

All emails received between December 8, 2023 - January 31, 2024, in support of Bike Bellevue. Total of 77 emails or letters.

From: [Kristina Wayte Bakke](#)
To: [TransportationCommission](#)
Subject: Bellevue cycling is needed
Date: December 14, 2023 6:13:58 PM

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I ride in Bellevue and know that keeping and adding new bike lanes are key in the focus of the environment and safety of the current cyclists. I ride into work and want to keep it that way. The only way to encourage more cyclists and fewer cars on the road is the build more bike lanes!

From: [William Brooks](#)
To: [TransportationCommission](#)
Subject: Bike Bellevue Program
Date: December 14, 2023 6:56:11 PM
Attachments: [Outlook-Logo, comp.png](#)

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As a local living in Bellevue just off Bel-Red on 140th, I would like to speak out and say that added bike lanes would be of personal benefit. I currently have an incredibly short commute - less than 5 minutes away - and often choose to bike when I can. Even with only a couple blocks to go, I am unable to share the road with cars, as they regularly go over 40 miles an hour on the street. The sidewalks are difficult to use because they are so uneven, and cars need to pull up directly to the road to attempt to merge into traffic. I've personally been hit twice along the sidewalk by cars pulling up to the curb without checking to see if anyone was in the crosswalk - luckily receiving no major harm. Trees placed at the edge of the streetside only make this visibility problem worse.

As someone who also drives, I do want to say that keeping a good flow of traffic is equally important, but based on the data I've seen, I don't have any reason to believe that this project will be of too much detriment in the long run. I'd also love to be able to safely take my bike from my home to the upcoming Link Light Rail station when it is built.

As someone who lives local, and works local, I am firmly in support of the Bike Bellevue Program

Thank you for your time, effort, and consideration

William Brooks | He/They

Assistant Retail Manager

Mox Boarding House

www.MoxBoardingHouse.com



From: [Jennifer Prentice](#)
To: [TransportationCommission](#)
Subject: Bike Bellevue project support
Date: December 14, 2023 9:44:36 AM

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I am writing in support of the Bike Bellevue project. I am a downtown Bellevue resident with over 10 years experience commuting to work on a bicycle. Since moving to Bellevue, I have ceased riding my bicycle due to lack of safety measures. Both at the beginning and end of my commute I ride on bike lanes that suddenly end. Riding in a bike lane that suddenly stops half way up a steep hill, while being followed and passed by cars within inches is not safe. I feel I am putting my life at risk while riding in Bellevue. More safe and complete bike lanes are needed. Many bike lanes in Bellevue are akin to the ramps that went to nowhere along I-5 in the 1980s. Both equally dangerous if choosing to travel on them. I am interested in a safe riding experience in Bellevue for everyone and would like to get back on my bike.

Best,
Jennifer Prentice
Downtown Bellevue Resident

Sent from my iPhone
Please excuse typos and brevity.

From: [Brian Tosch](#)
To: [TransportationCommission](#); [Council](#)
Subject: Bike Bellevue
Date: December 14, 2023 5:20:07 PM

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Hello,

As a Kirkland resident who does most of my local errands on bike, I would like to emphasize how important the Bike Bellevue plan is to reach businesses and other resources in Bellevue. Today, outside of narrow corridors directly adjacent to existing trails, I find myself mixed with hostile and dangerous car traffic to reach most destinations in downtown Bellevue. This is an obvious deterrent to shopping in Bellevue.

When we choose to bike instead of driving we help to reduce congestion for people who need to drive. Many of the people who may object to Bike Bellevue plans will actually have their experience improved by better bike infrastructure.

Please help raise the bar for cycling infrastructure on the Eastside and move ahead with the Bike Bellevue plan.

Thanks,
Brian Tosch

From: [Kimia Mavon](#)
To: [TransportationCommission](#)
Subject: Bridle trails mother in support of Bike Bellevue
Date: December 14, 2023 8:24:23 PM

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Hi Transportation Commission,

My name is Kimia Mavon Baxter and I live in Bridle Trails. For cost efficiency, my husband and I are a single car household. I work at Microsoft and commute to work on a bicycle. I run many errands on bike.

However, I am very hesitant to bike with my baby with the current infrastructure. Biking in Bellevue without bike lanes is not safe enough for me to be comfortable with our 14 month old on the back of our bike. Please take my story as a case in support of “if you build it, they will come” as I would bike significantly more with my whole family with better infrastructure.

There have been multiple studies of the impacts on biking on cities like Bellevue - including Cambridge, a major suburb of Boston. Effects are shown to even have a positive impact on business.

Bike Bellevue is aligned with a green future for Bellevue and I hope to stay here for decades to come.

<https://www.cambridgebikesafety.org/2021/09/22/bike-lanes-and-local-business-the-economic-impact/>

From: [Kian Bradley](#)
To: [TransportationCommission](#); [Council](#)
Subject: Effect of bicycle infrastructure on local businesses
Date: December 15, 2023 8:21:05 AM

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Hello Transportation Commission / City Council,

I gave a public comment at Thursday's transportation commission meeting regarding the effect of bicycle infrastructure on local businesses. I wanted to reiterate this and give you a link to the study:

This meta-study did a statistical analysis of 23 scientific studies in the US and Canada, looking at the effect on local businesses before and after cycling infrastructure was added in the business's immediate area. It determined that:

Taken together, the studies indicate that creating or improving active travel facilities generally has **positive or non-significant economic impacts on retail and food service businesses** abutting or within a short distance of the facilities, though bicycle facilities might have negative economic effects on auto-centric businesses. The **results are similar regardless of whether vehicular parking or travel lanes are removed or reduced** to make room for the active travel facilities.

The meta-study: <https://www.tandfonline.com/doi/full/10.1080/01441647.2021.1912849>

I encourage you to google around and try to find information yourselves. Kemper Development is sending a representative to every transportation commission meeting saying that Bike Bellevue will harm their businesses– but the scientific consensus does not agree on this issue.

Thanks,
Kian Bradley
Mercer Island resident

From: [Loraine](#)
To: [Council](#); [TransportationCommission](#)
Subject: Excited for the Bike Bellevue updates
Date: December 14, 2023 5:35:13 PM

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Hello, my name is Loraine and I often bike in Bellevue on many of the roads described in this plan, on my way to meet friends and get food. Traffic speeds and mixing with cars in these busy areas definitely contribute to stress when I bike in these areas. I've had close calls with drivers on 140th, Bel Red and Northup. My having the right-of-way does little to comfort me when I consider the potential outcomes of a collision with a vehicle.

So I am very excited by the updates proposed by Bike Bellevue, as they go a long way to connect existing cycling routes and improve safety for cyclists. The Bike Bellevue proposal will impact my life in a positive way, and it is much better than ineffective and high-risk modifications like sharrows. Thank you City of Bellevue Transportation Commission for proposing, designing, and undertaking these improvements!

Sincerely,

Loraine Kanervisto

From: [Hagstrom, Gillian](#)
To: [Loewenherz, Franz](#); [McDonald, Kevin](#)
Subject: FW: Support for Bellevue bike lanes
Date: December 15, 2023 8:54:31 AM

Hi Franz and Kevin,

I received this email yesterday. Let me know if you'd like me to do something else with it (or direct the writer to send this somewhere else).

Thanks,

Gillian

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

From: Ariel Davis <ariel.z.davis@icloud.com>
Sent: Thursday, December 14, 2023 2:39 PM
To: Hagstrom, Gillian <GHagstrom@bellevuewa.gov>
Cc: Christopher Randels <crandels@cs-bellevue.org>
Subject: Support for Bellevue bike lanes

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Hello,

I'm writing again to reiterate my support for adding new bike lanes to Bellevue.

I commute to my office in downtown Bellevue a few times per week, via bike, using bike lanes provided by the city. I'm proud to do so: compared to commuting by car, using a bike produces less emissions, takes up less space, is safer for others, and incurs less wear on the road. These are all direct benefits for the public and the city government.

If bike lanes were unavailable, I may not choose to commute via bike. I urge the city to encourage bike use for as many citizens as possible by building more bike lanes.

I would note that building bike lanes does not remove the ability to drive cars on those roads. But not building bike lanes strongly discourages biking on those roads. This is because many potential bikers would feel unsafe having to use the same lanes as cars, and rightly so.

Failing to build bike lanes and keeping all the lanes prioritized for cars just to purportedly save car drivers a few minutes per trip is short sighted. It would fail to move Bellevue closer to its goals of reducing emissions and increasing safety.

I would also note that in the long term, investing in transport methods other than cars gets more cars off the road, which is in fact a benefit to the remaining car drivers. I believe having a wealth of well supported transport options is the only real way to decrease car traffic.

We should allow our citizens to get around our city using whatever is most convenient: car, bike, light rail, bus, walking, whatever. Not remove all other possibilities in favor of promoting only car usage.

Regards,

Ariel

From: [Andrew Pardoe](#)
To: [TransportationCommission](#); [Council Office](#)
Subject: Statement of support for Bike Bellevue
Date: December 14, 2023 4:29:46 PM

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Commissioners, Councilmembers,

I write today to express my support for the ambitious Bike Bellevue program and to thank you for the consideration you have given the program to date. I bike to work and bike for a few errands, but drive most other places. I appreciate the city showing vision and building a city that we want to live in: a city where people can get where they need to go regardless of their mode of travel.

There's been a fair amount of talk online about opposition to this program. This morning, I saw a sign placed in a public garden saying that Bike Bellevue would take away "car" lanes (despite the fact that I was also using the general purpose lane and was not in a car!) I urge you to look past the short-term, backwards-looking concerns of those who are opposed to this program.

You might not remember the fake grassroots "Save our Lanes" campaign in 2019. This was a website and a few hundred plastic signs backed by an organization that seemed to represent the people of Bellevue. In reality, it was a fake organization funded by Forge WA, a political action committee led by former Port Commissioner and Republican gubernatorial candidate, Bill Bryant. Vic Bishop, Transportation Commissioner at the time, and later a statewide candidate running as "the car guy", quoted their talking points as if they were fact. They were not facts, their support was not verified, and they did not represent the views of the people of Bellevue. They represented the views of a business-minded PAC that didn't understand what makes a vibrant community for people or businesses.

The city held firm to its vision and built the bike lane on Main Street from Bellevue Way to about 109th Ave. The disaster that the political lobbyists forecasted did not come to pass. Traffic flows well on Main Street east of Bellevue Way. The only time it gets jammed up is on Wednesdays, when there's increased traffic heading to and from Bellevue High School. (Kids can't walk or bike to school anymore—the roads are dangerous!) Many businesses on Main Street are successful and more are opening. A humble bike lane did not cripple our city. I bike past there daily, and walk past there frequently, and assure you that the opposition to bike lanes was wrong.

Even longer ago, in 2015, Bellevue took the chance to do a "road diet" on 116th Ave NE from NE 12th to Northup. There was strong opposition to taking away a "car" lane. But car traffic flowed better on 116th Ave after a lane was taken away. We no longer had to deal with drivers changing lanes all the time, hoping to get around that idiot in front of them. The bike lanes made car traffic flow better, just as our transportation officials predicted.

We employ a solid Transportation team. They are professionals, and know their business well. We should not heed the forecasts of doom from the likes of Molly Moon Neitzel, who claims that 99% of customers drive to her ice cream shop, ignoring the lines of people who walk there and even the few who bike there. Let the small business people run their businesses, even if they incorrectly think traffic jams make for a thriving retail scene. Let the transportation professionals build our transportation systems and hopefully save these businesses from their owners' short-sightedness.

I'm sad to see the city facing such strong opposition to progress from our small business owners. First, they're wrong: a majority of the people driving down Main Street don't stop for ice cream. If people walked more in the city, we'd have more call for thriving street-level retail. Instead, our downtown is basically two lines of traffic from I-405 to Bellevue Square, each many lanes across. We need to build a livable city. We need to stick to our vision, and ignore those who would keep us stuck in the 1950s.

Thank you,

Andrew Pardoe
10915 SE 1st St

From: [Shannon Ren](#)
To: [TransportationCommission](#)
Subject: Support bike lanes in Bellevue
Date: December 14, 2023 9:38:38 AM

You don't often get email from shannon.ren22@gmail.com. [Learn why this is important](#)

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Hello,

I am reaching out in support of the bike lanes plan in Bellevue. I grew up in Bellevue and still have family there and have always felt that biking could be improved there. I live in Beacon Hill I am currently trying to sell my car and would feel much more comfortable with established biking infrastructure for my future bike rides to Bellevue to see my family and patronize businesses in the city. Given the direct paths on I-90, the continuation of established infrastructure, especially in the downtown area will allow me to feel safe to ride throughout the city. Thank you.

Best,
Shannon Ren (she/her)

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

Terry, Cheryl

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

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

12/10/23

Dear Members of the Transportation Commission,

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

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

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

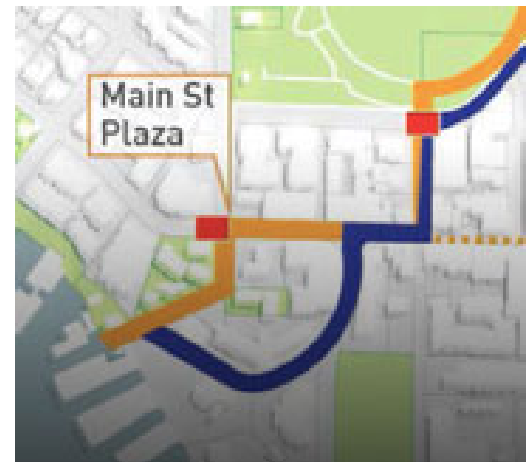


36

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

S-318-S	Lake Washington Blvd NE	NE 1st St to 100th Ave NE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the south side of Lake Washington Boulevard NE from NE 1st Street to 100th Avenue NE where not complete.	Low
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- c) **Grand Bicycle Connection** – The bicycle portion of the Grand Connection (blue line in the map) winds through Main St and is not safe and there are no plans to make it safe. Making a left on you bike at Main Ste and 110st or Main St and 102nd is not a good plan or fitting as a Grand Connection. Given the plan for 1st St / 2nd St, 100th St and along with Lake Washington Blvd, the safe and Grand bicycle connection to the park should follow this path. Phase 2 of the Lake Washington Blvd bike path offers an opportunity to widen the street when the Kite parcel of the Meydenbauer Bay Beach Park Phase 2 is constructed in order to accommodate a bike path where it would be reasonable for a kid riding to the beach to be safe.



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

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

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



Bill Herman

[Evergreen Tandem Club](#)

wherman@moosewiz.com



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

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

Sincerely,

Elena Rumiantseva

Terry, Cheryl

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

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

Sincerely,

Elena Rumiantseva

Terry, Cheryl

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

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December 7, 2023

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

I support bike paths and trails in Bellevue Wa.

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

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

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

I thank you for your listening and response.

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

Terry, Cheryl

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

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Hi!

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

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

Thank you,
Jared Sager

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

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

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

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

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Franz,

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

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

Respectfully,
Nicole

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

Hello,

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

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

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

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

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

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

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

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

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

Location specific comments:

Lake Washington Boulevard:

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

wheels aren't caught.

100th, South end

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

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

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

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

NE First and Second

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

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

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

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

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

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

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

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

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

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

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

Bel-Red

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

will inherently be conflicts with driveways and serious traffic.

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

Thanks for your time,
Nicole Myers

From: [Loewenherz, Franz](#)
To: [Terry, Cheryl](#)
Subject: Fwd: Supporting Bike Bellevue plans
Date: December 13, 2023 8:41:09 PM

Please add to the collection. Thank you

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From: Calder Hartigan <calderhartigan@gmail.com>
Sent: Wednesday, December 13, 2023 8:31 PM
To: TransportationCommission <TransportationCommission@bellevuewa.gov>; Council <Council@bellevuewa.gov>; Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: Supporting Bike Bellevue plans

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

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

Hello,

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

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

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

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

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

Terry, Cheryl

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

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Hello,

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

Thanks,
-Erik Josberger

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

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

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

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

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

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

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

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

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

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

Thank you.

Terry, Cheryl

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

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Dear . Bellevue Transportation Commission,

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

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

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

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

Sincerely,

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

Terry, Cheryl

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

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Sincerely,

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

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

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Sincerely,

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

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

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Sincerely,

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

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

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Sincerely,

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

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

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Sincerely,

Regards,
Richard Firth
Redmond, WA 98052

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

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Sincerely,

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

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

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Dear . Bellevue Transportation Commission,

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Sincerely,

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

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

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Sincerely,

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

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

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Sincerely,

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

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

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

Dear . Bellevue Transportation Commission,

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

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

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

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

Sincerely,

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

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

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Sincerely,

Regards,
sameer garde
Redmond, WA 98052

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

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Sincerely,

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

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

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Sincerely,

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

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

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Sincerely,

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

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

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Sincerely,

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

Terry, Cheryl

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

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Sincerely,

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

Terry, Cheryl

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

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Sincerely,

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

Terry, Cheryl

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

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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.

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

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

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

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

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

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

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

Terry, Cheryl

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

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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.

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

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

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

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

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

Terry, Cheryl

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

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

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

Terry, Cheryl

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

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To: Bellevue Transportation Commission

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

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

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

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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 Transportation Commission,

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

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

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

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

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

Please continue to support Bike Bellevue!

Sincerely,
Aspen Richter

Terry, Cheryl

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

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

Hello Transportation Commission and City Council Members.

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

That said, there remain many needed improvements.

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

Thanks for your consideration

Barb Braun
13609 SE 43rd Pl

Terry, Cheryl

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

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

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

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

Thanks for listening!

Court

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

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

Terry, Cheryl

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

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

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

Dear Council and Commissioners,

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

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

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

Scott Woodman
11141 SE 57th Street,
Bellevue WA 98006

From: [Ariel Davis](#)
To: [TransportationCommission](#)
Subject: Support for Bellevue bike lanes
Date: December 15, 2023 1:39:41 AM

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Hello,

I'm writing to show my support for adding new bike lanes to Bellevue.

I commute to my office in downtown Bellevue a few times per week, via bike, using bike lanes provided by the city. I'm proud to do so: compared to commuting by car, using a bike produces less emissions, takes up less space, is safer for others, and incurs less wear on the road. These are all direct benefits for the public and the city government.

If bike lanes were unavailable, I may not choose to commute via bike. I urge the city to encourage bike use for as many citizens as possible by building more bike lanes.

I would note that building bike lanes does not remove the ability to drive cars on those roads. But not building bike lanes strongly discourages biking on those roads. This is because many potential bikers would feel unsafe having to use the same lanes as cars, and rightly so.

Failing to build bike lanes and keeping all the lanes prioritized for cars just to purportedly save car drivers a few minutes per trip is short sighted. It would fail to move Bellevue closer to its goals of reducing emissions and increasing safety.

I would also note that in the long term, investing in transport methods other than cars gets more cars off the road, which is in fact a benefit to the remaining car drivers. I believe having a wealth of well supported transport options is the only real way to decrease car traffic.

We should allow our citizens to get around our city using whatever is most convenient: car, bike, light rail, bus, walking, whatever. Not remove all other possibilities in favor of promoting only car usage.

Regards,
Ariel

From: [Z P](#)
To: [TransportationCommission](#)
Subject: Support for Bike Bellevue
Date: December 14, 2023 1:02:31 PM

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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.

I'm thrilled to see the improvements Bike Bellevue project is bringing. I bike in Bellevue and regularly have close calls and feel in danger because the infrastructure is lacking and there's no separation from cars. Two of my coworkers were struck by cars in the past year, so the danger of getting hit or even killed by a car is always on my mind. With improved infrastructure I know I'll ride my bike for many more trips to local businesses in Bellevue and be much safer.

From: [Steve Fantle](#)
To: [Council; TransportationCommission](#)
Cc: [Loewenherz, Franz](#)
Subject: Support for Bike Bellevue and suggestions for pedestrian signal improvements
Date: December 14, 2023 1:08:59 PM

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Hello,

I'm Steve Fantle and I've been a Bellevue resident for 29 years. I had previously volunteered for the City of Bellevue Transportation Department in the areas of bicycle network planning and Vision Zero safety.

I am writing to address two subjects. First, I want to endorse the City's Bike Bellevue initiative. This program seeks to add an additional 15 miles of safe, connected bike facilities along critical corridors to link the City's urban core to the surrounding neighborhoods. With the proliferation of electric bikes, people-powered vehicles are becoming a viable alternative to motor vehicles for travel to work, to school, to shop and more. With plans for higher density housing in neighborhoods like Wilburton and Bel-Red, the availability of safe connected bike routes will ease future traffic congestion with minimal impact on legacy motor vehicle travel.

As an important Vision Zero safety compliment to the Bike Bellevue project, I also strongly support the deployment of speed safety cameras to enforce posted speed limits, for the common benefit of drivers, cyclists and pedestrians.

My second set of comments address the need for changes to existing pedestrian crossing signal design throughout the city. The overall experience for pedestrians at signalized intersections has been generally negative.

- Giving inequitable signal priority to motor vehicles encourages unsafe jaywalking.
- Having only 3 to 5 seconds of Walk before the flashing Don't Walk countdown begins unnecessarily raises pedestrian anxiety.
- Having a solid Don't Walk after counting down to zero with the green light continuing unnecessarily raises pedestrian frustration.

While there have been recent positive steps taken, such as revising some signals to provide advanced Walk before vehicles get the green light and the addition of an all-way Walk cycle at the downtown transit center, much more is needed. Specifically:

1) I would like to see the crosswalk button pushing to request a Walk cycle be eliminated, in favor of a full-time Walk cycle throughout the entire green light cycle. This will provide a longer white Walk interval (before the flashing red Don't Walk) in many cases. It will also eliminate the frequent missed request Walk cycle when users push the button too late in the green cycle.

2) I would like to see the countdown timer start immediately when the white Walk sign is illuminated, continuing through the flashing Don't Walk portion of the cycle (see video link below). Doing this would allow for the duration of the flashing Don't Walk to be reduced, since pedestrians (and drivers) will know the length of the entire

cycle from the beginning. This approach works successfully in large cities like Washington DC to reduce pedestrian frustration and anxiety while improving safety and throughput.

3) I would also like to see all-way Walk cycles implemented at more intersections with high pedestrian volumes, such as along Bellevue Way in downtown, as well as consideration for restricting right turns on red at downtown intersections.

As Bellevue continues to grow, our transportation systems must continue to evolve to provide safe, equitable mobility with maximum throughput. A willingness to consider alternate approaches will pay off in the long run.

Thank you for your consideration.

respectfully,

Steve Fantle

Video link:

https://drive.google.com/file/d/1QEEZKFmbz5EuViqD_Ftjwrto8iV8yORS/view?usp=sharing

From: [Irene B.](#)
To: [Loewenherz, Franz](#); [TransportationCommission](#); [Council](#); [Transportation Reception](#)
Subject: Support for Bike Bellevue from long time residents and bicyclists
Date: December 15, 2023 5:49:33 AM

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Dear Transportation Commission and City Council Members,

As avid bicycle riders and long time residents of Bellevue, my entire family would like to express our support for the Bike Bellevue plans. As you know, it can be quite dangerous to ride bicycles in the city of Bellevue which prevents us from using bikes. A more comprehensive network of bike lanes is exactly what's needed.

We feel the addition of bike lanes as part of the Bike Bellevue initiative will make it far more safe to ride through Bellevue due to the connections between locations that currently are far less safe and connected. This network of bike lanes and the added comfort and security they provide will enable us to ride our bikes more throughout Bellevue and use them instead of driving.

Your proposed additional bike lanes will encourage bicycle commuting (possibly in combination with other public transportation options) thereby freeing car traffic lanes while lowering greenhouse gas emissions produced in the city boundaries.

For all these reasons, we are strongly in support of Bike Bellevue and additional bike lanes. Programs such as this help build a more living and more sustainable future here in Bellevue.

Kind regards,
The Budlong Family

From: [Bill King](#)
To: [TransportationCommission](#)
Subject: Support for Bike Bellevue
Date: December 14, 2023 2:40:32 PM

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Hello,

I'm writing to express my support for the Bike Bellevue initiative.

As a Redmond resident, I chose where to live based on how easy it is for me to walk and bike. Despite living so close to Bellevue, I find I'd rather cycle or bus all the way out to Seattle for my shopping, because there just isn't enough infrastructure for me to get around safely in Bellevue today. If this initiative goes forward, I see myself visiting and shopping in Bellevue much more frequently. I believe this work will save and improve lives.

Thank you,
Bill King

From: [Debbie Thiel](#)
To: [TransportationCommission](#)
Subject: Written Communications - Dec 14 2023
Date: December 14, 2023 6:56:03 PM

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I am writing to pledge my support for the Bike Bellevue project.

I'm a life-time resident of Washington state, having grown up in Bellevue, and now living in Kirkland. I want to preserve this place for all to enjoy so make it a priority to make the lifestyle changes I believe contribute positively to the environment. Getting out of my car to prioritize walking/biking for as many errands as possible is one of my personal commitments. This includes regularly biking to Bellevue for the many amenities it has to offer.

Our city streets make this decidedly difficult, which is perplexing considering the wealth of resources our cities enjoy comparative to other parts of the country. It's our obligation to be a leader so other cities can follow and build off our learnings on sustainable transportation methods.

Breaking the dependency on cars and realizing the environmental gains that can come from that has to have advancement of biker safety and connected transit - across neighborhoods and modalities (bus/train/bike/walk). When I bike around the Eastside I feel like I am frequently taking my life into my own hands. Bigger cars going higher speeds with more distraction from the road. Projects like Bike Bellevue have real opportunities to combat these problems.

Please support this important work as citizens, leaders, and stewards of our shared environment.

Thank you!
Debbie Thiel

From: [Jer Schmidt](#)
To: [TransportationCommission](#); [Council](#)
Subject: Written communications - Dec 14, 2023
Date: December 14, 2023 4:24:04 PM

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Hi, my name is Jer Schmidt, I'm a 27-year-old former Bellevue resident who left for a more walkable, bikeable, transit-oriented city. While I don't live in Bellevue anymore, I still care about it, and my friends & family still live here, so I visit multiple times a week. I want to see it improve.

I am not a bike enthusiast. I don't cycle for leisure. But I find driving in the city to be incredibly stressful, and it is objectively dangerous and bad for the environment. Car ownership financially draining. So I chose to sell my car and stop driving, even though that meant I had to leave Bellevue.

While I do use public transit a lot, biking gives me the independence to go where I want, when I want, and can often be faster than driving. It is absolutely a legitimate mode of transportation that can replace a car for many trips.

Bellevue has a number of good bike trails, such as 520 trail, I-90 trail, and soon Eastrail. But these are not very useful for running everyday errands, because they don't connect to many businesses or homes. They're good for leisure, but like I said, I don't cycle for leisure. I need a way to get to Vetco Electronics and Home Depot for supplies for my diy projects. To Mox Boarding House to hang out with friends. To my friends' house near Crossroads. To my doctor near Overlake Medical Center. The Bike Bellevue project — and especially the Bel-red / 12th segment — is amazing for this kind of connectivity. It will make it much easier to patronize local businesses and meet up with friends without the need to use a car.

But to me, this project is about more than that.

As the Design Concepts Guide has shown, roads like Bel-red are overbuilt, having more capacity than is needed to carry the volume of cars that are currently seen or expected in the future. The problem with this is that at times when there's little traffic out there (such as at night) the wide, straight, runway-like road makes drivers feel more comfortable to speed. Wide streets make the built environment feel hostile & noisy and discourage people from being outside. They increase the amount of impermeable, unshaded, reflective surface that increases floods & summer heat. They make it scary & dangerous for children to get around without being driven by their parents. I *want* to see any excess lane capacity removed from these roads, to calm them and help keep everyone safe. This feels like a promising step forward to make Bellevue feel more pleasant and human-scaled, so please implement Bike Bellevue completely.

One other thing.

I want to bring your attention to a trend in the people you see supporting Bike Bellevue vs the people you see opposing it. Nearly 100% of the young people support it, while feedback coming from older speakers is more mixed.

Many of us young people grew up in car-dependent suburbia, where we were lonely and isolated because we had no independent mobility. Young people are statistically more concerned about climate change than older generations. We've seen how car dominance didn't scale well — it left our communities split in half by freeways, and businesses separated by motes of parking. My generation has grown up with the ugly side of car dependency, and we're tired of it.

All of this leads to today's teens being less likely to get a driver's license. In 1997, 43% 16-year-olds had driver's licenses. In 2020, that number had fallen to only 25%. In 1997, almost 90 percent of 20- to 25-year-olds had licenses; in 2020, it was only 80 percent. That's *twice as many* 20- to 25-year-olds who *don't* drive today, compared to 23 years ago.

Since this shift is in line with our vision zero goals, our climate change goals, and our traffic reduction goals, why wouldn't we accommodate it? Many younger people would stop contributing to traffic congestion & pollution in a heartbeat given the option.

Bellevue is planning for a significant population growth over the next decade, and those new residents are going to be of a younger generation. We shouldn't force them to move here with their cars — we should give them robust alternatives so they're actually *encouraged* to live here car-free. The city needs to build for the clean, safe, low-traffic future it wants, and my generation is ready for it.

In conclusion, young people are the future, and we should build for the future. We want car alternatives that actually connect us from the places we live to the places we want to go, and Bike Bellevue does a great job of that. Please implement Bike Bellevue completely.

Thanks!
- Jer

From: [Paula](#)
To: [TransportationCommission](#)
Subject: Written Communications - December 14, 2023
Date: December 14, 2023 12:14:19 PM

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Hi, my name is Paula Te and I am a resident in Seattle who frequents Bellevue to connect with family and friends and patronize the delicious restaurants there. I strongly support protected bike infrastructure and prioritizing walking, biking, and public transit as forms of transportation. Creating this infrastructure now future-proofs Bellevue from the rising costs of climate change and will make the city more accessible and safe for all. A recent comment stated "no one bikes to these businesses" in old downtown Bellevue but I would counter that more people WOULD bike to these businesses if there was safe, protected bike infrastructure. Thank you.

From: [Christina Huang](#)
To: [TransportationCommission](#)
Subject: [bike bellevue] hello from christina, i spoke at yesterday's 12/14 meeting
Date: December 15, 2023 1:38:16 PM
Attachments: [image.png](#)

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Hi Transportation Commission and City Council,

My name is Christina Huang and yesterday I spoke at the 12/14 Bike Bellevue public comment session. I wanted to send this email to follow-up and reiterate what I said at the meeting, as well as express my appreciation for Bellevue developments.

I love the efforts the city is taking with building the Grand Connection and expanding Meydenbauer Bay Park. Living in Old Bellevue and paddleboarding in Meydenbauer Bay and feeding the ducks at the Bellevue Downtown Park is a huge flex. I love being within walking distance of the ice rink, I love window-shopping on Main St., and I love buying sweet treats from Nana's Green Tea, Molly Moon's, and Fran's Chocolates.

image.png

I live on Main Street in Old Bellevue. No car. Moved here Oct. 2022 for a software engineering job. Currently I walk to the Bellevue Transit Center every day to take the B line to my office in Redmond. I would love safer streets to walk on, and I 100% support Bike Bellevue and especially protected bike lanes.

I went to college in a very bike-centric city, and I really miss riding my bike everywhere and not depending on a bus, and feeling safe enough to not wear a helmet or high visibility clothing, because I'm not an experienced or expert cyclist.

I would love it if Bellevue got rid of some of the car lanes, turned them into bike lanes, installed protected bike lanes, and built a connected and protected bike path from downtown Bellevue to the 520 bike trail so that I can ride my bike to Redmond for work. I also would like the intersection at Bellevue Way NE and NE 4th ST to be fixed so that the pedestrian signal doesn't turn on at the same time as the right turn green light for cars.

Thank you so much!

Warmly,
Christina Huang

From: [Jon Zulanis](#)
To: [TransportationCommission](#)
Cc: [Council](#)
Subject: Comment re: 12/14 Transportation Commission Meeting on Bike Bellevue
Date: December 17, 2023 6:12:57 PM

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Hello Esteemed Commissioners -

I was thankful to have a chance to speak at the Transportation Commission Meeting on December 14th. In lieu of the time reduction (which I completely understand) - I was unable to finish my comment and fully communicate the point that I had intended to. I'd like to submit the full length of my comment to ensure that it is understood in its entirety.

////////

I apologized to 11 people yesterday.

I know that's a confusing statement. Allow me to contextualize - While I was leaving my workplace's Holiday party at Cascadia Pizza in the Bel-Red district, readying myself to ride my bike home, I noticed that my taillight had unexpectedly run out of battery. And as I'm sure you all have noticed - it's winter. Darkness sets in at about 4:30pm.

Over the past months, I've done the work to overcome my anxiety and ride on the road when I'm commuting to my job via Northup Way/20th Ave. But even in daylight - it's no less terrifying to have trucks that stand about 10 ft tall with extended mirrors pass you in the left lane - but I'm happy for it - we share the road. But I'm also not going to pretend that if its passenger window were any higher, I'd halfway expect the driver to not notice I was riding alongside it.

To return to my opening statement, the reason I apologized to 11 people yesterday is that the only safe way I could ride home was to ride my bike on the sidewalk. To avoid clipping or crashing into those 11 people, most of them had to step into bushes or off to the side, while others found themselves surprised by my shaky balancing acts on the curb to get past them. There is barely enough room for one person on these sidewalks, let alone two walking alongside each other, and especially not enough width for a person on a bike and a person walking.

Riding my bike at 5pm shouldn't be a problem. During the day, I *might* have felt I was visible enough without a tail light. But after dusk? I'm sure that despite my yellow safety vest, despite my bright orange wheel lights, despite my high powered headlight - there remained too high a chance that unless I was on the sidewalk, at least one driver wouldn't have been paying attention long enough to see and react to my presence on the road. This fear is one that is shared by most cyclists - a working knowledge of the terrifying ways people have been injured or killed, simply because they've had to share a lane with cars.

In an unfortunate reassurance of this anxiety - the very thing I was attempting to mitigate risk from unfolded when I was less than half a mile away from home. A driver in a Grey Mazda was moving too fast in the left lane and unexpectedly encountered a backup - swerving into the right lane to avoid crashing, and narrowly coming to a stop two feet behind the car ahead of it.

Thankfully, there wasn't a crash. No one was injured, and what could have been a bad situation was avoided. But had a biker like myself been riding on the road in the right hand lane, the situation might have gone differently.

All of this to say - had there been designated bike lanes along this corridor - I wouldn't have had any hesitation to ride home on it. While the worries of unsafe or negligent cars versus my bike is something I will have forever - I know the existence of a dedicated bike lane would greatly reduce the chance that I'd be hit - if only because it would segregate my movement from car traffic, inform drivers to expect my presence, and I could keep moving - further reducing the risk of being made a human and bicycle sandwich between two car bumpers.

Installing these bike lanes is a win for everyone. From a health perspective - it gets people active. From a traffic perspective - less people use their cars. From an economic perspective - it makes the cities more attractive to future residents and businesses.

I understand that people will argue so many points to opposition - many of which professional studies, statistical analysis, and my contemporaries have done a service to disprove in full. I just don't think it's unreasonable to ask for infrastructure that means I don't have to feel like an ass when my neighbors are polite enough to step off the sidewalk into the mud, soil, and flora - just because I'm trying to avoid becoming an unintentional hood ornament.

Please approve and implement Bike Bellevue's plan.

Thank you for your time.

Cordially,

Jon Zulanis

From: [Matt Gardner](#)
To: [TransportationCommission](#)
Cc: [Council](#)
Subject: In support of Bike Bellevue
Date: December 15, 2023 7:46:25 PM

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Hello,

I have been a homeowner and resident of Bellevue since 2017. I live in the Lake Hills neighborhood.

At the transportation commission meeting this week, I heard a lot of stories from people who were hit or almost hit by cars while biking. I get around primarily by car, and one of my biggest worries is that I will hit some who is not in a car, and seriously injure or kill them. A minor mistake of lapse of attention from a driver should not put other people in mortal danger. I would much rather drive into a bollard than drive into a human being.

Please approve Bike Bellevue to preserve the lives and livelihoods of everyone involved.

Thanks,
Matt Gardner

From: [Aspen Richter](#)
To: [TransportationCommission](#)
Cc: [Council](#)
Subject: in support of Bike Bellevue
Date: December 15, 2023 9:05:33 PM

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This is a written version of the public comment I gave on Thursday, December 14 at the Planning Commission meeting. Thank you.

~~~~~

My name is Aspen Richter. I'm a Redmond resident who comes to Bellevue for shopping, dining, business, entertainment, and to spend time with friends. I get around the Eastside by car, bike, and transit. Although I only started biking a year ago, now my bike is basically my second car. I ride it whenever I can, on errands, to the doctor, when shopping, to lunch dates, and to meetings. It costs me *far* less than my gas-powered car to own and operate.

After having both driven and biked the Eastside, it is clear to me how much better my life is on a bike. It gives me flexibility that I can't find in an automobile. If I see an interesting store, I can instantly pull over and investigate. No circling the block or looking for parking. My friends and I can park all our bikes in less than half the space reserved for a single car in a parking lot. Since I started biking, I have spent *far* more money locally. And I have found that streets that are designed to be friendly to pedestrians and bikes as well as cars are the streets where people *want* to be. They are the streets with higher property values, with more shops, and with more *life*.

That being said.....I do not currently enjoy biking in Bellevue. It is difficult and it is scary. In some cases, it is outright hostile to my safety.

When I travel in Bellevue by car, now I *notice* when the roads aren't safe for all people. I see the places where there's no place for bikes to ride, where the sidewalks are barely wide enough for a single person let alone a bike and a person to pass each other, and where the car is prioritized over everything else. Even when I am driving a car, I want those on bikes to be safe and to be able to get around this city on their preferred mode of transportation. I don't need to be selfish about this.

I don't necessarily expect to change minds in the audience that are deeply opposed to this project, although that is great if it happens. Instead, I am standing here to speak to you, the Commission. Thank you for working on Bike Bellevue. Thank you for working on infrastructure that is forward-thinking, that will make people safer, that will enable all people to pursue their life as they see fit, and that will incentivize non-car trips and combat traffic congestion as this area continues to grow. Please implement Bike Bellevue as designed.

Thank you.

**From:** [Christopher Whelan](#)  
**To:** [TransportationCommission](#)  
**Cc:** [Council](#)  
**Subject:** Public Comment in Support of Bike Bellevue from Commission Meeting on 12/14  
**Date:** December 16, 2023 6:12:13 PM

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Dear Commissioners,

I spoke before the commission in support of Bike Bellevue this past Thursday meeting but ran out of time to give my entire comment.

I wasn't planning on sending my complete comment along, but I was hit by a speeding vehicle's rear view mirror while biking around Bridle Trails this afternoon. Despite capturing the incident on video and radar, the vehicle's use of illegal license plate covers means I have no hope of identifying them.

While this occurred outside of the Bike Bellevue Project Area, it did occur on a ["low-speed, lower-traffic" route that the city advises bicyclists to take](#).

I hope the entire commission can agree to move implementation forward as expeditiously as feasible before someone who spoke before the commission has worse luck than I did this afternoon.

Thank you,  
Christopher Whelan

-----  
Members of the commission - good evening.

My name is Christopher Whelan and I live in Bridle Trails and work in the spring district. I am an all weather bike commuter but it wasn't always that way.

Like many of you, growing up in suburbia offered plenty of opportunities to learn how to ride a bike with only the occasional car. Biking around the neighborhood for entertainment and exercise was encouraged... until I crossed a road like Bel-Red one too many times and had my bike privileges revoked.

With time, that spark of joy I felt when hopping on a bike was forgotten. I suspect many in this room forgot that joy in a similar way.

Many years later, I'd notice the odd colleague that biked to work and pester them with questions on how to do the same. Inevitably, they'd show up with a cast or crutches after hitting a train track at a bad angle or being doored by an inattentive driver. The

spark was extinguished again.

Then, even later, COVID hit. It was only then that I realized the I-90 protected path existed.

I acquired a fourth hand bike whose handlebars weren't on straight and I've biked the vast majority of days since. That spark of joy is back, all thanks to some convenient protected bike infrastructure.

It's the single best thing I've done for my physical and mental health; it's the only drug that can compete with my caffeine addiction.

At a prior meeting of this commission, my existence was denied by another speaker: I've biked to dentists, doctors, Costco, a blacksmith, and to get bouquets of flowers for my wife.

My wife and I had access to a safe bike route to my office as a significant consideration when choosing our home in Bellevue.

Even then, I'm forced to put my life in the hands of inattentive drivers. On a recent Sunday afternoon trip to Trader Joe's via 120th, I counted six separate cases of drivers entering the bike lane without looking.

One case easily would have sent me to the ER if I had placed my faith in paint.

Yet another case on that same short ride involved a City of Bellevue vehicle running a red while two bicyclists were in the crosswalk. Making this even worse, the intersection was 120th & Spring, which is arguably a model intersection for bike infrastructure.

I wear a helmet, I wear high viz clothing, I ride with a rear facing bike camera and radar. And even then I sometimes get to my destination feeling that there were multiple attempts on my life.

This is the world we've built. But it doesn't have to be this way.

Bike Bellevue is a baby step in the right direction. Even then, it will massively improve safety for myself and others like me. For people like my wife, who will *\*only\** ride in protected bike lanes, this project will unlock so much more of the city.

But the optimist in me hopes there's a much bigger audience: the bike curious, those who have fond memories of riding a bike but just need that spark fanned a bit with a protected bike lane and an old bike with some crooked handlebars. And perhaps, if we build this, our kids will never have to experience that spark going out.

Thank you.

**From:** [Whmarks](#)  
**To:** [TransportationCommission](#); [Council](#); [Transportation Reception](#)  
**Subject:** Support for Bike Bellevue  
**Date:** December 15, 2023 11:24:00 AM

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Dear Transportation Commission and City Council Members:

I'm a long time biker and resident of Bellevue. The addition of much needed bike paths was truly appreciated by myself and my many biking friends and acquaintances. However, there are still a number of problems facing bike riders that I hope that the Council will recognize and act on. Most especially because safety concerns too the list, and avoidable tragedy shouldn't be the engine of necessary change.

I frequently ride my bike through town as a preferred mode of transportation. I am also increasing reticent to do so because fear of injury due to a traffic accident - ine of the few negatives of our expanding community.

**Please help Bellevue transition to a more safe and sustainable future by approving the Transportation Department's "Bike Bellevue" plan.**

Sincerely,

**William Marks, M.D.  
Bellevue 98004**

Sent from my iPhone

**From:** [Mark Nash](#)  
**To:** [TransportationCommission](#)  
**Subject:** Support for Bike Bellevue  
**Date:** December 17, 2023 10:48:48 PM

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I am a young urban professional who recently moved from Bellevue to Seattle because Seattle has better biking infrastructure. If Bike Bellevue is built, it would give me a heavy incentive to move back.

Thanks  
Mark Nash

---

**From:** Edward Wang <wangedwa@gmail.com>  
**Sent:** Wednesday, January 3, 2024 9:32 AM  
**To:** Pavement <Pavement@bellevuewa.gov>  
**Cc:** Jarzynski, Darek <DJarzynski@bellevuewa.gov>; Wright, Benjamin M <BMWright@bellevuewa.gov>; Loewenherz, Franz <FLoewenherz@bellevuewa.gov>  
**Subject:** Re: 140th Ave NE

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Hi all,

Please consider adding bike lanes on the north leg of the 140th/24th intersection as part of the overlay project, particularly in the southbound direction. I live by NE 40th St and bike through here several times a week, typically turning right onto WB 24th to access the 520 trail. A southbound bike lane would make it much safer and easier to make this turn. For continuing south on 140th, the bike lane would put cyclists in a good position to continue into the right lane on the other side of the intersection.

At this intersection leg, the SB lane appears to be nearly 15' wide, while the SB left turn lane is about 12' wide. So there appears to be space to add bike lanes by narrowing the lanes to a more standard 11' width and perhaps slightly shifting the centerline.

Additionally, please consider narrowing the lanes on the entire 140th Ave NE corridor from the existing 12' to 10.5'. This is the marked bicycle route to Kirkland, yet cyclists only get a "shoulder" that varies from fully nonexistent to up to 1.5' in a few spots. Narrowing the lanes would create a 1.5-3' bike shoulder -- while certainly not ideal by anyone's standard, it would be a MASSIVE improvement over the current situation. It would also help reduce traffic speeds, improving safety for all road users.

Thank you!  
Ed Wang



On Tue, Jan 2, 2024 at 10:45 AM Pavement <[Pavement@bellevuewa.gov](mailto:Pavement@bellevuewa.gov)> wrote:

Hi Ed,

The Overlay is not updating the channelization on 140<sup>th</sup> Ave for adding bike lane, but with this email, I am including City Engineer that may have different/additional response for your request.

Thanks

Isack

---

**From:** Edward Wang <[wangedwa@gmail.com](mailto:wangedwa@gmail.com)>

**Sent:** Thursday, December 28, 2023 4:22 PM

**To:** Pavement <[Pavement@bellevuewa.gov](mailto:Pavement@bellevuewa.gov)>

**Subject:** 140th Ave NE

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Hello,

When 140th Ave NE is repaved, would it be possible to rechannelize the roadway to add bike lanes in both directions on the north leg of the NE 24th St intersection (starting/ending at the median island ~400' north)?

It looks like some rechannelization is proposed here as part of the "Bike Bellevue" project, so please make sure that is coordinated.

Thanks!

Ed

**From:** [kathleen kaser](#)  
**To:** [Council; TransportationCommission](#)  
**Subject:** I Support Bike Bellevue  
**Date:** Wednesday, January 10, 2024 1:27:29 PM

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Dear Councilmembers and Transportation Commissioners, I'm writing to you in support of the Bike Bellevue project.

Kathleen KASER

**From:** [Kaytlyn Nather](#)  
**To:** [Council](#); [TransportationCommission](#)  
**Subject:** I Support Bike Bellevue  
**Date:** Saturday, January 6, 2024 3:04:15 PM

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Dear Councilmembers and Transportation Commissioners,

I'm writing to you in support of the Bike Bellevue project!!!

**From:** [Bryce Udd](#)  
**To:** [TransportationCommission](#)  
**Subject:** I Support Bike Bellevue's Rapid Implementation  
**Date:** Sunday, January 7, 2024 9:12:07 AM

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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 Commission,

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

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

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

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

Sincerely,

Regards,  
Bryce Udd  
5312 Keystone Pl N  
Seattle, WA 98103

**From:** [Fred Shih](#)  
**To:** [TransportationCommission](#); [Council](#)  
**Subject:** Support for bike bellevue  
**Date:** Friday, December 22, 2023 11:33:06 PM

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Hello there!

I'm writing this email because I missed the meeting last Thursday. I want to voice my support for the Bike Bellevue project. I live in Bellevue downtown and bike/run to my work at Kirkland Urban. I have been doing this for approximately 8 years.

The last few bike lanes (e.g.: the one on 110th) have made my commute dramatically more pleasant. Before these new lanes, I would offset my working hours to avoid the peak commute hours as much as possible. Even then, there would be several conflict areas where I'd have to sprint to get out of the way of aggressive drivers. Running was even more hazardous, because drivers frequently blew through reds to make a right turn or pull out of driveways without slowing down. While the new infrastructures haven't eliminated every issue, it has definitely made the entire experience SIGNIFICANTLY more pleasant.

I personally know of many people that would LOVE to bike to Spring district, Kirkland, Crossroads, but feel like riding a bike on the road is too dangerous. I hope Bellevue will continue to prioritize the health and safety of its residents with projects like Bike Bellevue.

Thanks!

Fred

**From:** [Loewenherz, Franz](#)  
**To:** [Allan, Mackenzie \(she/her\)](#)  
**Subject:** Fwd: I support bike bellevue  
**Date:** Tuesday, January 9, 2024 11:52:30 AM

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Please add to collection. Thank you

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**From:** Shannan Blum <ygullgirlx@gmail.com>  
**Sent:** Tuesday, January 9, 2024 1:26:47 PM  
**To:** Loewenherz, Franz <FLoewenherz@bellevuewa.gov>  
**Subject:** I support bike bellevue

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There is no bike path from bell-red to the spring district pass. As a result I have to take the sidewalk on bell-red. I get yelled at by motorists and pedestrians alike for doing so.

Tried signing up for survey but link doesn't work. Tried reaching out for resolution, no response.

<https://gopro.com/v/QoGXzJv6waGXG>

Shannan Blum

**From:** [Charles Zwick](#)  
**To:** [TransportationCommission](#)  
**Subject:** I support Bike Bellevue  
**Date:** Wednesday, January 3, 2024 7:58:47 PM

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It is not currently practical to ride a bike through the east side of Bellevue's downtown business district east of 405. The proposed 15 mile bike lane addition begins to address access along major urban corridors in and through that area.

Potential bike riders are simply intimidated by traffic to ride much out of their own neighborhood streets except on separated bike ways like EasTrail, which is constantly busy with bikes during daylight year round.

I've been riding for decades and have never been less comfortable interacting with traffic. This incremental step is a solid one in opening up large areas of retail business east of 405 to shoppers and employees.

Please proceed.

Charlie Zwick

**From:** [Shira Williamson](#)  
**To:** [TransportationCommission](#)  
**Subject:** I Support Bike Bellevue's Rapid Implementation  
**Date:** Sunday, December 31, 2023 6:11:29 PM

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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 Commission,

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

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

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

Sincerely,

Regards,  
Shira Williamson  
6214 Palatine Ave N  
Seattle, WA 98103



**From:** [Aadya Rangole](#)  
**To:** [TransportationCommission](#)  
**Subject:** I Support Bike Bellevue's Rapid Implementation  
**Date:** Monday, December 18, 2023 5:39:19 PM

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Dear . Bellevue Transportation Commission,

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

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Sincerely,

Regards,  
Aadya Rangole  
15231 SE 49th St  
Bellevue, WA 98006

**From:** [Shannan Blum](#)  
**To:** [TransportationCommission](#)  
**Subject:** I support safe cycling infrastructure.  
**Date:** Tuesday, December 19, 2023 11:38:56 AM  
**Attachments:** [20230519\\_185159.jpg](#)  
[20230519\\_192319.jpg](#)  
[20230523\\_192019.jpg](#)  
[20230523\\_192027.jpg](#)  
[23-27298\\_R \(1\)\\_230602\\_101909\\_6.jpg](#)

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Hi. I commute from bel-red road to fairwood in south renton daily. So far this year I have had countless close calls, and got hit by an uninsured motorist.

I have had countless interactions with drivers failing to yield to cyclists and pedestrian traffic. Driving in the bike lane. Almost 2 weeks ago motorist was driving down shared paths, then almost hit me in the crossing.

I support the additional bike lanes. Please help people not get killed.  
My trauma is your trauma. See below. Lots of swearing.

<https://gopro.com/v/dbdwwk6JpRdGLb>

<https://gopro.com/v/dbdVXNG3nEmro>

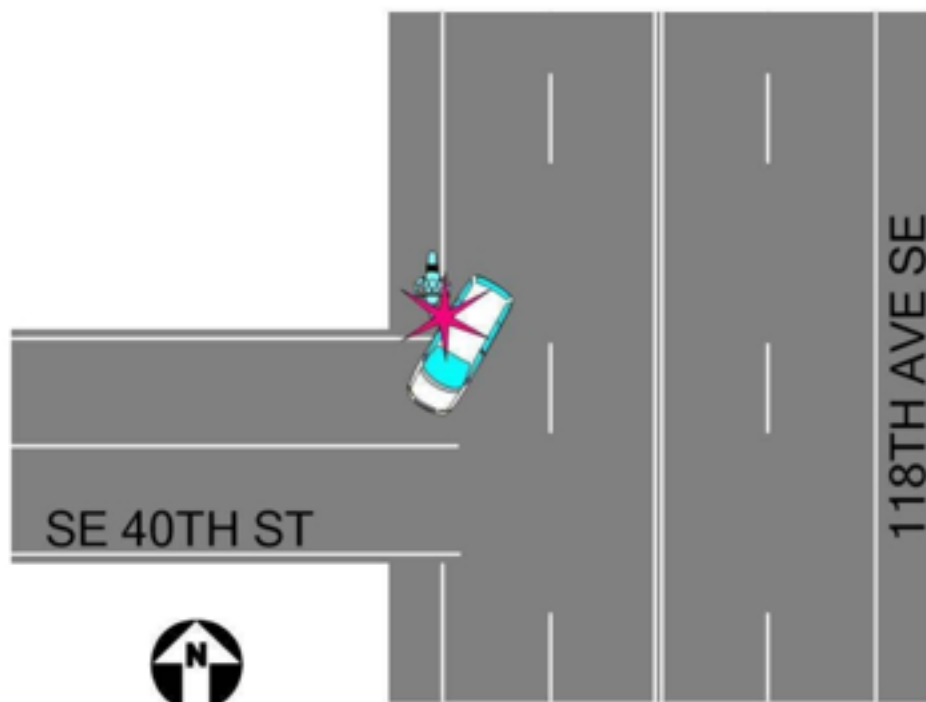


REPORT NO. ED62354

CASE # 2023-27298

DATE AND TIME  
OF COLLISION 05/19/23 16:33

4000 block of 118th AVE SE



Approximate not to scale

**From:** [Sha Whit](#)  
**To:** [TransportationCommission](#)  
**Subject:** In support of Bike Bellevue  
**Date:** Monday, January 8, 2024 11:04:51 AM

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Dear Team Transportation Commission, Greetings!

As a Bellevue Neighbor who chooses bicycling as my primary transportation method, I'd like to offer my enthusiastic support for any and all additions/improvements to cycling infrastructure in Bellevue.

If you haven't seen it, this article,

**- Gössling, S., Choi, A., Dekker, K. and Metzler, D. 2018. The social cost of automobility, cycling and walking in the European Union. Ecological Economics 158: 65-74,**  
<https://doi.org/10.1016/j.ecolecon.20...>

though written in the EU, has much food for thought. A thought piece adapting this data for the US is [here](#).

I wish you much good fortune in the project,  
With friendliness,  
:Shannon M Whitaker

**From:** [Kaelan Hendrickson](#)  
**To:** [Council](#); [TransportationCommission](#)  
**Subject:** I Support Bike Bellevue  
**Date:** Friday, January 19, 2024 9:32:09 PM

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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 Council Members and Transportation Commissioners,

I'm writing to you in support of the Bike Bellevue project.

As an avid cyclist and occasional bike commuter living in Bellevue I have been disappointed for years at the lack of bike infrastructure in Bel-Red and Northup as well as downtown. I would be more likely to regularly ride a bike in these areas rather than driving if safe and accessible bike routes are created.

Sincerely,  
Kaelan Hendrickson

**From:** [JP M](#)  
**To:** [Council](#); [TransportationCommission](#)  
**Subject:** I Support Bike Bellevue  
**Date:** Sunday, January 21, 2024 12:45:26 PM

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Dear Councilmembers and Transportation Commissioners,

I'm writing to you in support of the Bike Bellevue project.  
[WRITE YOUR PERSONAL MESSAGE HERE!]

We definitely need more bike lanes everywhere

Joe M

**From:** [Charlie](#)  
**To:** [TransportationCommission](#); [Council](#)  
**Subject:** In support of Bike Bellevue  
**Date:** Friday, January 19, 2024 2:18:36 PM

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

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

Good afternoon,

My name is Charlie Liban and I'm writing to you to express my support of Bike Bellevue. I was in attendance at several of the public hearings, but didn't speak during the comment period.

I live in the Totem Lake area of Kirkland, but travel to Bellevue at least once a week for errands, shopping and work - entirely by cargo bike. I don't drive a car. Instead, I use my bakfiets every day for everything. I do mean everything! I visit Home Depot for lumber and crafting materials, and Uwajimaya for groceries. I also find myself in Downtown Bellevue on the big bike, visiting the Container Store and restaurants. I love talking about my experiences getting around on the bakfiets, but I want to impart what it's like getting around Bellevue specifically.

I've mentioned destinations near the Spring District and Downtown because those are the only places I can travel safely by bike. Getting around by bicycle on the Eastside is a little like living in an adventure story. I need to plan out my journey to all but the most frequent destinations, and the east side of Bellevue has "here be dragons" written on my mind's map.

I rarely go east to the Highlands or Crossroads Mall anymore. Downtown is accessible by 108th Ave NE, NE 12th St., Spring Blvd. and finally Eastrail, which is my only safe option to return to Kirkland on a bike. Bel-Red, NE 20th St, and NE 8th are direct east-west routes, but there's really no consistent bike infrastructure at the moment. Sharing the road with cars is outside my comfort zone, so there are effectively no safe way for me to get around a lot of Bellevue by bike. If I'm choosing a restaurant to meet with friends, I'll avoid places in the Highlands or Crossroads (despite there being great picks there!) because getting around the area is too stressful for me.

I feel like this email is getting a little long so I'll wrap it up here and hope my tone came off as respectful. I'm excited for the Bike Bellevue plans along Bel-Red and other routes and look forward to trying them out in the future.

Best wishes,  
Charlie