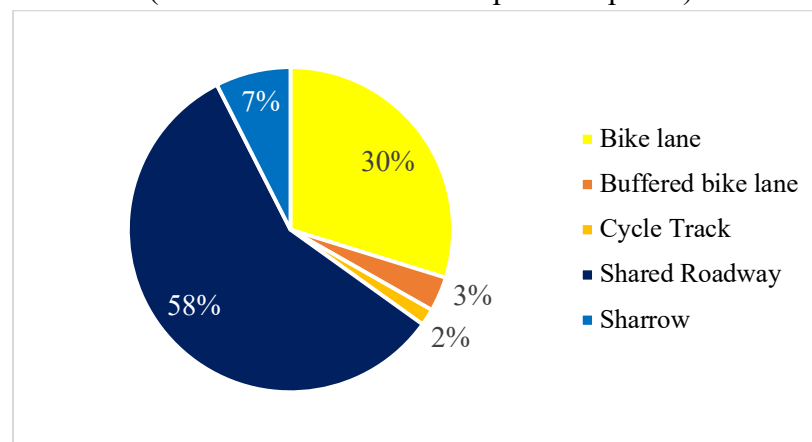


Figure 5.8 indicates the percentage of each bicycle facility site located in Denver. This study dealt with five bicycle facility types: bike lane, buffered bike lane, cycle track, shared roadway, and sharrow. The total number of all bicycle facilities is 3,771. The largest number of bicycle facilities included in this study are shared roadways. It is 58% of the total. Next, bike lanes are 30% of total. Buffered bike lanes and cycle tracks accounted for 3% and 2%, respectively.

Figure 5.8 Percentage of each existing bicycle facility type in city of Denver in 2019

(Data source: the Denver open data portal)



This paper classified bicycle facilities into two categories: separated bicycle lanes and shared roadways. Separated bicycle lanes include bike lanes, buffered bike lane and cycle tracks. Shared roadways include shared roadways and sharrows. Figure 5.9 below depicts crash counts on separated bicycle lanes and shared roadways. There were 444 accidents on separated bicycle lanes, which was 65 more than on the shared roadways.

Figure 5.9 Crash counts on separated bicycle lanes and shared roads in city of Denver from 2013 to 2019

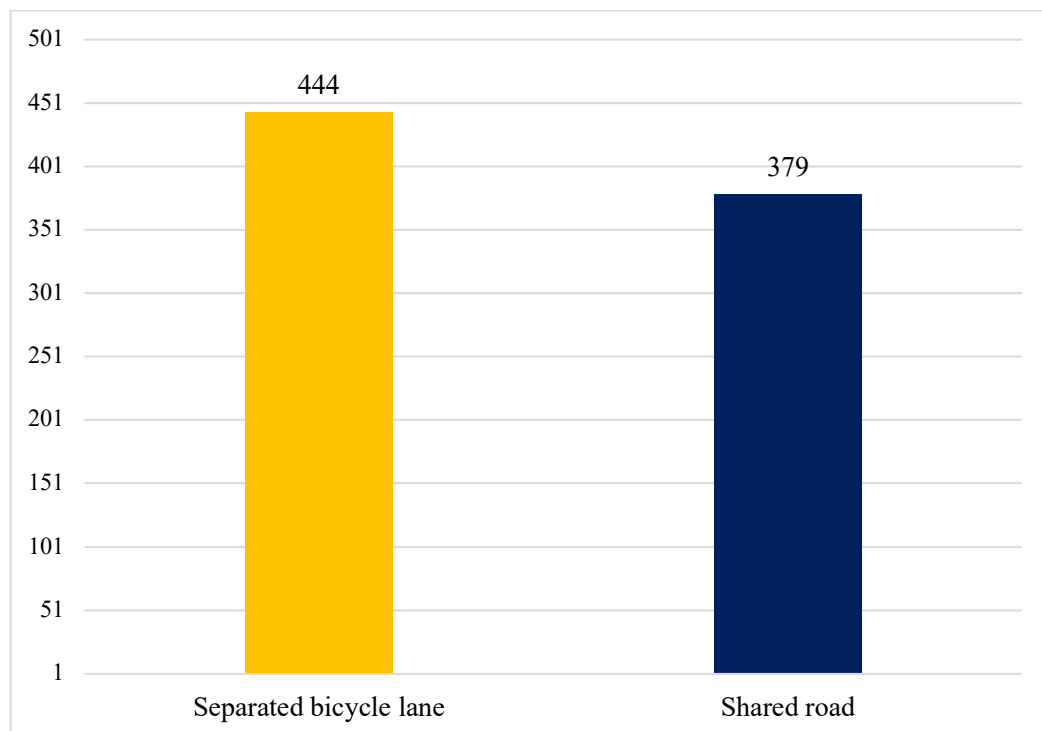
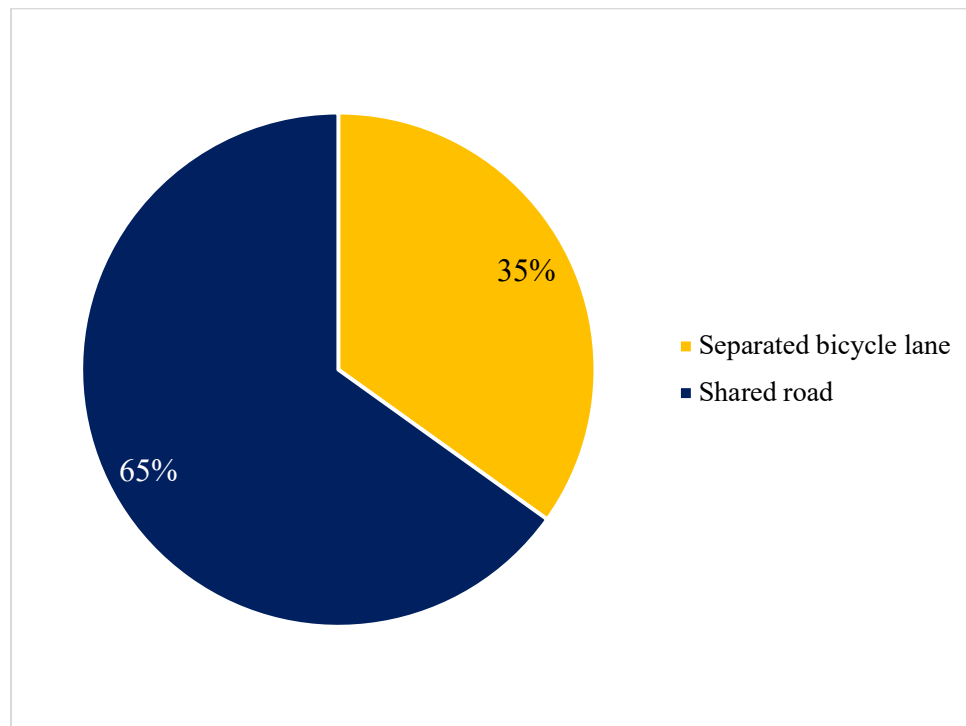


Figure 5.10 shows the percentage distribution between separated bicycle lanes and shared roads. There are 1,316 separated bicycle lanes, accounting for 35% of the total and 2455 shared roads, accounting for 65% of the total. There are about twice as many

shared roads as separated bicycle lanes.

Figure 5.10 Percent of separated bicycle lanes and shared roads in city of Denver from 2013 to 2019



Chapter 6 Results

This study deduces p-value is less than 0.05 is statistically significant. Likewise, there is a strong significant of that variable. Plus, the p-values could be showed as $\text{Pr} > |t|$.

6.1 Comparing the impact of shared bicycle lanes and separated bicycle lanes on bicycle crashes

The first research objective was to determine the impact of shared bicycle lanes and separated bicycle lanes on bicycle crashes. There were a total of 2,083 bicycle lanes used in this analysis. A Poisson rate regression model (page. 23) was run in SAS 9.4 to compare separated bicycle lanes and shared roads. Overall, there was a significant effect of lane type. Table 6.1 shows parameter estimates. They indicated that the groups are different or same. Large t-value tells you that the groups are different. Table 6.1 also indicated that two variables are different on this analysis. Plus, there is a statistically significant (t value is 15.9, DF = 3769, p value < 0.0001**).

The estimated model: $\log(\bar{c}/s) = -1.22 + 0.77 \times \text{LaneType}$

where

Lane_Type $\begin{cases} 1: \text{if separated bicycle lane} \\ 0: \text{if shared road} \end{cases}$

Table 6.1 Parameter estimates (Separated & Shared)

Effect	Lane_Type	Estimate	Standard Error	DF	t Value	Pr > t
Intercept		-1.2190	0.03553	3769	-34.31	<.0001
Lane_Type	Separated	0.7727	0.04860	3769	15.90	<.0001
Lane_Type	Shared	0

Table 6.2 shows the least square means. The above mentioned that the response of this study is non-normal data. Therefore, this study used the model scale with the natural log function ($\eta_{ij} = \log \left(\frac{c_{ij}}{s} \right)$) and converted to data scale. For this reason, least square means we calculated on the model scale using the estimated equation above on the model scale and back transformed using $\frac{c}{s} = e^n$.

This study interprets a mean that is calculated at a bicycle segment length of 1 mile. Each bicycle facility had different segment lengths. Table 6.2 shows that the estimated average number of crashes in a separated bicycle lane is 0.64 (Standard error mean = 0.021) for 1 mile. The estimated average number of crashes in a shared is 0.3 (Standard error mean = 0.0105) crashes for 1 mile. This study inferred that there are more crashes in a separated bicycle lane than on a shared road.

Table 6.2 Lane_Type Least Squares Means (Separated & Shared)

Lane_Type	Mean	Standard Error Mean	95% Confidence Interval of the Difference	
			Lower Mean	Upper Mean
Separated	0.6400	0.02122	0.5997	0.6830
Shared	0.2955	0.01050	0.2756	0.3168

Figure 6.1 visualizes table 6.2.

Figure 6.1 Plot of LSMEANS (Separated & Shared)

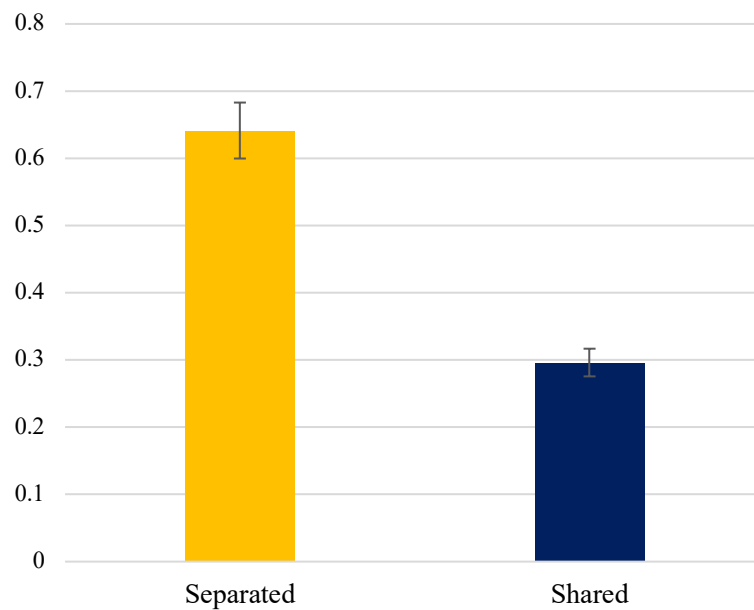


Table 6.3 shows the percentage change in the information discussed above. This study also interprets the percentage change. This study had mean of number of crashes for separated bicycle lane and shared but their value is decimal point instead of integer. Hence, to make the comparison readily, this study developed percentage change information. This study interprets percentage change as the way that “A” is estimated to increase the average number of responses by $100 * (\text{Exponentiated estimate} - 1) \%$ compared to “B” (Source: Report from SC3L, 2019). In this case, “A” is separated bicycle lanes and “B” is shared roadways. Then the number of responses reflect the crash count in this study. Table 6.3 identifies that a separated bike lane is estimated to increase the average number of crashes by 117% compared to a shared road.

Table 6.3 The percentage change information (Separated & Shared)

Label	t Value	Pr > t	Percentage Change	Exponentiated Estimate
Separated vs Shared	15.90	<.0001	117%	2.1657

6.2 Comparing between each separated bicycle lane

The second research objective was comparing the impact of each type of separated bicycle lane (e.g. bicycle lane, buffered bike lane, cycle track) on bicycle crashes. Bicycle lanes, buffered bike lanes, and cycle tracks each have different separated or protected elements. The separating element of a bicycle lane is a white solid line. Buffered bike lanes are formed by painting a flush buffer zone. The separating elements of a cycle track are a median, planter strip, or a parking lane. A cycle track has physically protected elements. In this analysis, this study uses the same analysis method used above. This study compared percentage change each separated bicycle facility; 1) Cycle Track (CT) VS Bike Lane (BL), 2) Cycle track VS Buffered Bike Lane (BBL), and 3) Buffered bike lane VS Bike lane. There are 1,316 segments of separated bicycle lanes. Thus, this analysis used 1,316 separated bicycle lane segments. Overall, there was a significant effect of facility (F value = 181.06, num df = 2, den df = 1313, p – value < 0.0001*).

The estimated model: $\log(\bar{c}/s) = 0.9669 - 1.6115BL - 1.3587BufBL$

where

$BL \begin{cases} 1 : \text{if facility} = \text{Bicycle lane} \\ 0: \text{Otherwise} \end{cases}$

$BufBL \begin{cases} 1: \text{if facility} = \text{Buffered bike lane} \\ 0: \text{Otherwise} \end{cases}$

Table 6.4 Parameter estimates (BL, BBL, CT)

Effect	Facility	Estimate	Standard Error	DF	t Value	Pr > t
Intercept		0.9669	0.07495	1313	12.90	<.0001
Facility	BL	-1.6115	0.08478	1313	-19.01	<.0001
Facility	BufBL	-1.3587	0.1271	1313	-10.69	<.0001
Facility	CT	0

There are three different categories, this study defined two dummy variables. In this case, they are bike lane and buffered bike lane. Pairwise t-tests with DF = 1313 were used to compare facilities within separated bike lanes. Table 6.5 shows that the p-value of cycle tract vs bike lane and cycle tract vs buffered bike lane is less than 0.0001. Then, p-value of buffered bike lane vs bike lane is 0.0217, this value is less than 0.05. This study conclude that this is statistically significant. The above-mentioned that large t-score deduce the groups are different. Table 6.5 also indicated that cycle tract and bike lane are most different groups than other groups.

Table 6.5 T value and Pr >|t| of analysis (BL, BBL, CT)

Label	t Value	Pr > t
Cycle Tract vs Bike Lane	19.01	<.0001
Cycle Tract vs Buffered Bike Lane	10.69	<.0001
Buffered Bike Lane vs Bike Lane	2.30	0.0217

Table 6.6 indicated the least square means for bike lane, buffered bike lane and cycle tract. This study evaluates that the estimated mean of crash count for each separated bicycle lane for 1 mile. Table 6.6 displays that the estimated average number of crashes in a bike lane is 0.52. Next, the estimated average number of crashes in a buffered bike lane is 0.68. It is slightly higher than the bike lane. Lastly, the estimated average number

of crashes in a cycle track is 2.63. It is noticeably higher than the other two separated bicycle facilities. In other words, it is much more likely for there to be a crash in the cycle track than the other two facilities.

Table 6.6 Facility LSMEANS table (BL, BBL, CT)

Facility	Mean	Standard Error Mean	95% Confidence Interval of the Difference	
			Lower Mean	Upper Mean
BL	0.5249	0.02080	0.4856	0.5673
BufBL	0.6758	0.06934	0.5526	0.8265
CT	2.6297	0.1971	2.2701	3.0462

The plot (Figure 6.2) is a visual depiction of the LSMEANS table above.

Figure 6.2 Plot of LSMEANS (BL, BBL, CT)

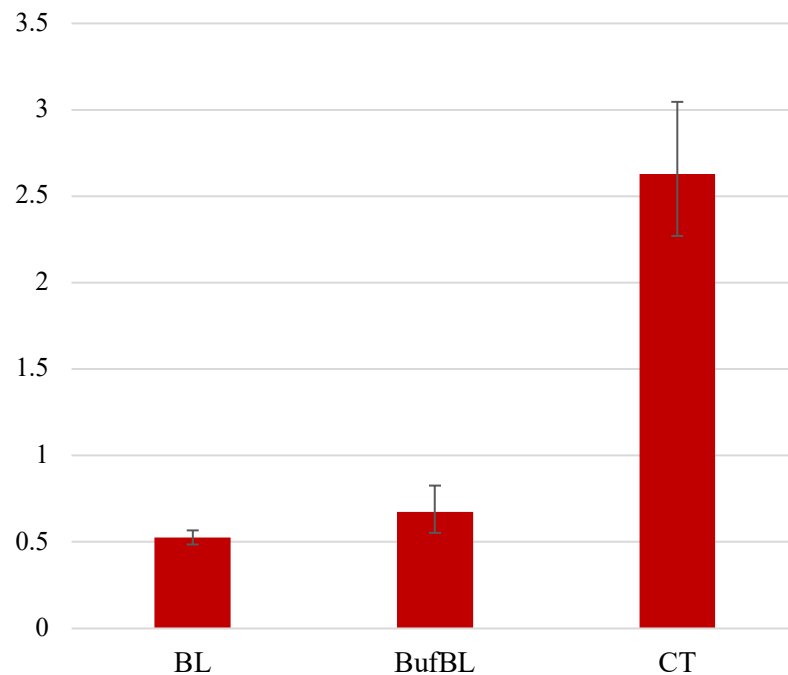


Table 6.7 shows the percentage change information discussed above. A cycle track facility is estimated to increase the average number of crashes by 401% compared to bike lane facility. Then, with 95% confidence, a cycle track facility increases the true average number of crashes by anywhere between 324% to 492% compared to a bike lane facility. Next is a cycle track versus buffered bike lane. A cycle track facility is estimated to increase the average number of responses by 289% compared to buffered bike lane facility. The third one is buffered bike lane versus bike lane. A buffered bike lane is estimated to increase the average number of responses by 29% compared to bike lane facility. Overwhelming, the data shows that crashes occur more often in the, the cycle track compared to the other facilities. It can also be seen that the more physical the protected method is, the more accidents seem to occur.

Table 6.7 The percentage change information (BL, BBL, CT)

Label	Percentage Change (Exponentiated Estimate)	Exponentiated Estimate	95% Confidence Interval of the Difference			
			Percentage Change (Exponentiated Lower)	Exponentiated Lower	Percentage Change (Exponentiated Upper)	Exponentiated Upper
Cycle Tract vs Bike Lane	401%	5.0102	324%	4.2425	492%	5.9168
Cycle Tract vs Buffered Bike Lane	289%	3.8910	203%	3.0326	399%	4.9925
Buffered Bike Lane vs Bike Lane	29%	1.2876	4%	1.0377	60%	1.5977

Chapter 7 Discussion

This study used a Poisson Rate Regression analysis method, incorporating crash data with current bicycle facilities, to observe the impact of separated bicycle facilities in Denver, Colorado. The first objective of this study aimed to find the impact of shared bicycle roads and separated bicycle facilities on bicycle crashes. The second goal of this study was to identify which of the various types of separate bike facilities is safest. The findings of this study suggested that a separated bike lane is estimated to increase the average number of crashes by 117% compared to shared road. This study also found that cycle track facilities are estimated to have increased the average number of collisions by 401% compared to the bicycle lane. Compared to the buffer bike lane facility, the cycle track facility is estimated to have increased the average number of collisions by 289%. Plus, a buffered bike lane leads to an estimated 29% increase in the mean number of crashes when compared to a bike lane. This result shows that there are more bicycle crashes in the separated bike lane than in shared roads. Among separated bicycle facilities, the cycle track, where physically separated facilities were installed, was most likely to cause bicycle crashes.

The findings of this study are statistically significant; all consequences were in the hypothesized direction of this thesis. Previous research indicated that the ultimate goal of the separate bicycle facility (SBF) is to separate the motor vehicles, bicycles, and pedestrians. There are two main reasons why SBFs are typically proposed: improving safety and increasing bicycle use (Forsyth & Krizek, 2010). In addition, this facility can be seen to increase bicycle volume and speed. However, Forsyth & Krizek (2010) indicated that the findings on separated bicycle facilities are mixed; empirically, they are

not safer, in part because intersections are one of the most problematic locations for cyclists, and they make intersections more complex.

Through the investigation of the actual case in Denver, actual data supports this statement. Figure 7.1 describes the specific location of the crash with intersections, alleys, driveways, highway interchanges, and parking lots in Denver from 2013 to 2019. This graph shows that the number of crashes at the intersection is 1,350. The number of crashes at the intersection and number of crashes intersection related is 1,520. The total crash count is 2,221. Hence, intersection accidents (including the intersection related) are well over half of the total number of accidents.

Figure 7.1 The specific location of the bicycle crashes in Denver from 2013 to 2019

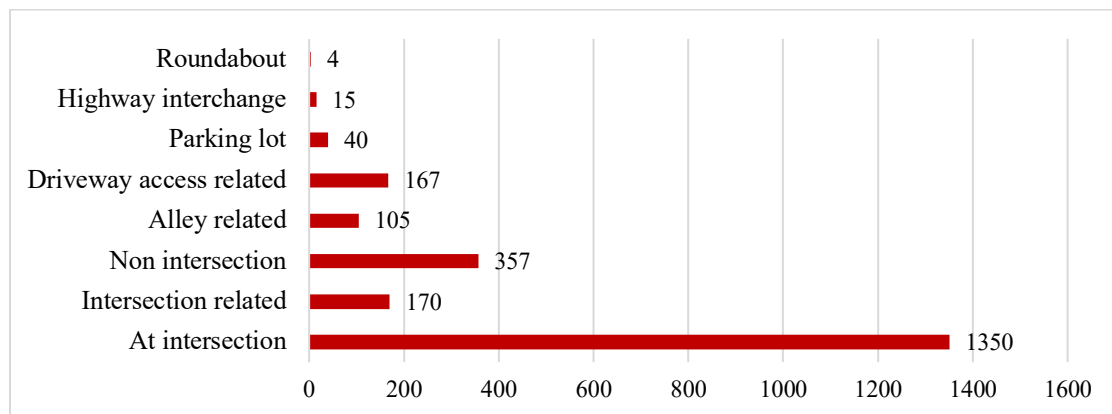


Table 7.1 shows the analysis of the bicycle crash at the intersection. The intersection crash count of separated bicycle facilities is 332, and it is bigger than the shared roads. However, separated bicycle facilities and shared roads have a different number of intersections. To normalize the data, this study divided intersection crash count and

number of intersections. The value of separated bicycle facilities is twice as large as the value of the shared road.

Table 7.1 Bicycle crash at intersection analysis

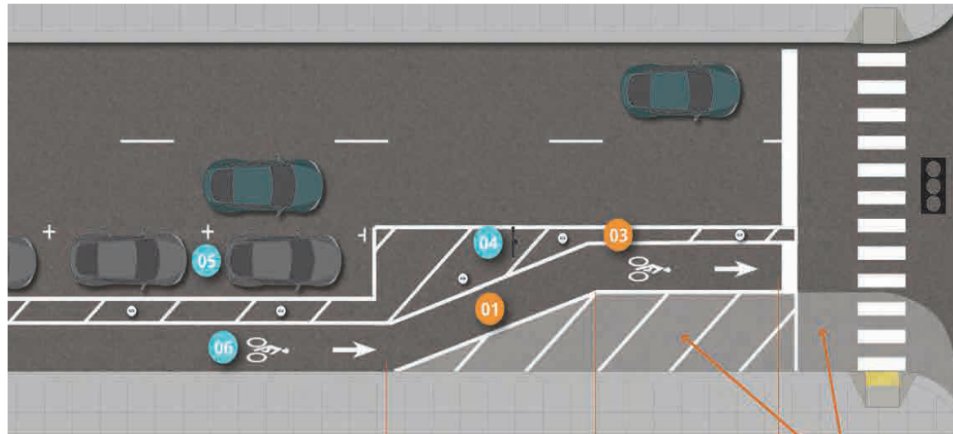
	Separated bicycle facility	Shared road
Total crash count	444	379
Intersection crash count	332	285
Number of Intersection	1197	2173
Intersection crash count / Number of Intersection	0.277	0.131

This study suggests the solution for improving the safety of the separated bicycle facility. Previous research recommended improving the separated bicycle lane at intersection design. Because, riding on a separate bicycle lane will allow the cyclist to feel safe and conscious of it, but at the same time, be aware that it is dangerous at intersections and that more accidents may occur than on shared roads. The following section presents several potential recommendations to improve the design of intersection of separated bicycle facilities. U.S. Department of Transportation (DOT.US) (2015) published a separated bike lane planning and design guide and they recommend several separated bicycle facility intersection designs.

First is bend-in and bend-out design. The developer may choose to either "bend-in" or "bend-out" the separate bicycle facility at the intersection to reduce the likelihood of conflict with right-turning vehicles when the separate bicycle facility reaches an intersection with right-turning vehicles already positioned to the left of the separate bike lane (DOT.US, 2015). Figure 7.2 shows an example of bend-in intersection design. The dark grey car is a parked car, and the dark green car is a driving car. This design allows

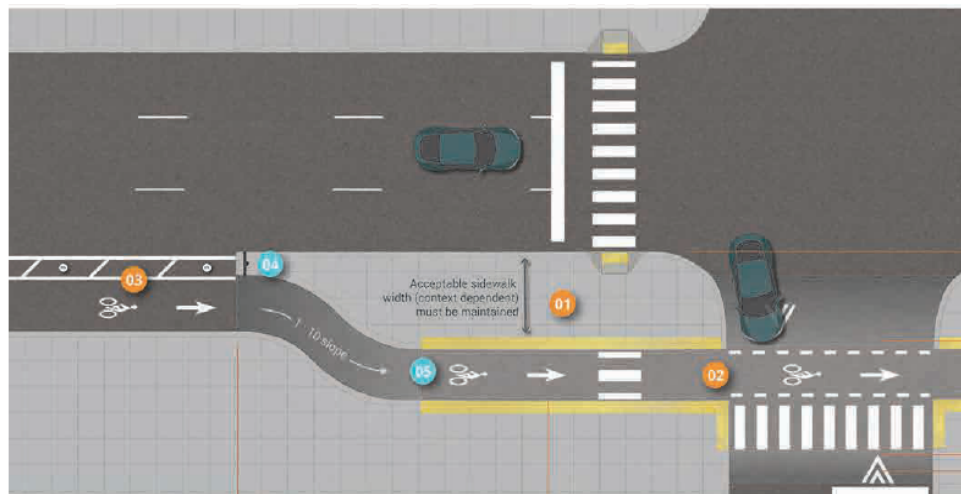
motorists on a side street to see bicycles and vehicles in a similar field of vision (DOT.US, 2015).

Figure 7.2 Depiction of bend-in design (Source: DOT.US)



Another good option, the bend-out model, takes downstream bicyclists off the intersection on the side street, allowing vehicles to complete turning motions before engaging with bicyclists. Figure 7.3 shows a depiction of bend-out design.

Figure 7.3 Depiction of bend-out design (Source: DOT.US)



Another design recommendation is intersection markings. There are two types of intersection markings; 1) line markings and, 2) Green colored pavement. Figure 7.4

shows an example of line intersection markings. DOT.US (2015) suggested that white dashed lines can be used through intersections or other areas of traffic conflict to mark extensions of the separate bike facility. These dotted lines are proposed to increase visual awareness of the location of bicyclists (DOT.US, 2015). Figure 7.5 displays an example of green colored pavement marking.

Figure 7.4 Example of lines marking in Seattle (Source: Steve Ringman / The Seattle Time)



Figure 7.5 Example of green colored pavement marking in Vancouver, Canada.

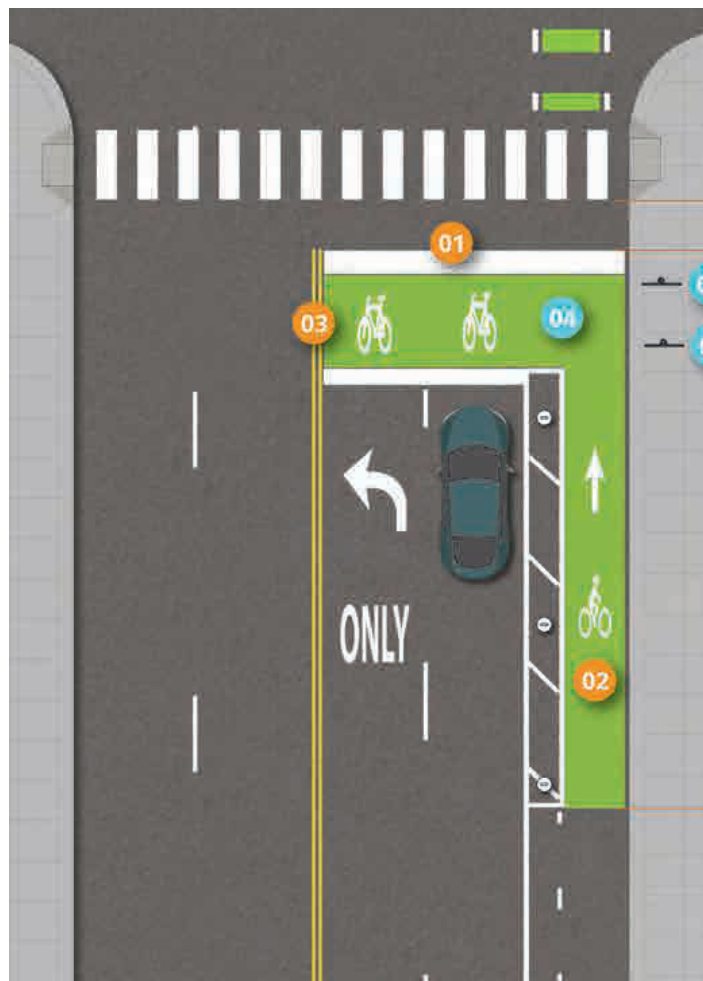
(Source: Madi Carlson)



The next design recommendation is bicycle turning movements. DOT.US (2015) indicated that to allow bicyclists to comfortably navigate intersections, where these

movements are allowed, intersection design must account for right-turning and left-turning movements. There are two types of movements of the bicycle; 1) Bike boxes and early exit, and 2) 2- Stage turn queue boxes. Bike boxes (Figure 7.6) are allocated spaces at signalized intersections that allow bicyclists to wait at red lights in line before motor vehicles. It allows cyclists to start and reach the intersection in front of motor vehicles when the signal is green (DOT.US, 2015).

Figure 7.6 Depiction of Bike boxes design (Source: DOT.US)



Next is the 2- Stage Turn Queue Boxes (Figure 7.7). This requires cyclists to turn left from a separate bike facility on the right or turn right from a separate bike facility on the

left. (DOT.US, 2015). Bicyclists who reach the intersection on a green light pull out into the two-stage queue box away from moving bikes and cross-street traffic.

Figure 7.7 Depiction of 2- Stage Turn Queue Boxes design (Source: DOT.US)



This study recognizes that there are other influential and determinant factors in bicycle crashes besides the type of bicycle facilities. Several studies agree that lighting conditions and higher speed limits have a significant effect on bicycle crash severity (Bahrololoom et al, 2016, Chen and Shen, 2016). Also, heavier traffic contributes significantly to bicycle crashes (Romanow, et al. 2012). Moreover, retail establishments and path obstructions are influential factors in bicycle crashes as well (Romanow, et al. 2012). The

presence of a retail establishment increased the likelihood of severe injury. In addition, good road conditions also have a positive effect on serious injuries (Romanow, et al, 2012). Another influential factor in bicycle crash is road signals. Areas with more road signals and street parking signs are more likely to have bicycle crashes (Chen, 2015)

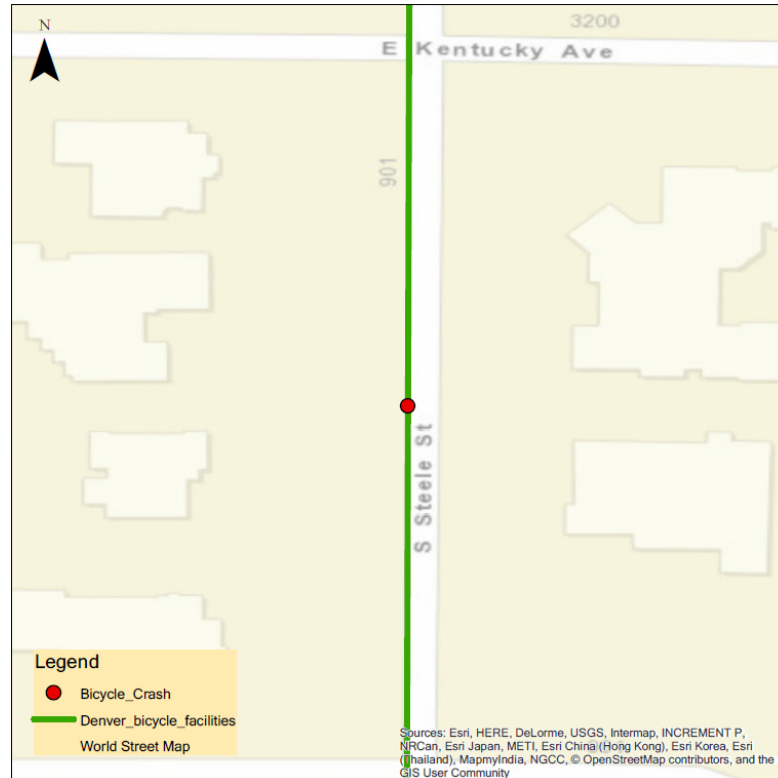
Chapter 8 Limitation

As with all studies, this study also had limitations. First, the dependent variable was not perfect. This thesis applied the crash count as the dependent variable. It is difficult to assess the crash rate only by the number of accidents that occurred in a particular segment. This study divided the length of the road by the crash count in order to normalize, but this crash rate is still inaccurate. Fournier, Christofa, & Knodler (2019) mentioned that the purpose of calculating crash rates is to normalize crash data to offset for exposure to different traffic volumes. To improve the accuracy of the crash rate, we needed the average volume of bicycles per day and data such as average volume of vehicles per day for each segment. Bicycle and motorized vehicles volume affected bicycle crash frequency (Fournier, Christofa, & Knodler, 2019). However, this thesis could not obtain auto-mobile traffic volume and bicycle volume data that corresponded with the crash data that was used.

Second, this study covers data that combines the number of crashes between 2013 and 2019. Usually, separate bike lanes are built on high-volume and/or speed with streets. (FDM, 2011) Therefore, a separated bicycle lane may have been installed where there was a high probability of an accident. For a more accurate investigation, it should be examined to compare the crash trend before and after the installation of the separated bicycle lanes. If possible, future research needs to assess the time series method.

Third, the study calculated by overestimated by accounting for the crash on all street segments touching the intersection when a collision at the intersection occurred. For example, crash occur in the midblock, one crash point intersects with one bicycle facility segment line. In this case, it is not problematic (See figure 8.1).

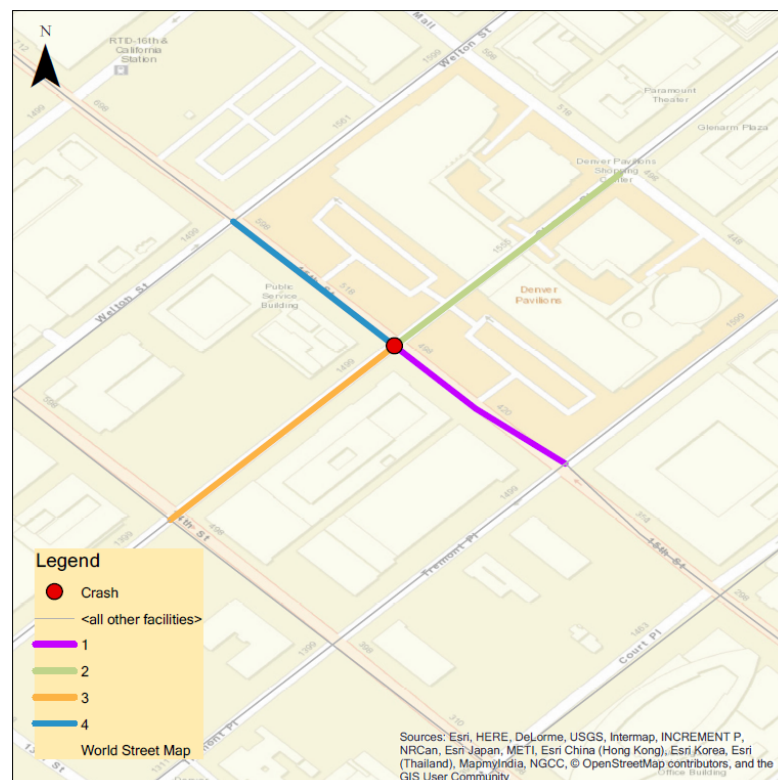
Figure 8.1 Example of crash point on midblock in city of Denver



However, when both segments are in contact with the intersection, and accidents that occur at the intersection are calculated for each segment that is in contact. Figure 8.2 shows an example of this situation. There are 1,2,3,4 segments. They are touching each other and share the same intersection. And there are crashes in that intersection. That crash count applies equally across all adjacent segments (1,2,3,4 segments). This can occur because the address of the accident in the intersection is only the intersection address and there is no information about the direction of the vehicle or the more adjacent segments. Instead, in descriptive statistics and the specific location of the bicycle crashes analysis (see page 25, 37), the overestimated crash count at an intersection does not happen because the crash count is not calculated by each bicycle facility segment but by the overall bicycle facilities.

If there is information about the exact location of the accident on intersection, that is, the direction of vehicles or where the adjoining segment of crash is located, it can be more accurately aggregate the individual intersection crash counts into the bicycle facility segment.

Figure 8.2 Example of crash on intersection in city of Denver



Fournier, Christofa, & Knodler (2019) mentioned that the analysis about bicycle safety is regularly evaluated operating one volume, failing to compensate for an important normalizer. Plus, they are implemented using excessively accumulated regional data (Fournier, Christofa, & Knodler, 2019). Hence, future research should take this into consideration when conducting bicycle safety studies.

Chapter 9 Planning Implications

As the number of cyclists grow in Denver and the flow of cycling into transportation increases, city planners need to pay more attention to bicycle safety in urban areas. Cushing et al. (2016) argued that bicycle infrastructure could help improve cycling safety and increase cycling. The literature consistently indicates that the lack of cycling infrastructure is the main detriment to increased cycling. Hence, many planners, policymakers, politicians, and activists consider that cycling infrastructure is an essential factor in bicycle safety. The amount of urban planning interventions for cycling environments and infrastructure has increased. Separated bicycle facilities are also significant aspects of bicycle planning these days. Separated bicycle facilities can be improving traffic safety for all street users, particularly when implemented as part of a “road diet” or other transportation calming projects (the U.S. Department of Transportation, 2015). City planners recognize the importance of separated bicycle facilities and have gradually increased the number of separated bicycle facilities throughout the country. Interest in separated bicycle lanes continues to grow in the United States, and the list of separated facilities planned and implemented nationwide is increasing rapidly (the U.S. Department of Transportation, 2015).

This study found that separate bicycle lanes have more crashes over time than shared roads, but the results of this study would also support to bicycle crash countermeasures and the identification of the most applicable solutions for bicycle crash issues in separated bicycle lanes. Plus, city planners can use these results to improve bike safety and it could be useful for politicians and legislators to pay attention to how they use and enforce physical separation in practice.

Chapter 10 Conclusion

To become a bike-friendly city, cities are increasing the installation of separated bicycle lanes. Separated bicycle lanes increase a cyclist's feeling of security and can encourage a more active lifestyle. However, an emerging issue is whether a separate bicycle lane is actually safer for a cyclist as actual traffic accident data has failed to determine if separated bicycle facilities are indeed safer.

This paper evaluated the impact of separated bicycle facilities on bicycle crashes by a Poisson Rate Regression analysis method, incorporating crash data with current bicycle facilities in the city of Denver, CO. The results largely confirmed the significant effects of separated bicycle lanes on a bicycle crash. The findings in this study were statistically significant, and all consequences affirmed the hypothesis of the thesis: separated bicycle facilities are more dangerous than the shared roads. The results of this study deduce that there are more bicycle injuries in the separated bike lanes than in shared roads. Of the various types of separated bicycle lanes, the cycle track was most likely to have bicycle crashes that occur on them. This indication provides evidence for urban and traffic planners as to whether a separate bicycle lane is the safer alternative to ride a bicycle in and if, on the other hand, it poses a real risk.

Finally, this study suggested that future studies should create and compare more accurate crash rates using bicycle and traffic volume data. Also, to examine the crash rate before and after the installation of a separated bicycle lane on a specific street, the future investigation will need to incorporate the time-series study

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I have been a cyclist most of my life, and I cycled from Seattle to Nova Scotia in my youth. I do not agree with adding more bike lanes that are expensive, used by very few people, and are not safe.

Although the U.S. Department of Transportation [recommends bike lanes](#), other studies have reached similar conclusions to Forester and Heine, such as [a 2019 analysis of bike lanes and crashes in Colorado](#) (which includes a literature review). The author concluded that separated bike lanes raise the number of crashes by 117 percent compared with shared roadway. Separated bike tracks, which are separated from cars by a median strip, parking lane, or row of plantings, increased crashes 400 percent more than a bike lane.

In many urban settings the safest place for a bike is in the middle of a car lane, with bike lights and a helmet lamp for the rider, cycling behind vehicles rather than beside them. Naturally, cyclists have no place on urban or interstate highways. Cyclists should operate with the same rules as motor vehicles, stopping at STOP signs and traffic lights, and signaling when they turn.

All states need to educate drivers, as part of driving tests, to treat cyclists respectfully, just as they treat other vehicles respectfully.

From: hello@livablebellevue.com on behalf of [Joan Clare](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: Sunday, December 17, 2023 1:09:01 PM

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Dear Members of the Bellevue Transportation Commission,

I am writing to share my opposition to Bike Bellevue, the City's plan to add 15 miles of bike lanes for \$18.6 million, 11 of those miles created by taking and converting vehicular travel lanes in Downtown, Wilburton and Bel-Red.

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public. Vehicle lanes that those with mobility challenges need to get up close and park near retail and other businesses. It is becoming very difficult to get around Bellevue, with increased traffic and less parking options. We need solutions that help all Bellevue residents, not just a select few.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Joan Clare
Newport Hills

From: hello@livablebellevue.com on behalf of [Janet Dwyer](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: Friday, December 15, 2023 3:20:01 PM

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I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Janet Dwyer
Bridle Trails

From: hello@livablebellevue.com on behalf of [Svetlana Crabtree](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: Tuesday, January 2, 2024 7:56:05 PM

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I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Svetlana Crabtree
Cougar hill

From: [CAROLYN A MAXIM](#)
To: [TransportationCommission](#)
Subject: please consider this
Date: Friday, December 15, 2023 10:19:13 AM

You don't often get email from camaxim@msn.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.

Changes to the vehicular capacity of the Bel Red, 140th Avenue NE and Northrup are proposed, presumably at bikers' request. I understand reasons why this may seem desirable. I ask you to remember, however, that

- Bikers are a small fraction of travelers using the roads and most likely have organized to advocate for them.
- Commuters in general are a disparate group not organized to respond to your query for reactions to the plans.
- Vehicular drivers already face delays in traffic with the number of lanes now open to them.
- Reducing vehicular lanes will worsen the situation for far more persons than will benefit from bike lanes.

Imagine the public outcry about government and its planners when the roads constrict. Why not look for an alternative means to promote bike use, one that doesn't reduce traffic lanes?

Carolyn Maxim, MPA

From: andersdaughter@aol.com
To: [TransportationCommission](#)
Subject: Results of Dec. 14 meeting
Date: Saturday, December 16, 2023 1:36:35 PM

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

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Was anything decided about the Bike Bellevue program at the Transportation Commission meeting that was held on Dec. 14? I hope the Commission killed the idea, as I think it is absolutely insane to remove any lanes of vehicle traffic just to help bike riders engage in their hobby to ride bikes. Vehicular traffic in Bellevue is bad enough as it is now, and to remove any lanes of traffic is flat out nuts, and especially if it would cost us millions of dollars to do it when those dollars could be better spent to help the homeless that are begging on so many streets and in front of businesses. Why not remove traffic lanes so people can ride their horses along the road? Or jog? Or walk? I'm kidding about this, but it's nuts to inconvenience all the non-bikers who are already struggling to drive in Bellevue just so a minority of people can engage in their hobby. As Nancy Reagan used to say, "Just say no!"

Thank you.

Joan Anderson, MD
14535 NE 58th Street
Bellevue 98007

From: [p.johnston](#)
To: [TransportationCommission](#)
Cc: [Robinson, Lynne](#); [Nieuwenhuis, Jared](#); [Zahn, Janice](#)
Subject: Vetting Bike Bellevue
Date: Saturday, December 30, 2023 11:59:38 AM

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Apologize for the previous title.

I didn't add that important element: The Mayor's direction included to work with Sound Transit to open all their completed bike lanes / trails.

From: p.johnston
Sent: Saturday, December 30, 2023 11:21 AM
To: Bellevue Transportation Commission <TransportationCommission@bellevuewa.gov>
Cc: Mayor Lynne Robinson (lrobinson@bellevuewa.gov) <lrobinson@bellevuewa.gov>; Deputy Mayor Jared Nieuwenhuis <jnieuwenhuis@bellevuewa.gov>; jzahn@bellevuewa.gov
Subject: FW: ST Bike routes in Bellevue

Dear Transportation Commission:

After the Dec 14 meeting, it is clear to me that Bike Bellevue is not a good name for this project. The name gives the illusion that this project is the one and only plan. Bike Bellevue is just a step in overall Bike Infrastructure. Moreover, it is a discrete scope that is to be pared down by what fits the priorities. There are other Bicycle Network projects, Please see attached the Bel-Red Implementation map as an example.

To vet this project for Council, please ask these questions.

1. SCOPE: DOES THE PLAN MATCH THE SCOPE COUNCIL APPROVED?

Does it match the scope that was baked into the budget – a small, rapid deployment project.: [\\$4.5 million for design and implementing 3 priority projects by end of 2024 \(link to budget\)](#)

\$4.5 million for Residents, employers, and employees have confirmed that more should be done to improve bicycle infrastructure in Downtown, Wilburton, and BelRed (the "Growth Corridor") to enhance user safety and Bellevue's livability and economic vitality. This program funds the design and implementation of bicycle projects in the Growth Corridor to coincide with the opening of light rail stations (2023) and Eastrail (2024). The design process will consider the 2009 Pedestrian and Bicycle Transportation Plan, 2016

Bicycle Rapid Implementation Program, and evolving best practices for how to establish a grid of safe and comfortable bikeways, including connections to key destinations along routes that are suitable for people of all ages and abilities. This proposal will fund a consultant contract to complete design and implementation of three priority projects by 2024

Does it match the direction Council gave at the March 27 Council meeting added to the priorities that defined the scope including:

- Don't affect other mobilities.
- Complete routes that have holes in them before taking on new routes
- If it is perceived as safe but is not safe, don't build it (e.g. Where there is low visibility, building a crosswalk will be perceived as making it safe when it does not fix visibility.)

Does the plan match the highest priorities and are good enough for lower priorities? The priorities further define the scope. ([Link to full priorities](#)). Since time and budget are fixed, the priorities are where flexibility comes.

- Safety: reduces crashes, minimizes conflict
- Connectivity: connected network, facilitates access to major destinations
- Comfort: Design bicycle lanes that maximize separation on streets with higher speed limits and more vehicle traffic.
- Evaluation: Evaluate impacts to all modes of travel and design the program to maximize the mobility of all modes
- Coordination: Coordinate transportation and land use efforts underway in Bellevue to ensure equity and sustainability outcomes are aligned
- Partnerships: Pursue partnership opportunities to advance the implementation of bicycle projects.
- Engagement: Engage community stakeholders in setting the priorities for Bike Bellevue investments.
- Equity: Promote equity and inclusion in the development and delivery of bicycle projects.
- Are livability and economic vitality covered, as stated in the Budget item?

Bike Bellevue is

- *Not the BelRed, Wilburton, and Downtown Bike Plan*
- *Not the Transportation Element of the Comp Plan – it is not creating policy*
- *Not a major step forward for sustainability and equity*
- *Not a complete design overhaul*

- *Not a way to increase the budget to make everybody comfortable riding everywhere. (Are we building for 3-4 year olds)*

And is not a substitute for these.

2. RISK: HOW IS THE PROJECT MANAGING RISK?

Do you understand the risk management for outcomes, based on the traffic metrics?

Do you understand the risk management in perceived quality of travel for all mobilities? For all people?

Do you understand the changes in traffic, nuisances and constraints in use of the area during construction?

Do you understand the opening challenges?

Do you understand the potential risk or opportunities, given other projects?

Do you understand the timing risks are managed?

3. NEW: WHAT HAS CHANGED

What impacts has new changes from outside or unpredictable consequences?

Thank you for your consideration.

Cordially,

-pamela chouston

 425-881-3301

From: hello@livablebellevue.com on behalf of [John Sullivan](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: Friday, December 22, 2023 6:29:01 PM

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Dear Members of the Bellevue Transportation Commission,

I am writing to share my opposition to Bike Bellevue, the City's plan to add 15 miles of bike lanes for \$18.6 million, 11 of those miles created by taking and converting vehicular travel lanes in Downtown, Wilburton and Bel-Red.

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

John Sullivan
Downtown

From: hello@livablebellevue.com on behalf of [Archana Nagar](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: Thursday, December 21, 2023 3:39:42 PM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Archana Nagar
Lake Hills

From: hello@livablebellevue.com on behalf of [Greg Heiser](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: Tuesday, December 19, 2023 7:18:10 AM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Greg Heiser
lakemont

From: hello@livablebellevue.com on behalf of [nadeem uraizee](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: Monday, December 18, 2023 7:37:14 PM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

nadeem uraizee
lake hills

From: hello@livablebellevue.com on behalf of [Joan Anderson](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: Saturday, December 16, 2023 1:11:12 PM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Joan Anderson
Bridle Trails

From: hello@livablebellevue.com on behalf of [Graham Albertini](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: Saturday, December 16, 2023 1:04:38 PM

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Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Graham Albertini
Crossroads

From: hello@livablebellevue.com on behalf of [Alwyn Lobo](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: Saturday, December 16, 2023 11:50:00 AM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Alwyn Lobo
Yes

From: hello@livablebellevue.com on behalf of [Candy Stearns](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: Saturday, December 16, 2023 7:44:57 AM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Candy Stearns
Brettonwood

From: hello@livablebellevue.com on behalf of [Karen Sullivan](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: Friday, December 15, 2023 6:37:46 PM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Karen Sullivan
Newport Hills

From: hello@livablebellevue.com on behalf of [Gretchan Lindsey](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: Friday, December 15, 2023 5:19:43 PM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Gretchan Lindsey
Whispering Heights

From: hello@livablebellevue.com on behalf of [Russel Johnson](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: Wednesday, January 3, 2024 10:12:54 AM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Russel Johnson
Spiritridge

From: [Plummer David F.](#)
To: [Zahn, Janice](#)
Cc: Onebellevue@googlegroups.com; [Wallace Kevin](#); [Phyllis White](#); [Heidi Dean](#); [Council](#); claudia.balducci@kingcounty.gov; [TransportationCommission](#); [Malakoutian Mo](#); [Loewenherz, Franz](#)
Subject: Bellevue Transportation Department Actions to Implement "Bike Bellevue" Projects
Date: December 14, 2023 9:33:08 PM

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Hello Council Member Zahn!

The Bellevue Transportation Department is moving aggressively to implement some 'Bike Bellevue' projects described in the City's 2023-2029 CIP PW-W/B-85 and **Bellevue Bicycle Rapid Implementation Program (April 2016)**; and in recent Transportation Commission meetings (e.g., 14 September 2023, 9 November 2023, and 11 December 2023). The Department's recent actions are apparently being initiated without careful and serious evaluation and consideration of the many comments submitted to the City opposing these actions. In addition, the Transportation Department has not released a detailed life cycle cost estimate and schedule for these projects, nor an analysis that shows whether there is sufficient funding in PW-W/B-85 to implement and sustain the projects for their expected life times.

I urge you to consider this situation, and to discuss it with the Council and the Transportation Department in order to obtain and release sufficient information to assure Bellevue citizens that this project is being effectively managed, with due consideration being given to the many views opposing these actions. In addition, the Department's outreach efforts on their proposed bike-Bellevue plan have generated a minuscule amount of feedback, indicating that very few of the City's ca 80,000 registered voter have provided any significant feedback on the Department's plan.

I would appreciate your comments on the Department's plan to significantly reduce the amount of Bellevue's automobile/truck travel lanes, that will result in further increases in auto/truck traffic congestion on the City's roadway network.

RSVP,

David F. Plummer

Bellevue, WA

From: [Betsi Hummer](#)
To: [TransportationCommission](#)
Subject: Betsi Hummer Testimony
Date: December 14, 2023 8:42:07 PM

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December 14 2023

Transportation Commission Meeting

Good evening

I am Betsi Hummer a lifelong Bellevue resident.

Thank you for your service.

As Chair of the EAs Bellevue community Council I approved the updated Transportation Element of the Comprehensive Plan after City council had amended it to include TR2 TR-2. 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.

If TR2 had not been amended, the East Bellevue Community Council would have disapproved the updated Transportation Element of the Comprehensive Plan.

During my recent Campaign for Bellevue City Council I maintained that Bellevue must plan for multimodal transportation, that a complete bike infrastructure was needed, bike lanes needed a goal, measurable metrics, and if they increased traffic congestion they should be eliminated or not constructed. Dangerous cut through traffic in every neighborhood was a concern; increasing congestion in any part of the City negatively impacts neighborhoods throughout the City and cannot be tolerated.

I hope you all concur with my assessment.

I believe the current plan would not decrease traffic congestion, and needs to be revamped.

You have the duties and powers to act for the City Council represent the best interests to the public, gather public feedback and make changes to staff's interpretations of Councils direction to match public feedback.

You can also direct your Council Liaison to request further direction from City Council.

You can also allow more time from specific testifiers at your meetings, to gather

increased information and promote serious public input.

Remember, it is your meeting to make the best-informed decision to pass back to the Council.

Thank you again for your service.

Betsi Hummer

425.591.4784

[Sent from Yahoo Mail on Android](#)

From: [p.johnston](#)
To: [TransportationCommission](#)
Subject: Bike Bellevue, Promoting Alternatives
Date: December 14, 2023 8:29:02 PM

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

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DearTransportation Commission,

Please note the public land shown on this map.

A map of a city ☐ ☐ Description automatically generated



Cordially,

-pamela johnston

 425-881-3301

From: [Daniel Renn](#)
To: [TransportationCommission](#)
Subject: Bike Bellevue. But Save the Lanes for Traffic.
Date: December 14, 2023 1:43:25 PM

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Bike Bellevue. But Save the Lanes for Traffic.

I have no problem with Bike Lanes for the few Bikers that ride in Bellevue. But it is most important to keep the traffic lanes open on Bel-Red Road and on Northup Way for the many cars that travel each day. As these two roads and N E 8th Street are the main east west roads in the central Bellevue area. Plus, there are many more Residences being built in the Bell-Red corridor and in the Wilburton West edge. These people will also need roads to use every hour of the day.

While driving through Bellevue I see 2 or 3 Bicyclists, while I see many hundred cars each hour of the day. If you are already set on closing some lanes on Bel-Red and Northup for traffic regardless of what Bellevue Residents say, Please be sure to close only one East to West lane and then maybe close one West to East lane of the other road. We do not want a lot of the crowded traffic to try to use N E 8th Street as it is already so crowded that many times it is hard for me and my neighbors to get onto N E 8th from the many cross streets that we live on.

I do understand that you have heard many favorable comments about this closure plan from Bicyclist Clubs from across the state. Many of the people will never ride on Bellevue streets. They are just better organized than the average Bellevue Residents.

Keep the road lanes all open for the many current residents and the thousands more expected to live in the area in the future.

Please keep the Lanes Open!

Daniel Renn

603 129th Place N E

Bellevue Resident for 46 years.

From: [Karen Demaree](#)
To: [TransportationCommission](#)
Subject: Bike Bellevue
Date: December 14, 2023 12:58:58 PM

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Battling a flu, I am unable to attend today's meeting.

I am against the plans which will increase traffic congestion, an obvious result of taking away traffic lanes. My husband cycles daily and says there are alternate routes available and to consider.

Please register me as a NO to the Bike Bellevue plan. I assume emails such as mine will be accounted for.

Sincerely,
Karen Demaree
Sent from my iPhone

December 14, 2023

City of Bellevue Transportation Commission
Transportation Staff
Council Member Janice Zahn

Good evening. My name is Craig Spiezle. I work and live in the Lochleven neighborhood adjacent to downtown Bellevue. I am also an avid cyclist and active volunteer with the city.

I am speaking tonight regarding Bike Bellevue. I would like to first thank the transportation staff for the draft plan. It is ambitious and an important step towards realizing the promise of Vision Zero, promoting alternative modes of transportation.

Over the past several months I have met with dozens of people to better understand their opposition. I would like to personally thank Kevin Wallace of Wallace Properties, Mariya Frost of Kemper Development and dozens of residents who both oppose and support the plan.

While I do not agree with all their concerns or data, they have some valid perspectives worth considering. I have also conferred with Commissioner Ting, the Fire department and city staff while completing my own street surveys. Based on my assessment, I support 7 of the corridors including one conditionally. These include;

- | | | | |
|----|---|----|-----------------------------|
| 01 | Northrup Way | 06 | NE 1 st & NE 2nd |
| 07 | Lake Wash Blvd | 08 | 100 th Ave NE |
| 09 | Wilburton Route | 10 | 116 th Ave NE |
| 02 | NE 12 th Street, conditionally support connecting directly to 100 th Ave NE | | |

I believe the remaining corridors (3, 4, 5, and 11), require additional data before proceeding. I have two requests to the transportation department. 1) Provide a review of alternative routes which while may be less direct routes for cyclists, would have reduced impact to traffic. My second request is to temporarily close the lane(s) of traffic (via barricades) and measure the actual impact to the traffic and flow, (before, during and after).

The benefits would be 2-fold; 1) it would help provide real world data if vehicle lanes were to be repurposed, 2) alleviate some of the concerns being voiced. This would be a cost-effective method to help validate assumptions and promote integrity of the plan.

Thank you for your time. I look forward to working with all stakeholders to build upon and improve the Bike Bellevue Plan.

Craig Spiezle
425-985-1421

From: [Craig Spiezle](#)
To: [TransportationCommission](#)
Cc: [Transportation Reception](#); [McDonald, Kevin](#); [Loewenherz, Franz](#); [Singelakis, Andrew](#)
Subject: Comments for Bike Bellevue
Date: December 14, 2023 1:54:42 PM
Attachments: [BikeBellevue-Spiezle12-14.pdf](#)

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In advance of tonight's meeting, I am submitting my comments

Craig Spiezle
425-985-1421

December 14, 2023

City of Bellevue Transportation Commission
Transportation Staff
Council Member Janice Zahn

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Thank you for your time. I look forward to working with all stakeholders to build upon and improve the Bike Bellevue Plan.

Craig Spiezle
425-985-1421

From: [Barbara Hughes](#)
To: [Council](#); [TransportationCommission](#)
Subject: Comments from tonight in full
Date: December 14, 2023 8:45:28 PM
Attachments: [Bike Bellevue TC 12 14 23.docx](#)

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Sending to give you my full 3 minutes of comments that I had prepared for tonight's meeting, thank you.

I am requesting that the Transportation Commission send this project back to Council – staff have failed to follow Council's policy from the 3/27/23 Council Meeting on Key Principles to be followed.

Barbara Hughes
Bellevue 98005

Comments on 'Bike Bellevue' scheme as it is today 12/14/23

Safety and Comfort were key Principles set by Council on 3/27/23

Bike Bellevue project as designed today will make biking less safe and comfortable. I thought that Vision Zero was to make biking safer. Converting the right lane to bikes only on 140th Ave NE, and having cars cut across the bike lane to access McDonalds and Safeway is not safe or comfortable... Nor on Northup heading west where there are numerous small businesses along the road. My family bikes a lot – for pleasure and to commute. Please do not endanger us with your current proposal. Do not prevent us from accessing our local businesses by either bike (because it's going to be too dangerous) or by car (because we do not wish to collide with a bike).

Why is the Transportation Project Manager for Bike Bellevue not following Council's direction?

Council also directed that Community Stakeholders were to be engaged in setting the priorities for Bike Bellevue and there was to be robust and diverse outreach.

It has, unfortunately, become clear that the outreach (information and resources) provided to bike activists based outside of Bellevue has been greater than the scant information provided to Bellevue residents. Why has the Transportation Project Manager failed to follow Council's direction in this respect?

Has there been robust outreach to the Neighborhood Associations, Bellevue Network on Aging, have you consulted affected businesses,

the economic impact, planned future growth, Parks regarding impact to parks and special events, Police and Fire, traffic impacts on nearby neighborhoods, directional pm peak traffic volumes. The plan is inequitably benefiting less than 1% of trip users, but disproportionately impacting 99% of trips users.

I am concerned that data so far has been skewed by the inequitable outreach. Staff also do not appear to have followed all the Council's direction from March 27th. You have not presented us with all the alternatives, and we have not had clear and unbiased public involvement. Therefore, I am asking for a reset. Let's get this right.
Please send Bike Bellevue back to Council.

From: hello@livablebellevue.com on behalf of [Thao Vu](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 14, 2023 10:16:49 PM

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Dear Members of the Bellevue Transportation Commission,

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I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Thao Vu
Bellevue

From: hello@livablebellevue.com on behalf of [Gang Gou](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 14, 2023 8:27:35 PM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Gang Gou
surrey downs

From: hello@livablebellevue.com on behalf of [Donald Potter](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 14, 2023 6:44:30 PM

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Dear Members of the Bellevue Transportation Commission,

Thanks for the opportunity to commit on this important issue. I have been a past bicyclist and bicycle commuter in Bellevue/Redmond. I am no longer riding, partially as I do not safe in most locations in doing so. However, I do not believe the newly proposed bicycle plan will improve general safety and will actually cause more unsafe situations for bicyclists (as well as pedestrians and motorists) due to more congested automobile traffic on the streets planned for this project.

Thus, I am writing to share my opposition to Bike Bellevue, the City's plan to add 15 miles of bike lanes for \$18.6 million, 11 of those miles created by taking and converting vehicular travel lanes in Downtown, Wilburton and Bel-Red.

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Donald Potter
Bridle Trails

From: hello@livablebellevue.com on behalf of [George Strohofer](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 14, 2023 5:02:55 PM

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Dear Members of the Bellevue Transportation Commission,

I am writing to share my opposition to Bike Bellevue, the City's plan to add bike lanes anywhere in Bellevue.

So few citizens benefit from bike lanes that they are not an effective use of transportation budget.

I urge you to reject Bike Bellevue projects and advocate for projects that improve vehicle traffic.

Thank you for supporting the greater good for Bellevue.

Sincerely,

George Strohofer
Horizon Crest

From: hello@livablebellevue.com on behalf of [Sonny Foster](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 14, 2023 4:02:59 PM

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Dear Members of the Bellevue Transportation Commission,

I am writing to share my opposition to Bike Bellevue, the City's plan to add 15 miles of bike lanes for \$18.6 million, 11 of those miles created by taking and converting vehicular travel lanes in Downtown, Wilburton and Bel-Red.

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Sonny Foster
Surrey Downs

From: hello@livablebellevue.com on behalf of [sam bassford](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 14, 2023 2:27:22 PM

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Sincerely,

sam bassford
Enatai

From: hello@livablebellevue.com on behalf of [Gene Caldwell](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 14, 2023 1:25:04 PM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Gene Caldwell
Redmond/Bellevue

From: hello@livablebellevue.com on behalf of [Heidi Brantzeg](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 14, 2023 1:18:23 PM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Heidi Brantzeg
Crossroads

From: hello@livablebellevue.com on behalf of [Todd Hulett](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 14, 2023 9:54:21 AM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Todd Hulett
Woodridge

From: hello@livablebellevue.com on behalf of [Dana Tillson](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 14, 2023 9:53:17 AM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Dana Tillson
Woodridge

From: hello@livablebellevue.com on behalf of [Ai Tu](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: December 14, 2023 10:19:09 PM

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Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Ai Tu
Bellevue

From: [Heidi Dean](#)
To: [TransportationCommission](#)
Cc: [Council](#); [McDonald, Kevin](#); [Gerla, Kathy](#); [Carlson, Diane \(she/her\)](#); [Jonathan Choe](#); [Pamela Johnston](#); [Phyllisjwhite](#); [Betsi Hummer](#); [Nanette Lescher](#); [renaybennett@msn.com](#); [Mike Nykreim](#)
Subject: Poor planning: 12/14 Transportation Commission mtg
Date: December 14, 2023 9:14:23 PM

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Dear Transportation Commissioners, Councilmembers & CoB staff:

It's 6:42 & I'm here at the Transportation Commission meeting. Most of the Bellevue residents I know who came to speak are out in the hall. Why?

Because the bike activists, including those who've come from as far away as Tacoma (Chris Randels, Complete Streets Bellevue) have taken up all the seats.

The wall between this room & the larger adjacent room can't be opened due to a previously scheduled meeting there. We are packed in here like sardines. It's hot. It's uncomfortable. And by the time we reach the end of the speaker list I suspect a good # of Bellevue residents will have left because standing shoulder-to-shoulder for long periods of time instead of being seated comfortably is not something a lot of folks can do.

This. Is. Ridiculous. It was no secret this meeting would be heavily attended by bike activists, Bellevue residents, business and property owners. Cascade Bicycle Club, Complete Streets Bellevue, Eastside Urbanism, The Urbanist, and other pro-bike activists have been blasting out this meeting to their thousands of followers around the region since the end of October. As was discovered via records requests, the activists have been aided in their promotional efforts by CoB staffer Franz Loewenherz. WHY didn't the Transportation staff plan better for the large # of attendees this meeting would attract?

I've seen this before.

It's a repeat of the men's shelter siting meetings where city staff and the city council allowed the Church Council of Greater Seattle to be given both speaking & seating priority over impacted Bellevue residents. South Bellevue residents are now living with the negative consequences of that project, which they valiantly tried to get the CoB to acknowledge would happen. We were bullied & drowned out by the members of the Church Council of Greater Seattle, aided by the council majority & Planning staff.

It's a repeat of the Newport Hills park planning where staff allowed dog owners from outside Newport Hills (and outside our city) to be given priority access to the planning meetings, as well as allowing input to come in from pro-off leash commenters who lived in other parts of the state and other states (!!). Newport Hills is now home to a giant dog park serving people from outside our neighborhood & outside our city. Meanwhile, the neighbors still DO NOT have a space to host a neighborhood picnic (ice cream social= small gathering) because the "people" space isn't large enough- too much space was allocated to the dogs & their owners while the majority of the available "people" space was tiered & made unusable for gathering.

This was allowed by you- I made you all aware of what was happening & you did nothing.

It's a repeat of the Bellevue 2044 Comprehensive Plan update meetings & surveys. The Comp Plan Team has changed the definition of "community" to include "anyone who loves Bellevue" (per Community Engagement Lead Brooke Brod at the Housing "Deep Dive", Summer 2022). Because of Ms. Brod's connection to them, community groups & activists NOT from Bellevue blasted out info about our Comp Plan meetings & surveys to their followers. I personally encountered a young man studying the info boards & providing input who confirmed he lived in Northgate and didn't work in Bellevue- he'd heard about the meeting from an activist group online. He didn't see the problem with it, but lots of Bellevue residents did/do. He wasn't the only non-Bellevue attendee I've encountered at Comp Plan meetings or seen responding to our surveys. I brought this to the attention of Mike McCormick-Huentelman (who shamed me), as well as former city manager Brad Miyake (December 2022, February 2023). I've also written to you, Council, and brought it to the attention of the Planning Commission. You did this.

I've reached a boiling point with how the CoB treats its residents. You are NOT living up to Council's vision of "high performing government". Your vision statement says "We seek input from our residents and businesses, and this input informs city decision-making. We make decisions in a transparent manner and support public engagement and connectivity." Execution of your vision statement is becoming worse by the year and by the project. Is this really the best Bellevue can do?

- Heidi Dean
Newport Hills
25 year Bellevue resident

[Sent from Yahoo Mail on Android](#)

From: liaunrau@hotmail.com
To: [TransportationCommission](#)
Subject: proposed removal of travel lanes on Bel-Red
Date: December 14, 2023 3:43:33 PM

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To Bellevue Transportation Commission:

I strongly oppose removing a lane of westbound traffic on Bel-Red Road. This is a heavily traveled, main arterial connecting northeast Bellevue to downtown, and drivers rely on it even more when 520 is backed up and drivers seek alternate routes. Getting to the medical centers, as well as businesses in a reasonable time will be impossible for those of us in northeast Bellevue. This also applies to anyone wanting to go out to eat or shop in the downtown area. Traffic already backs up on Bel-Red all day due to construction near 130th. Bike lanes and light rail will not meet all the demand for various types of trips. I urge a solution that respects drivers and can meet more residents' needs.

Thank you,
Lia Unrau
3035 165th PL NE
Bellevue, WA 98008

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[illegible]

From: [Loewenherz, Franz](#)
To: [Allan, Mackenzie \(she/her\)](#)
Subject: FW: Council RE: FW: Questionable survey tactics-please share with City Manager and each Council Member
Date: Tuesday, January 2, 2024 12:42:15 PM

Please add this to the collection.

From: Stevens, Paula <PStevens@bellevuewa.gov>
Sent: Tuesday, January 2, 2024 12:40 PM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>; McDonald, Kevin <KMcdonald@bellevuewa.gov>
Subject: FW: Council RE: FW: Questionable survey tactics-please share with City Manager and each Council Member

FYI...

From: Singelakis, Andrew <ASingelakis@bellevuewa.gov>
Sent: Friday, December 29, 2023 8:01 AM
To: Stevens, Paula <PStevens@bellevuewa.gov>
Subject: Fw: Council RE: FW: Questionable survey tactics-please share with City Manager and each Council Member

fyi

From: noreply@salesforce.com <noreply@salesforce.com> on behalf of Council Office <counciloffice@bellevuewa.gov>
Sent: Thursday, December 28, 2023 7:58 AM
To: Singelakis, Andrew <ASingelakis@bellevuewa.gov>
Cc: Adell, Dana M. <DMAdell@bellevuewa.gov>
Subject: Council RE: FW: Questionable survey tactics-please share with City Manager and each Council Member

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Forwarding this Council@ email as fyi.

Thank you,

Michelle Luce (She/Her) | **Centered Elguezabal** (He/Him)
Executive Assistants to City Council
[42524527810](tel:42524527810) | CouncilOffice@bellevuewa.gov | BellevueWA.Gov

From: rick-davis@comcast.net <rick-davis@comcast.net>

Sent: Friday, December 22, 2023 10:32 AM

To: Council <Council@bellevuewa.gov>

Subject: Questionable survey tactics-please share with City Manager and each Council Member

Some people who received this message don't often get email from rick-davis@comcast.net. [Learn why this is important](#)

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Please forward to each Council member and our City Manager. Thanks.

Bellevue Council members and City Manager-

I'm reaching out to you as I have found that feedback unwelcome by staff often is never shared with policy level leadership. I'm grateful for the opportunity to provide feedback via the current survey. Though I noted some [not much] clear manipulation of design to drive desired results and suppress relevant input. Just a couple. They are:

1-An obvious protection of staff's bike policies that favor a very small group of residents [serious bikers] vs the impact on the vast majority of the rest of your [and our] residents. Two questions that clearly assume that more bike paths are a good thing regardless of cost and adverse traffic impacts. IE it's 'not a question, it's a given.' No opportunity [with or following] these questions to share participants' priority between improved traffic or more bike lanes. A clear manipulation of survey design. Yes, there was an earlier traffic survey covering this, which was so manipulated I didn't finish. Only the most passionate responder would tackle that survey, designed to result in a biased response. It is clear that staff does not want to hear from our residents at large when inconvenient.

2-The high-level prioritizing choices can be used to support many directions. Sounds like material created to enable choosing the direction provided by residents rather than letting our residents share their actual priorities and our city actually listening.

I recognize that we want an inspired and capable staff running our city. And that a high level of independence and freedom help attract and motivate our people. Suggest we add a little more mutual respect where staff respects the will of all the people of

Bellevue by honoring our values and priorities. This goes along with mutual respect between staff, Council, and our residents. We all need to contribute to pleasant and effective relationships.

I hope you consider my input.

Thanks for your work on our behalf.

Best Success,

Rick Davis

rick-davis@comcast.net

ref:!00D6g025rWo.!5006g011e1QL:ref

From: [Mariya Frost](#)
To: [TransportationCommission](#)
Cc: [Nieuwenhuis, Jared](#); [Council](#)
Subject: KDC Comment on 2024 transportation policy amendments
Date: Thursday, January 11, 2024 1:17:41 PM
Attachments: [image001.png](#)
[KDC Comment 2024 CPPU TR Amendments 1-11-24.pdf](#)

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Commissioners,

Please see attached my written comment on behalf of Kemper Development regarding some of the staff-proposed amendments to transportation element policies in the 2024 CPPU. You will be reviewing these and many other policies in a study session this evening. Thank you very much for your consideration.

Sincerely,

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





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

January 11, 2024

RE: Public comment regarding 2024 CPPU staff-proposed amendments to transportation element

Commissioners,

As you consider the staff proposed changes to existing transportation policies in the Comprehensive Plan Periodic Update – we encourage you to maintain as a guiding principle the importance of preserving existing arterial road capacity to meaningfully accommodate planned residential and employment growth for at least the next two decades. The GMA requires 20-year planning, and the Transportation Element is a primary component of that plan. Preserving arterial capacity would be consistent with Bellevue’s long-standing policy of developing a multimodal transportation system that serves all transportation modes and meets projected travel demand.

While many of the staff-proposed policy changes are clarifying and minimal, we have concerns about some changes which are subjective, vague or redundant. We have outlined those immediate concerns below (using “old number” references in Attachment A of your meeting materials for this study session).

TR-2 – 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.

- **City Staff Proposal:** Aggressively plan, manage, and expand transportation investments to reduce congestion and expand mobility opportunities in a multimodal and comprehensive manner and improve the quality of the travel experience for all users. (The policy is also reassigned from the Transportation & Land Use category to the Mobility Management & Technology category, resulting in a renumbering to TR-20)
- **KDC Recommendation:** Retain TR-2 numbering and category.
- **KDC Comment:** We do not take issue with the language adjustments but do take issue with TR-2 being moved to a new category and renumbered to TR-20. Both of these proposed changes may obscure the importance of this policy, which has been referenced as TR-2 in written and oral communication by numerous constituents and stakeholders. The principles in TR-2 (aggressively reducing traffic congestion, expanding multimodal opportunities, and improving the quality of the travel experience for all users) are fundamental to Bellevue’s multimodal transportation policy, and thus TR-2’s numerical placement carries significance. Further, the policy specifically directs for the *reduction* of congestion, not *management* of congestion, which is what may be implied by movement to a “Mobility Management” category. We recommend retaining the policy under its current category.

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



TR-23 – Incorporate pedestrian and bicycle facility improvements into roadway projects in accordance with the Pedestrian and Bicycle Transportation Plan.

- **City Staff Proposal:** Incorporate pedestrian and bicycle facility improvements into roadway projects to provide complete and connected active transportation networks.
- **KDC Recommendation:** Incorporate pedestrian and bicycle facility improvements into roadway projects in accordance with the Pedestrian and Bicycle Transportation Plan, as it now exists or is amended.
- **KDC Comment:** City streets other than those that provide local access should have pedestrian facilities, but not all should have bike facilities. The critical process of evaluating whether these projects are appropriate for a given roadway takes place in the process of Council adopting a plan. Therefore, it is important that the policy language refers to the Council-approved plan rather than “complete and connected active transportation networks,” which is a broad term that may include concepts that fall outside the scope of Council direction in the City’s pedestrian and bike plan. The policy can reference the Council-approved plan as it *now exists or is amended* to ensure the language is current.

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.

- **City Staff Proposal:** Increase connectivity and system completeness for all transportation modes to create a Complete Streets arterial network.
- **KDC Recommendation:** Amend language to read: “Create a Complete Streets network that is consistent with primary street functions, considers abutting land uses, and improves connectivity and reliability for all transportation modes.”
- **KDC Comment:** Complete Streets changes are most effective and useful when they are context-sensitive and appropriate for individual corridors which may serve different primary functions. For example, not all arterials may be compatible with new bicycle lanes or other Complete Streets treatments, but that is precisely what the City’s proposed language implies. One might infer that the staff-recommended policy language advocates for bicycle lanes on all arterial streets. Our suggested language is informed by and aligned with policy TR-155, which states the City must “balance (or consider) the needs of all roadway users when designing and building neighborhood traffic safety projects.” It is also aligned with TR-52, which states that the City must “Classify city streets according to their function, so that needed mobility capacity may be preserved, and planned street improvements will be consistent with those functions.”

TR-33 - Plan for transportation system projects to accommodate the forecast demand and to meet Performance Targets in each update of the Transportation Facilities Plan.

- **City Staff Proposal:** Plan for and prioritize transportation system projects to support land use and to address Performance Target gaps in each update of the Transportation Facilities Plan.
- **KDC Recommendation:** Retain language as is.
- **KDC Comment:** *Accommodating forecast demand and meeting* performance targets should remain the priority in this policy statement. Softening the language to direct officials to simply “address performance target gaps” is less active and less measurable, and therefore makes it difficult to hold officials accountable for failure to accommodate forecasted demand. If the City wishes to “address



performance target gaps,” they should do so separately or in addition to the policy of “meeting performance targets.”

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.

- **City Staff Proposal:** Retain.
- **KDC Recommendation:** Strike language/policy.
- **KDC Comment:** This policy does is not clear as to when and how much excess vehicular capacity exists such that repurposing of travel lanes would be reasonable. Does it include locations where excess capacity can exist at 1am, while not existing at all during the PM peak hour or period when that roadway is needed the most in order to support access and mobility? The language of optimizing person throughput is equally unclear. Is it more optimal if the person throughput occurs with less time per trip, less energy per trip, fewer emissions per trip, or some other measure? What if taking away a travel lane which thousands of people use during the peak period reduces person throughput? Bike Bellevue is a good example of a plan with projects that may run afoul of the existing policy, because they would repurpose travel lanes even though excess capacity does not exist in the peak hour or peak period, and actual (not theoretical) person throughput would be reduced. Without clarity around excess vehicular capacity or optimization of person throughput, all that is left is policy direction to repurpose travel lanes without justification. For that reason, this policy should be removed.

TR-144 - Support means to reduce transportation-source greenhouse gas emissions.

- **City Staff Proposal:** Support means to reduce per capita vehicle miles traveled and transportation-source greenhouse gas emissions.
- **KDC Recommendation:** Strike language/policy.
- **KDC Comment:** Both the existing and proposed policy language is outdated. VMT-reduction policies were developed when electric cars were nowhere to be found and hybrid technology was still in its infancy. Washington state’s new climate law decouples VMT from CO2 emissions, because there is a strict and declining cap on gasoline sales in the state, so increases in VMT cannot increase CO2 emissions. Further, it is not possible to accurately calculate or enforce city-wide transportation-related emissions as people cross jurisdictional boundaries. Considering existing statewide policy, this policy is redundant and should be removed.

Thank you for your consideration.

Sincerely,

Mariya Frost
Director of Transportation
Kemper Development Company

From: hello@livablebellevue.com on behalf of [Donald Potter](#)
To: [TransportationCommission](#)
Subject: Opposition to the Bike Bellevue Plan
Date: Thursday, December 14, 2023 6:44:30 PM

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Dear Members of the Bellevue Transportation Commission,

Thanks for the opportunity to commit on this important issue. I have been a past bicyclist and bicycle commuter in Bellevue/Redmond. I am no longer riding, partially as I do not safe in most locations in doing so. However, I do not believe the newly proposed bicycle plan will improve general safety and will actually cause more unsafe situations for bicyclists (as well as pedestrians and motorists) due to more congested automobile traffic on the streets planned for this project.

Thus, I am writing to share my opposition to Bike Bellevue, the City's plan to add 15 miles of bike lanes for \$18.6 million, 11 of those miles created by taking and converting vehicular travel lanes in Downtown, Wilburton and Bel-Red.

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Donald Potter
Bridle Trails

From: [Dean Brown](#)
To: [TransportationCommission](#)
Subject: Bike Bellevue - NE 1st/2nd Westbound Elimination
Date: Friday, January 19, 2024 3:33:13 PM

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There are good ideas and bad ideas in the plan. I do support making bicycle travel more safe.

One bad idea in particular; the elimination of all westbound auto traffic on NE 2nd/1st from Bellevue Way to 100th NE.

- For bicycles this is a very short stretch where they gain their own space

- For autos this would mean diverting to Main Street, often very backed up or NE 4th which suffers heavy traffic from those parking in Bellevue Square.

- In addition the Bike Bellevue plan calls for the eastbound bicycles crossing Bellevue Way to travel diagonally through the intersection. This is not safe, and to try to make it safe we'll have Bellevue Way slowed down with special bicycle traffic lights.

- Keep in mind that access to the parking lot for the children's playground in Downtown Park is on this street.

- Lastly these two blocks of travel contain four cross walks (two with flashing lights), multiple intersections and pedestrians that slow travel, making it safe to have bicycles and autos to share the one lane that is already there for this short stretch.

The Bike Bellevue group are convening (at significant expense) a Focus Group about this part of the plan in an effort to solicit support. I have submitted an application to it, but provide you the above in any case.

Regards,

Dean Brown