

Bradley, Oleta

From: Dana Wehrman <danawehrman@gmail.com>
Sent: Thursday, May 23, 2024 11:38 AM
To: TransportationCommission; Council
Subject: Written Communications - May 23rd, 2024

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

Please support Bike Bellevue and *real* bike infrastructure, not meaningless gestures like sharrows.

I'm writing as a Woodinville resident, but as someone who travels to Bellevue frequently for appointments, shopping, and eating out. I am an example of an "LTS 2" cyclist; I am capable but not highly confident. I would jump at the chance to take my bike into Bellevue instead of my car if I felt safe and the infrastructure supported it, but until then, I am yet another car adding to Bellevue's traffic problem. Please give Bike Bellevue a fighting chance by supporting real bike infrastructure, and not a neutered, ineffective alternative (sharrows, gutter lanes) that sabotages the very goals you're trying to achieve of safety and encouraging alternative modes of transport. Please keep people like me in mind, who are not expert cyclists but who would love to ditch our cars. There are plenty of us out there.

Thank you,
Dana Wehrman
Woodinville

Bradley, Oleta

From: Cameron Kast <cameronkast456@gmail.com>
Sent: Thursday, May 23, 2024 8:36 AM
To: TransportationCommission
Subject: Written Communications - May 23, 2024

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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 the Bellevue Transportation Commission,

My name is Cameron Kast and I live and work in Bellevue and I am writing to express my concerns about the recent proposal to implement sharrows on corridor 6A. I believe it is paramount that the city prioritize community safety above all. The implementation of sharrows contradicts our shared goal of creating a safe and inclusive transportation environment for all road users. We must not compromise on measures protecting residents and families. The two-way cycle track originally proposed by Bike Bellevue is more than a path for cyclists, it is a step towards building safe streets for our community and progressing with Vision Zero.

Sharrows do not offer protection for vulnerable road users such as children, those walking, and those on bikes. Sharrows don't conform to Vision Zero best practices and [several studies](#) show implementing sharrows *alone* can be more dangerous than doing nothing at all. **This doesn't mean we should do nothing.** In the feedback collected by the city, access to the Downtown Bellevue Park playground and surrounding developments were citizens' concerns and these concerns were not brought up during the original implementation of the cycle track. However, they're being brought up now as detrimental to the project. Why would these factors not have been prohibitive from the suggestion of a two-way cycle track in the first place? What has materially changed between when the project was conceived & now?

Bike Bellevue had a plan with substantial work, rigorous analysis, and robust public outreach. It doesn't seem the proposal for sharrows is accounting for all the feedback the City of Bellevue received during the Bike Bellevue outreach process. Additionally, it doesn't seem like this decision is being made based upon any sort of data or analysis. This is a stark contrast to the Bike Bellevue proposal, which had ample data on the positive safety, mobility, and sustainability impacts of a two-way cycle track. Bike Bellevue had data, what data does the decision to implement sharrows have?

In addition to my near-daily bike commuting, I drive around Bellevue from time to time. As a driver, it is easier to navigate around cyclists and pedestrians when they have a dedicated and separated space for movement, making their actions more predictable and the driving environment better. As a cyclist, this separated bike infrastructure makes me feel safer, leading to a more pleasant environment to bike in, fewer cars in the city, less traffic, and movement towards sustainability goals. I never would've started biking had previous separate bike infrastructure such as the two-way cycle lane and infrastructure on 120th Avenue NE in Bellevue not been implemented. Sharrows would not have made me feel comfortable enough to cycle every day.

As a resident, citizen, employee, and commuter, I believe safety should be of the utmost importance for all users and I would like commitments to Vision Zero to continue moving forward . Please keep the current Bike Bellevue proposal of a two-way cycle track on corridor 6A. Thank you for the work you've done thus far making this community a safer place for all.

Best,

Cameron Kast

Resident

Cameronkast456@gmail.com

(360) 907-2887

Bradley, Oleta

From: RTKimzey <rtkimzey@gmail.com>
Sent: Wednesday, May 22, 2024 9:48 PM
To: TransportationCommission; Council
Subject: Sharrows are NOT bike infrastructure

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

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

Hello Bellevue City Council and Transportation Commission,

My name is Robin Kimzey and I frequently conduct business in Bellevue. I am writing in support of Vision Zero and the Bike Bellevue project.

At the last transportation commission meeting it was suggested that the city could just paint a couple of sharrows on the road and they have fulfilled their bike infrastructure requirements. Sharrows are not the answer. Ask yourself, What does it mean when there is a sharrow on the road? Ask a few friends or coworkers that same question and see if you get a consistent response. Also ask yourself and your friends, What streets do you consistently use that have sharrows on them? Are you ok with 2, 10, 20, or 50 cyclists on the road with you during rush hour or when you are rushing to get to a Dr.'s appointment? What kind of damage is going to happen when a 10 pound bicycle and a 3000 pound car slam into each other? Would you want your children or significant other riding a bicycle on a road with sharrows so that they can make it to an appointment or grocery store?

Sharrows are NOT viable bike infrastructure!!!

You can read this report to get the full story: <https://trid.trb.org/view/1393928>

TLDR; "Results suggest that not only are sharrows not as safe as bike lanes, but they could be more dangerous than doing nothing at all."

Please, table all discussions of sharrows. Do NOT even mention them again because they are in complete opposition to Vision Zero and safe bike infrastructure.

Each of you were elected or appointed to improve the lives of your city's citizens, sharrows do NOT help you achieve that goal. There are better choices than sharrows.

Choose Wisely,
Robin

--

If you're doing nothing wrong, you have nothing to hide from the giant surveillance apparatus the government's been hiding. - Stephen Colbert

Bradley, Oleta

From: Riley Avron <ravron@posteo.net>
Sent: Wednesday, May 22, 2024 8:09 PM
To: Council; TransportationCommission
Subject: Written Communications - May 23rd, 2024

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

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I want to express my support for the current two-way cycle track design on corridor 6A. Sharrows are at best useless, and some evidence suggests they may actually make things worse by encouraging bikers to ride on streets freely intermingled with cars.

The commission talks periodically about the importance of balancing modes, which I agree with. The balance is, and remains, totally skewed towards motor vehicles to the detriment of everyone else. No one ever says "hey, is there a car lane on that street?" Of course there is — every street has a car lane — usually several! Yet when cyclists request a safer, separated lane on even a few streets, that's a bridge too far.

--
Riley

Bradley, Oleta

From: Mark Hakanson <hakanson.mark@gmail.com>
Sent: Wednesday, May 22, 2024 5:17 PM
To: TransportationCommission; Council
Subject: I Do Not Support Bike Bellevue

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

To whom it may concern,

I would like to voice my opposition to spending additional tax dollars to add more bike lanes in Bellevue. This is already one of the most bikeable cities in the country. In fact, it's more accessible by bike than foot (lookin at you, 112th Ave NE).

Please allocate these funds to initiatives that will benefit more than just the narrow population of bicyclists in our city.

Sincerely,
Mark Hakanson
Bellevue Homeowner/Resident

Bradley, Oleta

From: David Wasserman <david.wasserman.plan@gmail.com>
Sent: Wednesday, May 22, 2024 10:13 AM
To: TransportationCommission; Council
Subject: Bike Bellevue Comments

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

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Hi Bellevue Commision & Council,

I would like to voice my support for the original Bike Bellevue project. I think Bellevue's Downtown really needs to be reimagined as a center for walking, biking, and transit as more of the Link light rail comes online. I think the City Council and Commission should consider differentiating whether these projects have merit vs. whether they should be phased in to more align with plans for Link light rail. Bellevue's Downtown is known for having the places to be, but no easy way to get there during the crowded parts of the day because of how wide the streets are. If sharrows are considered, they should be considered alongside other traffic calming measures and even possible turn restrictions and diverters in and around areas we want to enable more access to such as parks.

I live in the Robinswood neighborhood.

David Wasserman
Email: david.wasserman.plan@gmail.com
Cell: 407 325 6242

Bradley, Oleta

From: hello@livablebellevue.com on behalf of Phyllis White <hello@livablebellevue.com>
Sent: Monday, July 8, 2024 8:55 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

Dear Transportation Commission,

Please do not replace travel lanes with bike lanes on Bel-Red Road or Northup Way – and remove these major arterial corridors from consideration for bike lanes as we have a great alternative in Spring Blvd. With the growth that is being planned in Wilburton and Bel-Red, we need to preserve these important roads to accommodate growth in traffic and keep our communities moving. Please focus on completing the multi-purpose path on Spring Boulevard, which is safer and would comply with the city’s Vision Zero goals, while bike lanes on major arterials like Bel-Red Road and Northup, which have high levels of traffic and many driveways, would increase the likelihood of collisions.

Further, instead of removing travel lanes on 140th Avenue, or moving this project to the Transportation Facilities Plan as staff recommend, please refresh existing sharrow markings in the short-term and consider using existing right-of-way at Highland Park to create a multi-purpose path without reducing vehicle capacity in the long term. There is plenty of right-of-way to create safe bike lanes without removing travel lanes and making traffic worse than it already is along these major corridors.

As we look to shape the future of our city, please save the streets we depend on for mobility and expand the bike network at the same time by making reasonable and careful decisions about where we place bike lanes.

Phyllis White

WILBURTON 

Bradley, Oleta

From: hello@livablebellevue.com on behalf of Anne Coughlin <hello@livablebellevue.com>
Sent: Monday, July 8, 2024 7:47 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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


Dear Transportation Commission,

Please do not replace travel lanes with bike lanes on Bel-Red Road or Northup Way. Moving these projects to the Transportation Facilities Plan, as staff recommend, leaves the door open for travel lanes to be removed in the future. With the growth that is being planned in Wilburton and Bel-Red, we need to preserve the travel lanes we have to accommodate growth in traffic and remove both Bel-Red and Northup from consideration. Instead, please focus on completing the multi-purpose path on Spring Boulevard. Spring Boulevard is safer and would comply with the city's Vision Zero goals, while bike lanes on major arterials like Bel-Red Road and Northup, which have high levels of traffic and many driveways, would increase the likelihood of collisions.

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Anne Coughlin

NE Bellevue 

Bradley, Oleta

From: jchelminiak@comcast.net
Sent: Monday, July 8, 2024 3:41 PM
To: TransportationCommission
Cc: John Chelminiak
Subject: Do Not Surrender Item 1 7-11-24 meeting

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

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

Chair Stash and members of the Commission:

On Thursday evening, you will receive a briefing on Department Director Andrew Singelakis decision to surrender city bicycle policy to the “all cars-all the time” advocates. This is terrible public policy and was not what the Bellevue City Council asked you to do.

For over two decades, city council led policy moved away from the single drive model of transportation to a multi-modal style including ways for trains, buses, bikes, and pedestrians to safely use our city rights of way.

Please do not abandon Bike Bellevue and Rapid Implementation programs. Using the development process to create bike lanes on several corridors will create a more fractured bike-ped system than we have now. It's a recipe for disaster and is not safe.

This proposed policy should be abandoned and allow the Council to make a decision in the budget process now underway.

The recent legislative history of the vote in March 2024 shows the council did not decide to remove “repurposing lanes” from the Bike Bellevue program. The motion to remove “repurposing” was defeated on a 3 – 4 vote. The motion to add the words “last resort” came later in the meeting and was a separate motion. Anyone telling you it was a motion to reconsider the defeated motion is wrong.

My request is to let the council decide what “last resort” means and let them do that in the budget process now underway. Then Council can provide the policy direction to the Transportation Director. That is the way a Council - Manager governing system is supposed to work.

Thank you for your consideration.

John Chelminiak.
Bellevue resident, former Mayor and Councilmember.

Bradley, Oleta

From: jchelminiak@comcast.net
Sent: Monday, July 8, 2024 3:41 PM
To: TransportationCommission
Cc: John Chelminiak
Subject: Do Not Surrender Item 1 7-11-24 meeting

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Thank you for your consideration.

John Chelminiak.
Bellevue resident, former Mayor and Councilmember.

Bradley, Oleta

From: Betsi Hummer
Sent: Monday, July 8, 2024 3:06 PM
To: TransportationCommission; Stash, Karen; Ting, Albert; Magill, Drew; Marciante, Loreana; Helland, Brad; Kurz, Jonathan; Rebhuhn, Nik
Subject: Bike Lanes On Arterials (AKA 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 Commissioners

I am writing to express my ongoing concerns on the Bike Bellevue initiative.

I remind you all that Bellevue City Council unequivocally voted to amend the TR2 policy of the Transportation Element of the Comprehensive Plan.

The Bellevue City Council overrode the recommendation of both the Transportation and Planning Commissions Bellevue City Council, just over 2 years ago, to avoid violation of the State Growth Management Act penned and approved this policy.

There is no interpretation needed, it is very clear:

TR-2. To aggressively plan, manage, and expand transportation investments to reduce congestion and expand opportunities in a multimodal and comprehensive manner and improve the quality of the travel experience for all users.

As we are all well aware, a minimum of 35,000 new housing units (a minimum of 2 people per each unit) and 70,000 new jobs (1 person each) (=105,000 people, current population is 150,000) are forecast for the next couple decades (which pass quicker than we realize.) Every traffic report shows most of those people will arrive by independent vehicle.

No report shows that more people will live and work in Bellevue; the trend is for people to live in one jurisdiction and work in another.

All traffic reports indicate the majority of traffic comes from commuters, not residents.

Commuters and delivery trucks as well as police and fire depend on a flowing traffic corridor, especially on our main arterials - but you already know all that.

To even consider the removal of any traffic lanes for bike lanes not only violates TR2 of the current Comprehensive Plan, it thwarts the growth plans and safety of everyone living in, commuting to, or visiting our fair city.

I am asking you to amend whatever it is you need to so that the elimination of any traffic lane is off the table.

When Bike Bellevue was first presented to Bellevue City Council, I was impressed by the emphatic direction from Councilmember Jennifer Robertson to Buy Right Of Way. At that first directional meeting, there was no indication of entire lanes being given over to bikes. It seems that a wild interpretation of Council's direction took place. Please take the direction and make sure that all transportation is kept safe, otherwise you can kiss Complete Streets and Vision Zero goodbye - more people will be killed because of the unsafe crowding on our arterials.

Also, speaking on Complete Streets, whatever it may connote politically, let's look at it realistically.

Since I moved back to Bellevue in 1990, I have regularly ridden my bike for exercise.

On the 4th of July last week I rode my bike from Bellevue College to Redmond on 140th.

As one of the Eastside's oldest thoroughfares, it has a pleasant grade, and is fairly wide, and the bike lanes are good enough for me. At every lighted intersection, there is a bicycle marker and a place for the light to change because of the bike. I regularly ring my bell, sit up, and wave at people driving cars since my experience shows me I am not in their top

of mind. It was a great ride. The green paint at 24th at Dunn Lumber was good to get me out of the right turn only lane. At 24th the bike lane changed: sometimes it is in the roadway, sometimes it is an asphalt ped-bike path; and it is only on the EAST side of the street. I maneuvered the changes pretty well until NE 40th when the ped-bike lane switches to the WEST side of the street. I had to quickly switch lanes. The ride improved when I reached Redmond - somehow that smaller city has regular sidewalks AND bike lanes on BOTH sides of the street. I was SURPRISED! My Annie Oakley personality appeared - anything they can do we can do better!

I ask that instead of focusing on recreating the wheel, inventing something that doesn't need it, that we finish what we started, and do at least as well as Redmond!

So, no bike lanes on Bel Red Street - keep it on the right of way, or the parallel Spring Boulevard.
And complete what we have already begun.

Also

From the December 2021 Transportation Element of the Comprehensive Plan:

WHAT DOES SUCCESS LOOK LIKE? f

The transportation system accommodates growth, and complements and enhances neighborhood character, the environment, and quality of life.

Greater Congestion Does not Equal Greater Quality Of Life.

Thanks for you attention to your public

Betsi Hummer 425.591.4784 betsihummer@yahoo.com

Bradley, Oleta

From: Steve Poltrock <spoltrock@gmail.com>
Sent: Monday, July 8, 2024 2:28 PM
To: Council; TransportationCommission
Subject: I Support Bike Bellevue

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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 Councilmembers and Transportation Commissioners,

I'm writing to you in support of the Bike Bellevue project. Bellevue has been a progressive city in many respects, but it has been a laggard in support of both bicycling and pedestrians. We need more safe places to ride.

Steve Poltrock

Sent from my iPhone

Bradley, Oleta

From: Valentina Vaneeva <eittaf@outlook.com>
Sent: Monday, July 8, 2024 1:07 PM
To: PlanningCommission; TransportationCommission
Cc: Shull, Janet
Subject: Bike Bellevue needs your support

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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 Planning Commission members and Transportation Commission members,

I would like to share with you results of a personal project I worked on for the last two weeks of June:



Bicycles at Crossroads
bikes-at-crossroads.tilda.ws

Please at least scroll through it. People in those pictures are already riding bicycles where there's no bike infrastructure, and it is a clear sign that bike infrastructure is needed and that the city should support its residents who choose to or have to ride bicycles or scooters.

I know that there has been some indecision in terms of how Bike Bellevue's implementation should proceed. I think that it should be implemented as soon as possible. Even temporary facilities will be a huge improvement in many places like Bel-Red. In addition, I think that Bike Bellevue should be extended to include 156th Ave NE between Overlake and Crossroads. If you look at the pictures, you will see why.

Thank you!

Bradley, Oleta

From: hello@livablebellevue.com on behalf of Chanda Welch <hello@livablebellevue.com>
Sent: Sunday, August 4, 2024 3:44 PM
To: Council; cityclerk
Subject: Don't go backwards on Bel-Red Road!

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

Dear Mayor Robinson and Councilmembers,

Stop crippling our roadways and causing more accidents due to narrower crowded lanes.

I write in support of the Transportation Commission's recommendation that Bel-Red Road be removed from consideration for bike lanes. Please support this recommendation and the hundreds of letters and community feedback you've received over the last year opposing road diets, and do not study Bel-Red Road any further.

Additional study on this major east-west arterial is both unnecessary and wasteful of taxpayer dollars. We have already learned from the hundreds of thousands spent on the Bike Bellevue Guide that road diets would cripple our arterial network. Adding bike lanes will not make it more safe, as the few cyclists who may ride along that corridor would still have to interact with busy intersections and driveways.

We cannot afford to sacrifice a lane of Bel-Red Road, even on a "temporary" basis during a trial or demonstration – which will only frustrate residents and hurt public trust. Please consider the interests and concerns of the 70% of residents who oppose replacing travel lanes with bike lanes, especially on Bel-Red Road. We need to be able to get to work, run errands, pick up our kids, visit downtown, and take care of our personal needs in Bellevue without sitting in an hour of traffic.

Let's focus our time and resources on finishing the safer bicycle connection at Spring Boulevard. Thank you for your consideration.

Sincerely,

Chanda Welch

Sherwood Forest



Bradley, Oleta

From: hello@livablebellevue.com on behalf of Tuan Wong <hello@livablebellevue.com>
Sent: Sunday, August 4, 2024 3:43 PM
To: Council; cityclerk
Subject: Don't go backwards on Bel-Red Road!

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Dear Mayor Robinson and Councilmembers,

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Let's focus our time and resources on finishing the safer bicycle connection at Spring Boulevard. Thank you for your consideration.

Sincerely,

Tuan Wong

Eastgate 

Bradley, Oleta

From: hello@livablebellevue.com on behalf of Yi-Min Wang <hello@livablebellevue.com>
Sent: Sunday, August 4, 2024 3:42 PM
To: Council; cityclerk
Subject: Don't go backwards on Bel-Red Road!

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Dear Mayor Robinson and Councilmembers,

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Let's focus our time and resources on finishing the safer bicycle connection at Spring Boulevard. Thank you for your consideration.

Sincerely,

Yi-Min Wang

Lake Samm



Bradley, Oleta

From: hello@livablebellevue.com on behalf of Ted Celmer <hello@livablebellevue.com>
Sent: Sunday, August 4, 2024 3:42 PM
To: Council; cityclerk
Subject: Don't go backwards on Bel-Red Road!

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Let's focus our time and resources on finishing the safer bicycle connection at Spring Boulevard. Thank you for your consideration.

Sincerely,

Ted Celmer

Woodridge 

Bradley, Oleta

From: hello@livablebellevue.com on behalf of Greg Shaw <hello@livablebellevue.com>
Sent: Sunday, August 4, 2024 3:36 PM
To: Council; cityclerk
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Let's focus our time and resources on finishing the safer bicycle connection at Spring Boulevard. Thank you for your consideration.

Sincerely,

Greg Shaw

Horizon Crest



Bradley, Oleta

From: hello@livablebellevue.com on behalf of Katy Mowrer <hello@livablebellevue.com>
Sent: Sunday, August 4, 2024 3:34 PM
To: Council; cityclerk
Subject: Don't go backwards on Bel-Red Road!

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

Dear Mayor Robinson and Councilmembers,

I write in support of the Transportation Commission's recommendation that Bel-Red Road be removed from consideration for bike lanes. Please support this recommendation and the hundreds of letters and community feedback you've received over the last year opposing road diets, and do not study Bel-Red Road any further.

Additional study on this major east-west arterial is both unnecessary and wasteful of taxpayer dollars. We have already learned from the hundreds of thousands spent on the Bike Bellevue Guide that road diets would cripple our arterial network. Adding bike lanes will not make it more safe, as the few cyclists who may ride along that corridor would still have to interact with busy intersections and driveways.

We cannot afford to sacrifice a lane of Bel-Red Road, even on a "temporary" basis during a trial or demonstration – which will only frustrate residents and hurt public trust. Please consider the interests and concerns of the 70% of residents who oppose replacing travel lanes with bike lanes, especially on Bel-Red Road. We need to be able to get to work, run errands, pick up our kids, visit downtown, and take care of our personal needs in Bellevue without sitting in an hour of traffic.

Let's focus our time and resources on finishing the safer bicycle connection at Spring Boulevard. Thank you for your consideration.

Sincerely,

Katy Mowrer

Lake Samm



Bradley, Oleta

From: hello@livablebellevue.com on behalf of Jennifer Robertson
<hello@livablebellevue.com>
Sent: Sunday, August 4, 2024 3:33 PM
To: Council; cityclerk
Subject: Don't go backwards on Bel-Red Road!

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

Dear Mayor Robinson and Councilmembers,

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Let's focus our time and resources on finishing the safer bicycle connection at Spring Boulevard. Thank you for your consideration.

Sincerely,

Jennifer Robertson

Somerset 

Bradley, Oleta

From: hello@livablebellevue.com on behalf of John Iwanski <hello@livablebellevue.com>
Sent: Sunday, August 4, 2024 3:18 PM
To: Council; cityclerk
Subject: Don't go backwards on Bel-Red Road!

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

Dear Mayor Robinson and Councilmembers,

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We cannot afford to sacrifice a lane of Bel-Red Road, even on a "temporary" basis during a trial or demonstration – which will only frustrate residents and hurt public trust. Please consider the interests and concerns of the 70% of residents who oppose replacing travel lanes with bike lanes, especially on Bel-Red Road. We need to be able to get to work, run errands, pick up our kids, visit downtown, and take care of our personal needs in Bellevue without sitting in an hour of traffic. This has been personally experienced when one-lane is shut down for various construction projects.

Please do not allow outside interests to dictate the will of the a large majority of Bellevue residents and constituents.

Let's focus our time and resources on finishing the safer bicycle connection at Spring Boulevard. Thank you for your consideration.

Sincerely,

John Iwanski

98008 

Bradley, Oleta

From: hello@livablebellevue.com on behalf of Diane Tebelius <hello@livablebellevue.com>
Sent: Sunday, August 4, 2024 3:14 PM
To: Council; cityclerk
Subject: Don't go backwards on Bel-Red Road!

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

Dear Mayor Robinson and Councilmembers,

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Let's focus our time and resources on finishing the safer bicycle connection at Spring Boulevard. Thank you for your consideration.

Sincerely,

Diane Tebelius

Lake Samamish



Bradley, Oleta

From: hello@livablebellevue.com on behalf of Lois Diemert <hello@livablebellevue.com>
Sent: Sunday, August 4, 2024 3:13 PM
To: Council; cityclerk
Subject: Don't go backwards on Bel-Red Road!

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

Dear Mayor Robinson and Councilmembers,

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Let's focus our time and resources on finishing the safer bicycle connection at Spring Boulevard. Thank you for your consideration.

Sincerely,

Lois Diemert

Wilburton/NE 8th Street



Bradley, Oleta

From: hello@livablebellevue.com on behalf of Melissa Peterson <hello@livablebellevue.com>
Sent: Sunday, August 4, 2024 3:11 PM
To: Council; cityclerk
Subject: Don't go backwards on Bel-Red Road!

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

Dear Mayor Robinson and Councilmembers,

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Additional study on this major east-west arterial is both unnecessary and wasteful of taxpayer dollars. We have already learned from the hundreds of thousands spent on the Bike Bellevue Guide that road diets would cripple our arterial network. Adding bike lanes will not make it more safe, as the few cyclists who may ride along that corridor would still have to interact with busy intersections and driveways.

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Let's focus our time and resources on finishing the safer bicycle connection at Spring Boulevard. Thank you for your consideration.

Sincerely,

Melissa Peterson

Enatai 

Bradley, Oleta

From: hello@livablebellevue.com on behalf of Lawrence Mast <hello@livablebellevue.com>
Sent: Sunday, August 4, 2024 3:03 PM
To: Council; cityclerk
Subject: Don't go backwards on Bel-Red Road!

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

Dear Mayor Robinson and Councilmembers,

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Let's focus our time and resources on finishing the safer bicycle connection at Spring Boulevard. Thank you for your consideration.

Sincerely,

Lawrence Mast

Hhilltop 

Bradley, Oleta

From: hello@livablebellevue.com on behalf of IVAN VELKOV <hello@livablebellevue.com>
Sent: Sunday, August 4, 2024 3:01 PM
To: Council; cityclerk
Subject: Don't go backwards on Bel-Red Road!

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

Dear Mayor Robinson and Councilmembers,

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Let's focus our time and resources on finishing the safer bicycle connection at Spring Boulevard. Thank you for your consideration.

Sincerely,

IVAN VELKOV

LOCHLEVEN



Bradley, Oleta

From: hello@livablebellevue.com on behalf of Ruth Vaughan <hello@livablebellevue.com>
Sent: Sunday, August 4, 2024 2:57 PM
To: Council; cityclerk
Subject: Don't go backwards on Bel-Red Road!

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

Dear Mayor Robinson and Councilmembers,

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Let's focus our time and resources on finishing the safer bicycle connection at Spring Boulevard. Thank you for your consideration.

Sincerely,

Ruth Vaughan

Executive Lochmoor



Bradley, Oleta

From: hello@livablebellevue.com on behalf of Tom Skalski <hello@livablebellevue.com>
Sent: Sunday, August 4, 2024 2:57 PM
To: Council; cityclerk
Subject: Don't go backwards on Bel-Red Road!

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

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Let's focus our time and resources on finishing the safer bicycle connection at Spring Boulevard. Thank you for your consideration.

Sincerely,

Tom Skalski

Woodridge



Bradley, Oleta

From: hello@livablebellevue.com on behalf of Gerald Kvinge <hello@livablebellevue.com>
Sent: Sunday, August 4, 2024 2:57 PM
To: Council; cityclerk
Subject: Don't go backwards on Bel-Red Road!

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Dear Mayor Robinson and Councilmembers,

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Let's focus our time and resources on finishing the safer bicycle connection at Spring Boulevard. Thank you for your consideration.

Sincerely,

Gerald Kvinge

Newport Hills



Bradley, Oleta

From: hello@livablebellevue.com on behalf of Norm Hansen <hello@livablebellevue.com>
Sent: Sunday, August 4, 2024 2:56 PM
To: Council; cityclerk
Subject: Don't go backwards on Bel-Red Road!

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

Dear Mayor Robinson and Councilmembers,

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Additional study on this major east-west arterial is both unnecessary and wasteful of taxpayer dollars. We have already learned from the hundreds of thousands spent on the Bike Bellevue Guide that road diets would cripple our arterial network. Adding bike lanes will not make it more safe, as the few cyclists who may ride along that corridor would still have to interact with busy intersections and driveways.

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Let's focus our time and resources on finishing the safer bicycle connection at Spring Boulevard. Thank you for your consideration.

Sincerely,

Norm Hansen

Bridle Trails



Bradley, Oleta

From: hello@livablebellevue.com on behalf of Kelley Price <hello@livablebellevue.com>
Sent: Sunday, August 4, 2024 2:51 PM
To: Council; cityclerk
Subject: Don't go backwards on Bel-Red Road!

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

Dear Mayor Robinson and Councilmembers,

I write in support of the Transportation Commission's recommendation that Bel-Red Road be removed from consideration for bike lanes. Please support this recommendation and the hundreds of letters and community feedback you've received over the last year opposing road diets, and do not study Bel-Red Road any further.

Additional study on this major east-west arterial is both unnecessary and wasteful of taxpayer dollars. We have already learned from the hundreds of thousands spent on the Bike Bellevue Guide that road diets would cripple our arterial network. Adding bike lanes will not make it more safe, as the few cyclists who may ride along that corridor would still have to interact with busy intersections and driveways.

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Let's focus our time and resources on finishing the safer bicycle connection at Spring Boulevard. Thank you for your consideration.

Sincerely,

Kelley Price

neighbor



Bradley, Oleta

From: hello@livablebellevue.com on behalf of cheryl wang <hello@livablebellevue.com>
Sent: Sunday, August 4, 2024 2:01 PM
To: Council; cityclerk
Subject: Don't go backwards on Bel-Red Road!

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

Dear Mayor Robinson and Councilmembers,

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Additional study on this major east-west arterial is both unnecessary and wasteful of taxpayer dollars. We have already learned from the hundreds of thousands spent on the Bike Bellevue Guide that road diets would cripple our arterial network. Adding bike lanes will not make it more safe, as the few cyclists who may ride along that corridor would still have to interact with busy intersections and driveways.

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Let's focus our time and resources on finishing the safer bicycle connection at Spring Boulevard. Thank you for your consideration.

Sincerely,
Cheryl Wang

cheryl wang

Wilburton



Bradley, Oleta

From: hello@livablebellevue.com on behalf of Richard Hughes <hello@livablebellevue.com>
Sent: Sunday, August 4, 2024 11:25 AM
To: Council; cityclerk
Subject: Don't go backwards on Bel-Red Road!

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

Dear Mayor Robinson and Council members,

I am writing in strong support of the Transportation Commission's expertly investigated and reviewed recommendation that Bel-Red Road be removed from consideration for bike lanes. Please support this recommendation and the hundreds of letters and community feedback you've received over the last year opposing road diets, and do not consider Bel-Red Road any further.

Additional study on this major east-west arterial is both unnecessary and wasteful of taxpayer dollars. We have already learned from the hundreds of thousands spent on the Bike Bellevue Guide that road diets would cripple our arterial network. Adding bike lanes will not make it more safe, as the very few but very vocal cyclists who may ride along that corridor would still have to interact with busy intersections and driveways.

We cannot afford to sacrifice a lane of Bel-Red Road, even on a "temporary" basis during a trial or demonstration – which will only frustrate residents and hurt public trust. Please consider the interests and concerns of the 70% of residents who oppose replacing travel lanes with bike lanes, especially on Bel-Red Road. We need to be able to get to work, run errands, pick up our kids, visit downtown, and take care of our personal needs in Bellevue without sitting in an hour of artificially created traffic.

Let's focus our time and resources on finishing the safer bicycle connection at Spring Boulevard. Thank you for your consideration.

Sincerely,

Richard Hughes

Bridle Trails 

Bradley, Oleta

From: John Wu <john.wu12@gmail.com>
Sent: Sunday, August 4, 2024 5:54 AM
To: Council; Robinson, Lynne; Malakoutian, Mo; Hamilton, Dave; Lee, Conrad; Nieuwenhuis, Jared; Stokes, John; Zahn, Janice
Subject: Preserving Bel-Red Road for Future Growth and Safety

Some people who received this message don't often get email from john.wu12@gmail.com. [Learn why this is important](#)

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

Dear Mayor Robinson, Deputy Mayor Malakoutian, and Councilmembers Hamilton, Lee, Nieuwenhuis, Stokes, and Zahn,

I am a resident of Wilburton. I want to express my gratitude and support for the Bellevue Transportation Commission's decision to exclude Bel-Red Road from consideration for bicycle lanes. This decision aligns with the city's Vision Zero goals by prioritizing road safety, considering the road's busy intersections and many driveways.

Bel-Red is one of the most heavily used roads in our area, connecting West Bellevue with East Bellevue. Given the anticipated growth in the Bel-Red District, Spring District, and Wilburton Vision Implementation, preserving Bel-Red Road for vehicular traffic is essential to accommodate increased congestion.

I support prioritizing the completion of Spring Boulevard, which includes protected bike lanes and wide sidewalks. This decision enhances safety for all road users and provides a direct connection between the Spring District Station and the Bel-Red rail station. Interestingly, I have encountered only a few bicyclists on NE 8th, Bel-Red, or Northrup in a year, suggesting the need for further study on cyclist usage in these areas.

Additionally, I appreciate the Council's decision last March to replace car lanes only as a last resort. I want to thank Deputy Mayor Malakoutian, Councilmembers Hamilton, Nieuwenhuis, and Lee for prioritizing safety and considering resident input. This decision aligns with the majority of Bellevue voters, as a recent EMC research poll shows that 69% oppose converting road lanes to bike lanes.

Thank you for considering these points.

John Wu

Bradley, Oleta

From: Nick Ton
Sent: Sunday, August 4, 2024 4:18 AM
To: Council; TransportationCommission; Singelakis, Andrew
Subject: 8/6/2024 Public comment on bel red changes

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

Does anyone here actually need to drive on bel red during commuting hours? I do because I have to use it to get to work. I have my dentist along bel red. I shop for groceries at that asian family market off bel red weekly.

Its horrible. I don't even care about the biking experience I care that there's constantly people parked in the middle of the road backing up traffic because there's no middle lane for people to turn left.

What kind of delusions does a person need to be under to think that keeping bel-red this way is a good thing?

Its dangerous to anyone that needs to turn left into a business because they need to just sit their car still in an active traffic lane anxiously waiting for oncoming traffic to provide a gap that they can snake into. It's dangerous for people behind them because there's just random people stopping in the middle of the road with barely any warning most times.

Who benefits from this? The car repair businesses? The hospitals? Certainly not the normal people just trying to get to work nor the people trying to visit the dental offices or other businesses along bel red.

Make it a 3 lane road with the middle to turn in. That works! Do whatever studies are needed, but the current situation sucks and works for nobody.

At this point any pervert advocating for bel red to be unchanged is actively and purposefully trying to get more accidents to happen. Something is wrong in the head with these people.

Bel-red road needs changing. To remove it from consideration is absolutely crazy and the people who are advocating for such need their motivations examined because they sure do not represent the people that actually actively use that corridor.

Apologies for my discourteous phrasing. I and the people I talk to who share my situation of needing to use bel red road to commute to work are very unhappy with the comission's delusional recommendation.

Bradley, Oleta

From: Steven Fricke <fricke_family@msn.com>
Sent: Saturday, August 3, 2024 11:06 PM
To: Council
Subject: Bel-Red Bike Lanes Study

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

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

Dear Mayor Robinson and Councilmembers,

I write in opposition of the Transportation Commission's recommendation regarding the removal of bike lanes from their traffic study. Please reject this recommendation and continue studying Bel-Red Road as a viable path for bikes and cars.

Additional study on this major east-west arterial is both necessary and a good use of taxpayer dollars. Adding bike lanes will make it safer, as the cyclists who ride will have a dedicated lane with minimal impact to motor vehicle traffic flow.

Let's focus our time and resources on making Bellevue safer for bicycle riders. Thank you for your consideration.

Sincerely
Steven Fricke

Sent from my iPad
Get [Outlook](#) for iOS

Bradley, Oleta

From: Leha Kon <lehakon@gmail.com>
Sent: Saturday, August 3, 2024 9:18 PM
To: Council
Subject: Written Communications, 8/6/24, Bike Bellevue

Some people who received this message don't often get email from lehakon@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,

My name is Alex Kon, and I am a resident of Crossroads in Bellevue. I'm writing to voice my concerns about recent changes in the "Bike Bellevue" program where Bel-Red was excluded. First of all, I'd like to clarify that I do own a car and I do drive regularly. I like driving, been doing it for 25+ years and do not plan to stop.

However, I don't like to have to drive everywhere.

I'm living at Crossroads and most of the places I need to visit are within easy 20-30 minutes on a bicycle: Bellevue downtown, Redmond downtown, Microsoft campus, Spring District, Bellevue park/mall. Not always, but in many cases I'd prefer to use a bicycle because it's good for me (cheaper, better for my mental and physical health) and for others (no risk, no pollution, no contribution to traffic/noise).

Biggest obstacle to riding is lack of infrastructure in places where it matters. That's why Bel-Red is so important. Spending money on infrastructure "in the middle of nowhere" is ineffective at best and wasteful at worst. Infrastructure needs to be added in places where most people go already, where business are present, where light rail stops are. Currently situation is bad there. Speed limits are high, bicycle lanes are non-existent. Sidewalks are even more dangerous than riding on a road due to the fact that drivers don't notice bicyclists there.

That's exactly why changes there will have a positive impact. Bel-red is a great candidate for upgrade to become a less car-centric street. There are multiple new residential developments already, multitude of existing and new businesses, YMCA, light rail access, proximity to Spring district, new developments on 148th. It could connect many parts of Bellevue and become a place where people could walk or ride, run errands, visit shops and restaurants - all without a car. And everybody who lives there would benefit from less noise and pollution.

And as a driver - I wouldn't mind if going through would take me some minutes longer, while I'm sitting in a comfortable seat with music and air-conditioning.

Please re-consider this decision. Most bicyclists (or scooter users, or people who like to walk) are also drivers. And most would prefer to have alternatives to driving!

—
Alex

Bradley, Oleta

From: Valentina Vaneeva <eittaf@outlook.com>
Sent: Saturday, August 3, 2024 7:56 PM
To: Council; TransportationCommission; Singelakis, Andrew
Subject: Written Communications, 8/6/24, Bike Bellevue

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Hello Councilors, Commission members, and Transportation Director,

My name is Valentina, and I have been a resident of Bellevue for 7 years. I have already expressed my profound disappointment in the latest Transportation Commission decision on Bike Bellevue, but in light of the upcoming Council meeting on Tuesday, I feel like I need to do it again.

The Commission's decision does nothing to improve safety of existing users of Bel-Red Rd who are not driving. It also does nothing to reduce the amount of car traffic in Bellevue which is the major emission source in Washington State, and Bellevue is very unlikely to be an exception. Given that new housing construction is scheduled for Bel-Red, it is of utmost importance to provide people with opportunities to **not** drive.

One of the reasons Bike Bellevue has enjoyed so much public support (and consequent frustration) is presence of Bel-Red Rd in its plans. The original Bike Bellevue recommendations for it are not just about building bike lanes, but also calming traffic and improving safety for all street users, all that in time for 2030 which is the year when the City is supposed to achieve Vision Zero. And there are plenty of cyclists and scooter riders there already! Take a look:



Why Bel-Red Rd?
why-belred.tilda.ws

In short, if the City is serious about its street safety goals, its commitments to reduce emissions, and its stated goal of improving transportation for everyone and not just drivers, this decision cannot be accepted by the Council. **A single car lane should not be in the way of safer and cleaner future of our city!**

Bradley, Oleta

From: Kurt Dresner <kurt.dresner@gmail.com>
Sent: Saturday, August 3, 2024 4:11 PM
To: Council
Subject: Written Communications, 8/6/24, Bike Bellevue

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Dear Bellevue City Council Members,

My name is Kurt Dresner, and I live in Kirkland. I frequently commute by bike to Bellevue for various reasons, including dental appointments on Bel-Red Road. I would love to utilize my bicycle more often for errands and shopping within Bellevue, but the current lack of safe cycling infrastructure deters me - sometimes from using my bike, and sometimes from going to Bellevue at all.

I believe the current Bike Bellevue recommendations fall short in addressing the critical safety and connectivity needs of cyclists like myself. In particular, excluding Bel-Red Road, a major route with an increasing number of important destinations, is a significant oversight. Bel-Red Road's high traffic speeds and lack of dedicated bike lanes create a hazardous environment for cyclists. Implementing pilot bike facilities on Bel-Red Road would be an excellent way to gather data on usage, safety, and impact, all while addressing the concerns of the community.

Furthermore, the proposals for sharrows on NE 2nd St and the reliance on future redevelopment for bike facilities on Northup Way do not provide adequate protection or guarantee a connected network of bike lanes. These approaches contradict the council's stated goals of prioritizing safety and connectivity for cyclists.

While I understand the council's previous directive about reallocating motor vehicle lanes as a "last resort," it seems this guidance may have been misinterpreted. The primary objective of the Bike Bellevue project should be to deliver safe and efficient bicycle infrastructure promptly. In cases where reallocating vehicle lanes is the only viable option to achieve this goal, I urge the council to consider it a necessary step.

It is imperative to act decisively to improve cycling safety in Bellevue. I strongly advocate for the council to approve the original proposals for bike infrastructure on the Bike Bellevue corridors. These proposals offer a swift and cost-effective solution that enhances safety not only for cyclists but for all road users. It's time to make Bellevue's streets safer and more accessible for everyone.

Thank you for your time and dedication to improving our city.

Sincerely,

Bradley, Oleta

From: Raymond Zhao <rzhao271@gmail.com>
Sent: Saturday, August 3, 2024 3:54 PM
To: Council; TransportationCommission; Singelakis, Andrew
Subject: Written Communications, 8/6/24, Bike Bellevue

Some people who received this message don't often get email from rzhao271@gmail.com. [Learn why this is important](#)

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Dear Councilmembers, Commissioners, and staff,

I am Yuanmeng, a resident of Overlake Village in Redmond who visits Bellevue by public transit to shop and dine. I would like to bike around Bellevue, but I do not believe the current experience is safe. Several of my friends and coworkers already bike, and none of them enjoy biking on the roads in Bellevue, especially while downtown.

Firstly, there are certain roads a cyclist would need to take to even get to downtown or to visit shops and businesses along the way. For those living in Crossroads, and for those who will be living in Bel-Red, one of the less hilly options available to them is Bel-Red Rd. Thus, I believe that removing Bel-Red Rd entirely from the Bike Bellevue plan was a mistake that needs to be corrected. **To assuage community concerns, we should build and fully fund pilot bike facilities on Bel-Red Rd so that we can collect real-world data on usage, safety, and impact to vehicle throughput.**

A larger issue in general is that the commission's recommendations have not always been in line with Council's guiding principles around safety, with one principle being minimizing conflicts between roadway users through bikeway design. For example, sharrows on NE 2nd St would not offer protection or added safety for bicyclists. As staff themselves note, sharrows are not infrastructure. Instead, sharrows keep bikes and cars on the same lane, resulting in tension and conflict between the two groups, a lose-lose situation. Similarly, staff's Northup recommendation to rely on private redevelopment for the delivery of bicycle facilities will, by their own admission, leave significant gaps between isolated projects. **We must ensure that we deliver bike facilities that are in line with Council-approved principles of safety, connectivity, and equity.**

Lastly, at your July 9th meeting, many Councilmembers spoke to the importance of funding the rapid implementation of Vision Zero infrastructure. The originally-proposed Bike Bellevue corridor treatments are exactly that: rapid, cost-effective treatments that not only deliver high-quality bicycle facilities, but are best-practice tools to calm traffic and improve safety for all road users. **Please maintain the emphasis on the rapid implementation of Vision Zero infrastructure by approving the original proposals for bike infrastructure on Bike Bellevue corridors.**

In the end, I believe that through the implementation of the originally-proposed Bike Bellevue corridors, more residents and visitors, including my friends, my coworkers, and I, would be willing to explore Bellevue's parks and local businesses not just by bike, but also by walking or rolling, simultaneously reducing car congestion for those driving around the city.

Thank you,
Yuanmeng

Bradley, Oleta

From: Jay Bazuzi <jay@bazuzi.com>
Sent: Saturday, August 3, 2024 11:56 AM
To: Council; TransportationCommission; Singelakis, Andrew
Subject: Written Communications - 2024-08-06 - Bike Bellevue

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

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Hi, my name is Jeryas Bazuzi and I first moved to Bellevue in 1999. I live in the Lake Hills / Crossroads area and my employer's offices are in downtown Bellevue.

I like the idea of combining my commute and my workout by biking to work. I have a bike that I like, our weather is mild, the distance is reasonable, and there are showers with towel service in our office building. It's a great setup except that the path is hazardous for cyclists. Every time I take this trip by bike, I feel like I am taking my life in my hands.

Please move forward with the full Bike Bellevue plan. Reallocating lanes from cars to bikes is the right tradeoff and will make Bellevue better.

- Jeryas (Jay) Bazuzi
Lake Hills



Arguments Against Vision Zero: A Literature Review

Henok Girma Abebe, Sven Ove Hansson, and
Karin Edvardsson Björnberg

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Abstract

Despite Vision Zero’s moral appeal and its expansion throughout the world, it has been criticized on different grounds. This chapter is based on an extensive literature search for criticism of Vision Zero, using the bibliographic databases Philosopher’s Index, Web of Science, Science Direct, Scopus, Google Scholar, PubMed, and Phil Papers, and by following the references in the collected documents. Even if the primary emphasis was on Vision Zero in road traffic, our search also included documents criticizing Vision Zero policies in other safety areas, such as public health, the construction and mining industries, and workplaces in general. Based on the findings, we identify and systematically characterize and classify the major arguments that have been put forward against Vision Zero. The most important arguments against Vision Zero can be divided into three major categories: moral arguments, arguments concerning the (goal-setting) rationality of Vision Zero, and arguments aimed at the practical implementation of the goals. We also assess the arguments. Of the 13 identified main arguments, 6 were found to be useful for a constructive discussion on safety improvements.

Keywords

Vision Zero · Nollvisionen · Criticism · Road Safety · Ethics · Systems Thinking

Introduction

The adoption of Vision Zero (“Nollvisionen”) in Sweden in 1997 represented a crucial shift in road safety management (Government Bill 1996/97:137). Road safety work at the time was heavily influenced by utilitarian cost-benefit analysis and by an approach that considered failing road users to be the main cause of road accidents. In contrast, Vision Zero emphasized the responsibility of system designers and clearly prioritized safety over mobility and cost containment. It declared that the fatalities and serious injuries that result from preventable crashes are morally unacceptable. Moreover, it assumed that road users want health and self-preservation and that this is what the design and operation of the road system has to deliver. The moral appeal and relative success of Vision Zero has led to its acceptance in more and more countries, states, and cities around the world, and it has had a considerable impact also in other areas of public safety than road traffic (Mendoza et al. 2017; Kristianssen et al. 2018).

However, the global proliferation of Vision Zero policies does not imply that it is without flaws. In fact, Vision Zero has sustained a fair amount of criticism, both in academic literature and in the public debate. So far, these criticisms have not been

investigated systematically. Therefore, in this chapter we aim to identify, categorize, and critically assess the arguments that have been put forward against Vision Zero. Our categorization of arguments is based on a desk-based review of academic research articles, reports, and policy documents from the last two decades. The documents were retrieved through searches in the bibliographic databases, Philosopher's Index, Web of Science, ScienceDirect, Scopus, Google Scholar, PubMed, and Phil Papers, and by following the references in the collected documents. Even if the primary emphasis was on Vision Zero in road traffic, our search also included documents criticizing Vision Zero policies in other safety areas, such as public health, the construction and mining industries, and workplaces in general.

Our analysis shows that the most important arguments against Vision Zero can be divided into three major categories: moral arguments, arguments concerning the (goal-setting) rationality of Vision Zero, and arguments aimed at the practical implementation of the goals. See Fig. 1.

Firstly, critics target the central moral assumptions behind Vision Zero, such as its uncompromising prioritization of safety and its assumption that deaths and serious injuries in the road traffic system are morally unacceptable. For instance, the ethical assumption behind Vision Zero has been criticized by authors who claim that it is morally acceptable that some people die on the road, since driving is a risky activity that they chose voluntarily to engage in. Moreover, it has been argued that the resources required to realize Vision Zero will have to be taken from other policy areas where they could be used to greater advantage from an ethical point of view. Vision Zero has also been accused of being paternalistic and unjust, and some of the measures proposed to realize it have been accused of threatening the freedom, autonomy, and privacy of road users.

Secondly, critics question the rationality of setting and working toward the goal to prevent all fatalities and serious injuries in traffic safety. It has been argued that such a goal is unrealistic and therefore irrational to pursue. Doing so is counterproductive, according to the critics, since the agents who are responsible for achieving it will become demotivated when they realize that no matter how great effort they invest, the goal will never be achieved. In addition, Vision Zero has been criticized for being too imprecise to be serviceable as a goal for public policy.

Thirdly, criticisms target specific operationalizations of Vision Zero that have been used in its practical application. The ways in which safety is measured in the application of Vision Zero to road system design has been criticized. Some critics have claimed that too little responsibility is assigned to system designers. Others maintain that system designers are assigned too much responsibility and that this will reduce drivers' sense of responsibility and make them drive more dangerously.

In section "[Vision Zero: What It Is](#)," we introduce Vision Zero and its central assumptions. Sections "[Moral Criticism](#)," "[Rationality-Based Criticism](#)," and "[Operational Criticism](#)" present and analyze the arguments that we have found in each of the three categories just mentioned. Section "[Conclusion](#)" summarizes our findings and identifies some arguments against Vision Zero that are, in our view, particularly worthy of further consideration and analysis.

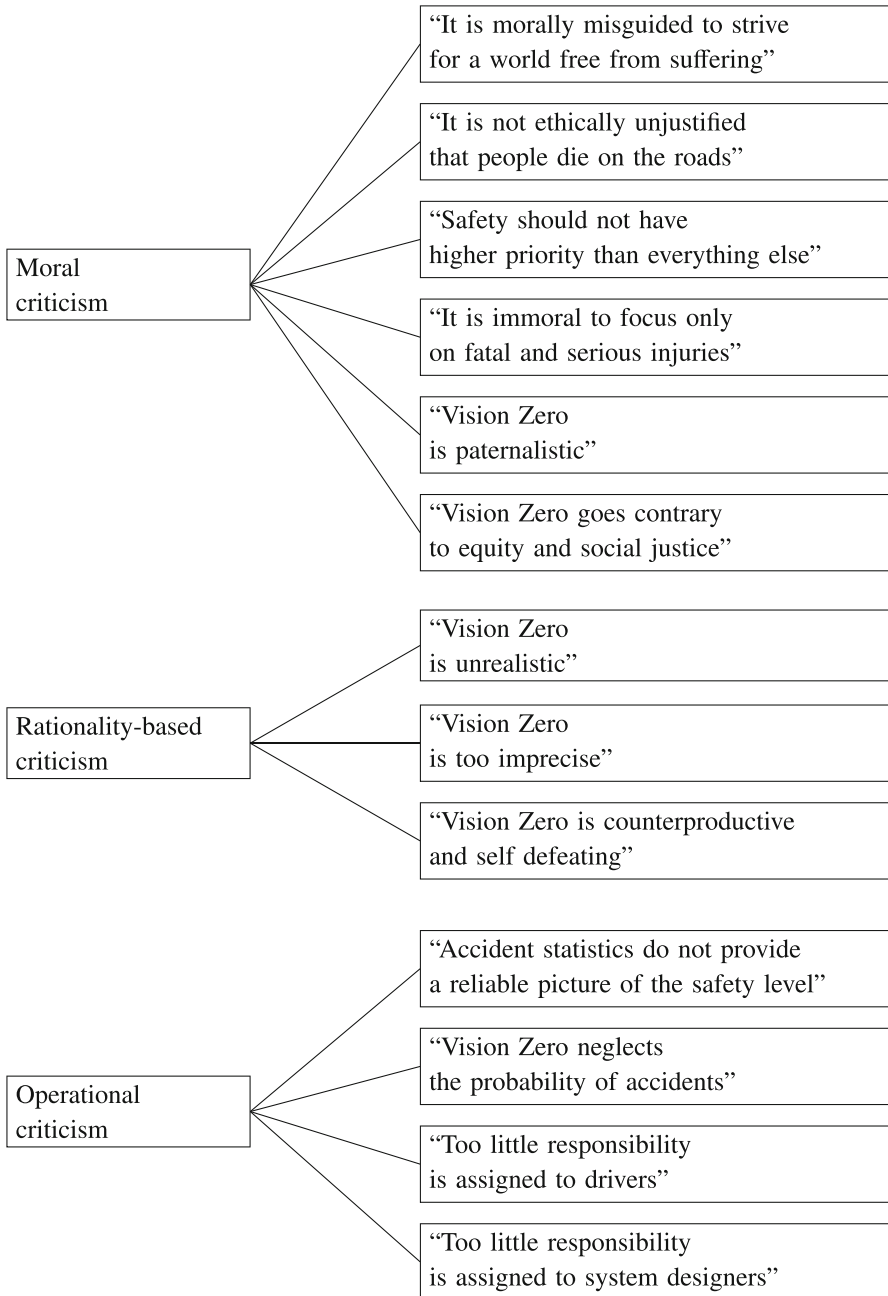


Fig. 1 The arguments against Vision Zero discussed in this chapter

Vision Zero: What It Is

A significant number of countries have adopted and are committed to Vision Zero. It was first adopted in 1997 when the Swedish parliament unanimously endorsed it as the country's traffic safety policy (Belin and Tillgren 2012). Currently, similar Vision Zero policies are in force in a number of other countries, including Finland, Norway, Denmark, the Netherlands, Germany, Poland, the UK (London), Australia, New Zealand, and Canada (see part II of this handbook). While New York was the first city to adopt the policy in the USA (in 2014), many other cities have joined the group since then (Mendoza et al. 2017). So, what is Vision Zero and how does it differ from the safety policies it came to replace?

Vision Zero as a Goal

According to the Swedish government, the long-term goal of road safety is that “no one should be killed or seriously injured as a result of traffic accidents in the road transport system” (Government Offices of Sweden 2016, p. 6). Despite the government's use of the term “vision,” it is clear from the preparatory work that Vision Zero is in fact a policy goal that is supposed to guide all road safety work in Sweden (Government Bill 1996/97:137). To reach the goal, which is not temporally specified, substantial adjustments of the road transport system will have to be made over an extended period of time.

As a policy goal, Vision Zero functions not only as a symbolic expression of the government's ambition to reduce the number of fatalities and serious injuries in the road system. The goal also guides and induces action toward achievement of the desired end-state. Using terminology from goal-setting literature, the goal is “achievement-inducing” (Edvardsson and Hansson 2005). As with most policy goals, Vision Zero coordinates action both temporally and between individuals and organizations. Vision Zero can be used by the national transport administration as a departure point for developing and implementing a series of safety measures over time in such a way that the desired end-state can more easily be reached. It can also be used to allocate resources among various sub-agencies or departments to the same effect. Based on Vision Zero, implemented road safety measures can be evaluated and adjusted, and responsibility for insufficient goal achievement can be established. Thus, Vision Zero functions as a normative framework against which road safety measures can be developed, implemented, evaluated, and adjusted (Rosencrantz et al. 2007; see also Edvardsson Björnberg 2021, in this handbook). In this effort, Vision Zero posits the fallibility of human beings as a starting point for the design and operation of roads and vehicles (Johansson 2009). But, importantly, Vision Zero is not only a goal but also a strategy.

Vision Zero as a Strategy

Vision Zero is a strategy that relies on both social and technological innovations in the process of approaching the goal of zero fatalities and serious injuries (Belin et al. 2012). Vision Zero differs fundamentally from the traditional approach to road safety management in terms of its “problem formulation, its view on responsibility, its requirement for the safety of road users, and the ultimate objective of road safety work” (Belin et al. 2012, p. 171).

Problem formulation and ultimate objective: In the traditional approach to road safety, traffic accidents were presented as the major problem to be solved, and individual road users were believed to be causally responsible for up to 95% of those accidents (Evans 1996). In contrast, Vision Zero puts focus not on the accidents per se but on the resulting fatalities and serious injuries. The difference between the traditional approach and Vision Zero can be clearly seen from the measures advocated by proponents of the two approaches. In Vision Zero, a road safety measure that leads to an overall decline in fatalities and serious injuries is preferable, even if it involves a greater number of accidents or minor injuries. This is, for instance, the main logic behind the shift from traffic lights to roundabouts in four-way intersections in most Vision Zero-committed countries, such as Sweden and the Netherlands (Mendoza et al. 2017). While roundabouts, as compared to traffic lights, tend to lead to a greater number of crashes, the reduced speed in roundabouts makes the crashes less severe, and the number of fatalities and severe injuries is considerably lower (ibid.). When it comes to road and street design, Vision Zero goes contrary to the traditionally dominant safety strategy of increasing space for vehicles through the construction of wider roads, wider lanes, straighter roads, and larger crossings (Bergh et al. 2003; Johansson 2009). Although these measures facilitate the flow of traffic and reduce the number of crashes, they often have negative effects on safety since “the most predominant effect of creating more space is an increase in driving speed, which means higher levels of kinetic energy in crashes” (Johansson 2009, p. 828).

Two prominent improvements in vehicle technology that have brought huge safety gains in Swedish roads are the introduction of seat belt reminders (SBR) and alcohol interlocks. A study by Krafft et al. (2006) of the driving behavior of 3000 Swedish drivers showed that “in cars without SBR, 82.3 percent of the drivers used the seat belt, while in cars with SBR, the seat belt use was 98.9 percent” (p. 125). Furthermore, “in cars with mild reminders, the use was 93.0 percent” (p. 125). From this, the authors concluded that installing seat belt reminders in all cars would have a dramatic impact on the number of fatal and seriously injured car occupants. Seat belt reminders are a prime example of a measure that aims at reducing the consequences rather than the probability of crashes.

Alcohol interlocks provide another important example of a technological innovation with huge safety benefits. Drunk driving is one of the major factors involved in crashes leading to fatalities and serious injuries. According to the WHO’s global status report (WHO 2018), between 5% and 35% of all road fatalities are alcohol-related. In Sweden and many other European countries, alcohol interlocks have been

introduced as a remedy to the problem of drunk driving. The technology is now widely employed in professional settings. In 2017, 97% of the busses operating in public transport in Sweden had an alcohol interlock (Sveriges Bussföretag 2018). The technology requires a driver to exhale into the machine and prevents the driver from starting the vehicles if a certain amount of alcohol is detected in their breath. Alcohol interlocks is one of many measures in traffic safety that have positive impacts both on the probability and the severity of crashes. Drunk drivers are more often involved in crashes, and these crashes also tend to lead to more serious injuries.

Vision Zero as New Responsibilities

In the traditional approach to traffic safety, the individual road user was identified as the most important causal factor in traffic accidents. Based on accident investigations, it was reported that road users' behavior was the cause of about 95% of traffic crashes (Evans 1996). Consequently, it was assumed that road users carry almost the whole responsibility for traffic safety, and it was often concluded that safety propaganda, rather than technical improvement, was the best way to deal with the problem.

However, these reports were based on a questionable approach to causality, and the conclusions were largely unhelpful in attempts to improve road safety. Although we usually prefer to think in terms of "the cause" of an accident or other event, the assumption of a single cause is in many cases a gross oversimplification. Events do not typically follow from one single cause. Instead, there are several causal factors, all of which contribute to the effect. Various practical considerations influence which causal factor we tend to call "the cause," for instance, how certain we are of its influence, its conspicuity, whether it could plausibly have been absent, and whether it could have been changed by human action (Hoover 1990). For instance, if you ask a bacteriologist what is the cause of cholera you can expect the answer "the bacterium *Vibrio cholerae*," but a public health expert will probably give an answer referring to the lack of proper sanitation. These causal descriptions are useful for different purposes. In the treatment of cholera patients, the answer mentioning the microorganism may be the most adequate one, whereas the answer referring to sanitary conditions is more useful for disease prevention.

In much the same way, most traffic accidents have causal factors pertaining both to the behavior of the driver and to the construction of the vehicle and the road system. For instance, a driver's decision to drive drunk is often a causal factor contributing to an accident. However, there are also various other causal factors, including the social conditions that led the driver to drinking too much, the lack of resources for treatment of alcoholism, and vehicle-related causal factors such as the lack of an alcohol interlock on the car in question. In discussions on how to reduce traffic accidents involving drunk drivers, the drivers' decisions were previously almost exclusively at focus, whereas the decisions by regulators and manufacturers to allow respectively market cars without alcohol interlocks have not been part of

the discussion. The situation was similar for other types of traffic accidents. (On causality and responsibility in road traffic, see also Hansson 2021b.)

One of the basic insights behind Vision Zero is that it is often inefficient to focus on the causal factors that have traditionally been called “the cause” of various accidents. Instead, the focus should be on the causal factors that are most accessible to interventions that improve safety. It then becomes clear that technological factors such as the construction of vehicles and roads are usually much easier to change than human behavior. This has led to a whole range of new technological solutions that have reduced the number of serious road accidents. Where individual road users fail to act or behave as they are expected to, due to factors such as negligence, incompetence, lack of knowledge, or health issues, the road system can be redesigned so that people do not die or get seriously injured even when mistakes are made. As noted by Johansson (2009, p. 827): “It is true, that 95% of all crashes or collisions depend on human error, but according to Vision Zero philosophy, 95% of the solutions are in changing roads, streets or vehicles.”

In consequence, Vision Zero has led to a new focus on the responsibilities of the governmental, regional, and local authorities that are involved in the design of the road environment, as well as the responsibilities of vehicle manufacturers. These two groups are called the system designers, and according to Vision Zero they shared the ultimate responsibility for traffic safety (McAndrews 2013; Government Offices of Sweden 2016). According to Tingvall (1997, p. 41), the road system designers “bear the responsibility to do everything in their power to make the system as safe as possible. . . they are also responsible for meeting the road user demands for road safety in the system.”

In part this is an institutional responsibility, carried by the agencies and companies that construct roads and vehicles. However, it also has an important component of professional responsibilities. The engineers and other professionals who perform the actual construction tasks have responsibilities, both individually and collectively, to make the choices that save lives and avert suffering. A comparison can be drawn with healthcare. Governments are responsible for organizing healthcare systems that save lives and preserve health. This is an institutional responsibility. At the same time, physicians, nurses, and other healthcare professionals have a responsibility – again, both individually and collectively – to make the choices that best serve the health and well-being of their patients.

The professional responsibilities in Vision Zero go beyond traditional blame responsibility (often called backward-looking responsibility), which assigns blame for causing a traffic safety problem. The main focus is put on task responsibility, which is concerned with who can do something about the problem. In Vision Zero, the overarching task responsibility falls on the system designers. But unavoidably, blame responsibility can also become involved. System designers can be held responsible for inactivity or misdirected activity that leads to fatalities or serious injuries that could otherwise have been prevented. (On responsibility ascriptions, see also Hansson 2021b.)

Responsibility is not a zero sum game. In other words, if one group takes on more responsibilities, then this does not mean that some other group has to become less

responsible. The fact that system designers assume new responsibilities does not relieve individual road users of their responsibility to drive safely and respect traffic regulations (Tingvall 1997). On the contrary, in Vision Zero, the moral responsibility of road users goes beyond what was traditionally expected of them. In addition to the duty of respecting and abiding by the traffic rules and regulations, the “moral responsibility of road users extends to the health of all road users in all situations—even those not anticipated or defined by the legislative and governing bodies. The moral responsibility of road users also involves making clearly stated and powerful demands on the designers of the system” (Tingvall 1997, p. 42).

Four Central Assumptions of Vision Zero

The above discussion suggests that Vision Zero builds on a set of important but controversial assumptions, all of which are necessary to justify the adoption and promotion of the policy.

Ethical Assumption: “It Can Never Be Ethically Acceptable That People Are Killed or Seriously Injured When Moving Within the Road Transport System”

Vision Zero is based on the ethical assumption that it is morally unacceptable that people get killed or seriously injured due to preventable traffic crashes. For the proponents of Vision Zero, any goal other than zero amounts to voluntarily permitting that people are killed or seriously injured on the road (Tingvall and Haworth 1999). This ethical basis of Vision Zero is the major justification for the adoption of the policy in many Vision Zero-committed countries and cities. Importantly, it has called established practices in safety work and transport decision-making into doubt. For instance, this applies to the use of cost-benefit analysis in road safety planning, since CBA often trades the safety of road users to promote other values. Moreover, monetary valuation of human life and the use of willingness to pay in determining the economic value of traffic safety measures are deemed morally problematic from a Vision Zero perspective (Hokstad and Vatn 2008).

From this point of view, the level of road fatalities and serious injuries is the product of our choices as a political society regarding which values we should prioritize. Fatalities and serious injuries are not deemed to be necessary costs. Instead, they show what price a society is willing to pay for mobility. This is a radical departure from the traditional approach to traffic safety, in which traffic fatalities and injuries are viewed as the necessary costs of using the road system (Belin et al. 2012). Unlike the traditional approach to traffic safety in which safety is usually compromised to promote mobility, Vision Zero considers such a compromise as an unsatisfactory situation that should be changed. According to Tingvall (1997, p. 56):

It goes without saying that human life cannot be exchanged for some gain. To give an example, if a new road, new car design, new rule etc. is judged as having the potential to save

human life, then the opportunity must always be taken, provided that no other more cost-effective action would produce the same safety benefit.

Empirical Assumption: Human Fallibility Is Unavoidable and Therefore Has to be Taken into Account in Traffic Safety Work

There is a long history from industrial safety of attempts to avoid accidents by identifying the workers who cause them and taking measures aiming at these individuals. However, this strategy has been found to be inefficient, since accidents are not limited to the actions of a special category of particularly accident-prone individuals. Therefore, industrial safety instead focuses on making operations “fail-safe,” or “inherently safe,” which means essentially that the prevalence of human mistakes is accepted and focus is put on minimizing the negative consequences following from such mistakes (Hansson 2010; Hammer 1980; Harpur 1958; Jones et al. 1975). A similar development has taken place in patient safety, where a “blame culture” looking for scapegoats has largely been replaced by a focus on how the probabilities and the consequences of such mistakes can be reduced (Rall et al. 2001).

Vision Zero can be seen as representing the same trend, applied primarily to traffic safety. Traditionally, the mistaken behavior of individual road users was taken to be the dominant cause of safety problems in the road traffic system. Consequently, traffic rules and regulations, education, training, licensing, and other mechanisms for behavioral change were emphasized, with the pronounced intention of promoting the required behavior and adjusting the road user to the road system (Belin et al. 2012). Vision Zero instead focuses on making the road system “fail-safe,” so that human mistakes do not lead to serious accidents. This approach is based on the simple observation that, in contrast to human nature, vehicle technology and road infrastructure are accessible to radical change.

Operational Assumption: The Ultimate Responsibility for Traffic Safety Should be Assigned to System Designers

This assumption has largely the same motivation as the previous one. From a Vision Zero perspective, the ultimate cause of accidents is taken to be the “imperfect system.” Therefore, it is the system that needs to be adjusted to the needs and capabilities of the individual road users, not the other way around. Since the problem of traffic safety is systemic in nature (Larsson et al. 2010), Vision Zero presumes that responsibility should be shared among the actors that directly or indirectly influence the safety of the system.

Empirical Assumption: Technology Can Solve Most Road Traffic Safety Problems

In most countries that have shown a significant improvement in traffic safety over the past few decades, the role of technology has been significant. The introduction of seat belts, seat belt reminders, airbags, automatic brakes, alcohol interlocks, motorcycle and bicycle helmets, and safer road and street designs have played and continue to play a key role in preventing fatalities and injuries. It is generally

believed that further progress can be achieved with new, innovative technologies. However, the use and application of most of the technologies that improve traffic safety has long been questioned and debated due to their impact on economy, freedom, autonomy, and privacy. Nonetheless, in countries committed to Vision Zero, a strong emphasis on the development and implementation of innovative technologies appears to be the next step. The Swedish Vision Zero recommends the use of the best available technology when addressing road safety problems, hence emphasizing the role of technological innovation in promoting traffic safety. In the USA, one of the three major strategies identified in *The Road to Zero: A Vision for Achieving Zero Roadway Deaths by 2050* (Ecola et al. 2018) is to accelerate the production and use of advanced technologies.

Moral Criticism

We will consider six moral arguments against Vision Zero. Four arguments claim that Vision Zero assigns too high priority to serious injuries in road traffic. These arguments are presented in order of decreasing strength of the claims that they make. We discuss the argument that Vision Zero is paternalistic and in section “[Vision Zero Goes Contrary to Equity and Social Justice](#)” the argument that it counteracts social justice.

“It Is Morally Misguided to Strive for a World Free from Suffering”

It has been argued that, because Vision Zero aims to achieve zero fatalities and serious injuries through the categorical prioritization of safety and health of road users, it seeks to create a risk-free society, which is considered problematic in various ways. Firstly, there is the argument that creating a risk-free society conflicts with individual liberty, interpreted as the freedom of individuals to choose what risks they wish to expose themselves to (see section “[Too Little Responsibility Is Assigned to Drivers](#)”). Ekelund (1999), for instance, criticized Vision Zero for aiming to eliminate all road traffic risks despite the fact that some people are willing to take more risks than others. In the context of public health policy, Fugeli (2006) similarly argued that Vision Zero is a luxurious quest of rich European countries to create a risk-free, perfect society. In his view, Vision Zero seeks to purify life and remove defects and risks, which will lead to undesirable consequences. What these authors seem to argue is that by adopting and pursuing Vision Zero policies society may well reduce suffering in the form of deaths and serious injuries caused by certain activities, such as driving, but it also denies people the opportunities of enjoying life to a fuller extent than what is possible under a Vision Zero regime.

Dekker et al. (2016) locate Vision Zero within the “Western Judeo-Christian salvation narrative,” i.e., “the notion that a world without suffering is not only desirable but achievable, and that efforts expended toward the goal are morally right and inherently laudable” (p. 219). This narrative understands human suffering

as the result of bad choices made by individuals. Consequently, suffering can be relieved by hard work and better individual choices. This is in line with much traditional safety work, according to which the causal responsibility for accidents is largely attributed to the individual. However, Dekker et al. argue, aiming to relieve suffering by focusing on individual choices invites gaming – both by individuals, who in employment settings may refrain from reporting injuries for fear of being blamed, and managers and CEOs, who may refrain from reporting incidents that may lead to the loss of bonuses – and creates more suffering in the end.

The claim that Vision Zero seeks to achieve a perfect society is not backed up by any evidence. We have found no indication of any such assumption in the written documentation on Vision Zero. On the contrary, a major assumption behind Vision Zero is the recognition that traditional approaches to traffic safety, criticized by Dekker et al. (2016), have failed in their relentless attempts to create a perfect road user. (Cf assumption 2 in section “[Four Central Assumptions of Vision Zero](#)”) Vision Zero differs from this approach in accepting the occurrence of mistakes, and hence even accidents, as an inevitable fact of life. This speaks strongly against the claim that Vision Zero aims to create a perfect society, free from any suffering. It is difficult to imagine a totally risk-free society, constituted of imperfect individuals who are by their own nature liable to make mistakes and act on the basis of wrong judgments. Furthermore, Vision Zero does not aim at eradicating all accidents and injuries but only those that will lead to “an unacceptable loss of health” (Tingvall and Haworth 1999). Non-serious traffic injuries are outside the scope of Vision Zero. Therefore, as was rightly indicated by Zwetsloot et al. (2013, 2017), the criticism that Vision Zero seeks to create a risk-free society is more of a misconception than a genuine argument against it.

In summary, the argument that Vision Zero errs in trying to create a perfect society is based on a blatantly incorrect description of Vision Zero, and not worth taking seriously. (Therefore, we do not see a need to discuss another assumption underlying this argument, viz., that attempts to move in the direction of a “perfect” state are condemnable.)

“It Is Not Ethically Unjustified That People Die on the Roads”

One of the underlying assumptions behind the adoption and promotion of Vision Zero policies is the claim that it is morally unacceptable that people die and get seriously injured due to predictable and preventable crashes. Therefore, Vision Zero is “presented as a more, or perhaps the only, ethically sound approach” (Elvebakk 2005, p. 18). However, Elvebakk argues, the mere ambition to prevent all fatalities and serious injuries cannot in itself justify the ethical superiority of Vision Zero because “there are not necessarily major differences between wanting to reduce the number of serious accidents as much as possible, and wanting to eradicate them altogether. It would seem that either way, the best one can do is one’s best” (Elvebakk 2005, p. 21). Moreover, “it is not necessarily *in itself* ethically unjustifiable to allow hundreds of people die in traffic every year. [...] Death is,

after all, a fact of life, and as a society we have to accept that people will die, for one reason or another” (Elvebakk 2005, pp. 24–25).

Elvebakk goes on to present examples of cases of fatalities and serious injuries in different aspects of human life, where the causalities, she argues, are often deemed morally acceptable because of the mere fact that those who died or were injured had voluntarily and knowingly chosen to engage in activities associated with considerable risk. Examples are deaths as a result of suicide, drug overuse, skiing, fishing, swimming, etc. Although these risky activities claim a significant number of lives every year, Elvebakk claims that “there are relatively few calls for regulation, as risk seems to be accepted as an integral part of the activity” (Elvebakk 2005, p. 25). For her, these different areas or activities, including road traffic, belong in the “private space,” where individuals often voluntarily and knowingly choose to engage in risky activities and accept responsibility for doing so. Elvebakk comments:

Proponents of vision zero prefer not to compare road traffic to these areas, but to other professional fields, where fatalities are typically not deemed acceptable. But, arguably, the road traffic system cannot be straightforwardly compared to these professional areas, as they belong to different spaces: road traffic is (for most of the drivers) not a professional space. (Elvebakk 2005, p. 25)

Allsop (2005) advances a quite similar view regarding the nature of the road system and road users’ responsibility. For him too, the road system is not a “closed system in which everything can be defined as someone’s contractual responsibility, but as part of everyone’s day-to-day lives, which they expect to be largely free to lead” (p. 15). Moreover, Allsop identifies an additional similarity between these other risky activities that people often engage in and road traffic: most of them serve the same purpose of fulfilling and giving meaning to human life. Most people who lose their lives due to involvement in one of these risky activities have engaged in it “to meet either social needs, or demands for goods, or desires for fullness of life” (ibid.). Using the roads, he says, serves similar purposes. He concludes that “neither in terms of rational socioeconomic policy nor in terms of human desire for fulfillment is it unacceptable in principle for use of the roads to involve some risk of death or serious injury” (ibid.).

These arguments do not take into account that most of those who are killed and seriously injured in road traffic did not wish to take any risks. They just had no other choice than to travel in the risky traffic system that we have. Furthermore, the assumption that a risk is unproblematic if it comes with a voluntarily chosen activity is quite problematic. On the face of it, humans may seem to choose risk-taking. However, people taking risks do not usually desire the risk per se, but rather something else that it is associated with. For instance, consider a person who chooses to bungee jump. Arguably, what she is looking for is not the risk of dying or being seriously injured, but rather an advantage that it is associated with, namely, the thrill, not the risk. If she had the choice of an otherwise exactly similar jump but with a safer cord, then she would presumably choose the safer alternative (Hansson 2013).

The same seems to be the case for dangerous behavior in road traffic, such as speeding and drunk driving. These activities are undertaken for various reasons, including the pursuit of thrill (in the case of speeding). The claim that people drive dangerously because of a wish to increase the probability that they will end up in a wheel chair or a coffin is not borne out by any empirical evidence or plausible argument. To this should of course the observation be added that most dangerous behaviors in road traffic impose risk on other road users. We therefore have good reasons to write off the argument that we might as well let people die on the roads since they have taken the risks themselves.

“Safety Should Not Have Higher Priority than Everything Else”

The adoption of Vision Zero was partly a reaction to the use of cost-benefit analysis (CBA) in transport policy and decision-making. (See Hokstad and Vatn (2008) and Hansson (2007) for elaborate discussions on the moral and philosophical issues associated with use of CBA.) Unlike CBA, Vision Zero does not promote the weighing of safety against other values in the traffic system. Life and health, it is claimed, “can never be exchanged for other benefits within the society” (Tingvall and Haworth 1999, p. 2).

Proponents of Vision Zero have claimed that it rectified a previous double standard for different transport systems. Safety had the highest priority in aviation and rail traffic, where accidents were treated as unacceptable events. In contrast, accidents in the road system were taken to be unavoidable and a price worth paying for mobility (Johnston et al. 2014). The high demands on airplane safety have seldom been criticized, and no attempts seem to have been made to systematically evaluate safety measures in that area with cost-benefit analysis. In contrast, the application of a similarly strict attitude to road traffic, which is promoted as part of Vision Zero, has attracted much criticism. Elvik (1999) maintained that the uncompromising prioritization of safety and health in the road traffic system would divert economic resources from other societal objectives to the promotion of road safety. Since resources are limited, he argued, this would reduce measures against other causes of death and injury in society, leading to an increase in general mortality. For similar reasons, Elvebakk maintained that from a utilitarian point of view, “rather than being a more ethical approach to road safety, vision zero is a less ethically sound basis for policy” (Elvebakk 2005, p. 24). Allsop (2005) argued that “the cold socio-economic logic of the human mind and the warm aspiration of the human spirit join their voices to say: no, they are not paramount, and yes, they can be traded. [...] Safety is for living: living is much more than just keeping safe” (p. 15).

Nihlén Fahlquist (2009) argued that Vision Zero could potentially be used to justify radical limitations of freedom of movement and individual autonomy and that it could lead to privacy infringements if inbuilt technologies and safety/surveillance cameras store data on drivers’ behavior.

This criticism is based on the assumption that Vision Zero implies that traffic safety always has a higher priority than everything else. That is a misunderstanding.

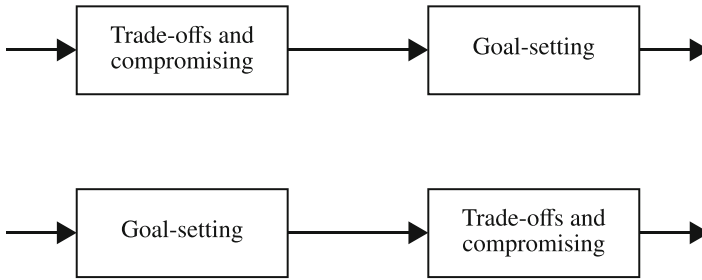


Fig. 2 Two approaches to goal-setting and compromising

Proponents of Vision Zero accept that it cannot immediately be fully implemented. If traffic safety had higher priority than everything else, then all road traffic would have to be stopped immediately and only be restarted to the extent that it could be undertaken with no risk of fatalities. However, contrary to proponents of CBA, defenders of Vision Zero do not treat trade-offs, for instance, between safety and economy as optimal and satisfactory states. Instead, they treat such trade-offs as temporary compromises that should as soon as possible be superseded by new arrangements ensuring improved safety.

This can be clarified by a comparison with other social goals. There are a large number of policy areas in which society has goals that are subject to compromises with other goals. However, the relationship between goal-setting and compromises is different for different areas. In some areas, the tradition is to work with goals that are believed to be fully attainable. Economic policies illustrate this practice. It would be highly desirable to eradicate unemployment, but economic and labor market policies are not conducted in terms of such goals. Instead, more realistic goals are used, in this case a reduction in unemployment that is considered to be compatible with other goals for economic policies. In other areas, goals are used that represent the most desirable state rather than a compromise. For instance, law enforcement policies do not aim at an economically optimal frequency of manslaughter. Instead, they are based on the assumption that every case of manslaughter is one too much. Similarly, agencies for workplace health and safety are not instructed to try to achieve an economically optimal frequency of fatal accidents on workplaces but to reduce their number as much as possible. The difference between these two approaches is shown in Fig. 2. Either we make compromises and adjustments first and then set the goals (as in economic policies) or we set goals first and make compromises afterward (as in law enforcement and workplace safety). Vision Zero can be seen as an attempt to transfer traffic safety from the first to second of these patterns. This does not mean that the avoidance of traffic fatalities will be the only social goal that is never subject to trade-offs. Instead, it means that Vision Zero will be one of several goals that are given so high priority that any trade-offs will be treated as temporary and unsatisfactory concessions.

In this perspective, the argument that Vision Zero crowds out all other social goals is essentially a straw man argument. However, since the relationship of Vision Zero

to other social goals is seldom sufficiently clarified, this is a criticism that has the virtue of giving rise to useful and clarifying discussions.

“It Is Immoral to Focus Only on Fatal and Serious Injuries”

One important point where Vision Zero differs fundamentally from traditional safety approaches is its problem formulation (Belin et al. 2012). As noted above, the traditional goal of road safety was to prevent accidents, regardless of how severe they were. In contrast, Vision Zero accepts that accidents are inevitable in a complex system filled with cognitively fallible individuals. Therefore, it is argued, the road system should be forgiving, and so constructed that predictable crashes do not have severe consequences. Notably, crashes are often not a result of conscious negligence of instituted traffic rules and regulations but of honest and minor errors of judgment (Elvebakk 2007). Another reason for emphasizing fatalities and serious injuries in road safety is, of course, that it is those accidents that bear the largest personal, social, and economic costs.

In a recent book criticizing the Vision Zero approach in Victoria, Australia, Morgan (2018) identifies some debatable aspects of Vision Zero’s emphasis on fatal and serious injuries. Singling out and focusing on such crashes, he argues, fails to take into account the magnitude of suffering caused by minor injuries and the economic cost associated with them. He claims that “fatal and serious injury crashes are only a small part of the total road safety/vehicle collision problem” (Morgan 2018, p. 48).

It is fairly easy for a defender of Vision Zero to address this argument. It is generally accepted that saving lives has a much higher priority than preventing accidents that will only lead to temporary impairments of health and mobility. Furthermore, it can be argued that the focus on severe accidents was a crucial factor for making Vision Zero realistic enough to be adopted as a national traffic safety policy in several countries. However, it should also be conceded that the avoidance of minor accidents cannot be given zero priority. Although there does not seem to be a need to give up the strong priority for avoiding fatalities and serious injuries, there is certainly a need to discuss how less serious accidents can be included in preventive work that has a Vision Zero framework as its major driving force.

“Vision Zero Is Paternalistic”

There is a long history of criticism against safety measures in road traffic that are perceived as restricting individual liberty. Legislation against drunk driving has been a major target of such criticism and so have seat belts and bicycle and motorcycle helmets (Jones and Bayer 2007; McKenna 2007). One major argument that is usually presented against the promotion of such safety interventions is that they tend to diminish individual autonomy and pose undue interference in an individual’s personal life. Much of this criticism has been couched in anti-paternalist terms

(Hansson 2021a). It has been argued that as long as no harm is done to others, individuals should be allowed to do what they voluntarily choose to do in road traffic. This type of criticism has repeatedly been directed at Vision Zero. Ekelund (1999) argues that people who so wish should be allowed not to use safety belts, helmets, or other safety technologies. Allsop (2005) maintains that Vision Zero is morally problematic due to the restrictions it imposes on individuals seeking to engage in activities that make their life complete and meaningful, even at the expense of losing their health and safety. Elvebakk (2015) has presented what is probably the most extensive criticism along these lines. She provided two major reasons why road traffic systems operating in accordance with Vision Zero will be problematic from the viewpoint of individual liberty.

The first reason is related to the responsibility ascriptions in Vision Zero. Traditionally, individual road users almost exclusively took the blame for accidents. Moreover, the road system was conceived as a private sphere of individual road users, where they could act and behave as they wanted, so long as they took responsibility for their actions and behavior (Elvebakk 2007). According to Vision Zero, however, it is the responsibility of the system designers to design a road system that takes into account the fallibility and physical vulnerability of road users. Individual road users will still be responsible for respecting traffic rules, but “if they do not live up to these expectations, the system designers must take measures” (Nihlén Fahlquist 2009, p. 391). This, Elvebakk claims, means that contrary to previous systems in which road users themselves could determine the level of risk they wanted to take, in Vision Zero only the system designers determine the level of risk in the system. This argument is obviously fallacious since it is based on the incorrect assumption that road users in a traditional system can choose the level of risk they are exposed to. Many of the people who have been killed on the roads drove as carefully and safely as they could but were hit by another vehicle that suddenly appeared in a place where it should not be. This applies not least to pedestrian and cyclist fatalities.

Elvebakk’s second argument is based on the observation that if the intention in Vision Zero is to bring down the number of killed and injured to zero, then system designers cannot allow road users to engage in “high risk activities” in the road traffic system. This observation is correct, and it is also true that proponents of Vision Zero have proposed and partially implemented measures that restrict the liberty to engage in high-risk activities on the road, such as speeding and drunk driving. The use of alcohol interlocks, seat belt locks, and intelligent speed adaptation (ISA) will have a significant impact on the safety of the road system. According to Elvebakk (2015, p. 301):

Although these technologies only reinforce existing regulation, they do in fact represent a considerable reduction of the individual road user’s actual autonomy: while a ban merely adds a legal risk to the existing risk of the action, a coercive technology – if successful – physically prevents the individual from carrying out the undesired action. Thus, to the extent that the measures are introduced to protect the road users performing the undesired action, they do take paternalism to a significantly higher level.

When evaluating this criticism, it is important to note that few if any of the measures proposed to implement Vision Zero are in fact paternalistic. For instance, Elvebakk commits a serious conceptual mistake when claiming that the introduction of alcohol interlocks is an expression of paternalism. According to the Global Road Safety Partnership (2007), the presence of even small amounts of alcohol in drivers' blood increases the risk of being involved in crashes. A recent report by the International Transport Forum shows that more than 273,000 annual deaths in the road traffic systems are alcohol-related (Vissers 2017). Obviously, a drunk driver poses a risk not only to her- or himself but also to other users of the road system. For instance, a report by the Centers for Disease Control and Prevention (1997, p. 104) indicates that "approximately one fourth of all traffic deaths among children aged <15 years involved alcohol and that in nearly two thirds of passenger deaths involving a legally drunk driver, the child was in the car driven by the legally drunk driver."

Alcohol interlocks, as well as speed limits that are also essential components of Vision Zero implementation, restrict the freedom of drivers to drive as they wish. However, the issue at play is not:

My freedom to drive as I like
versus
Public measures to protect me.

Instead it is:

My freedom to drive as I like
versus
Public measures to protect others on the roads and pavements.

Thus, criticism against Vision Zero for being paternalistic is largely misdirected. It is not paternalistic to prevent a person from engaging in an activity that exposes others to risks of death. It should be noted that even before Vision Zero, major reductions in the number of road traffic casualties had been achieved with non-paternalistic measures that restrict individual liberty. This includes requirements of licenses, speed limit laws, and drunk driving laws. Technological measures that further reduce the prevalence of speeding and drunk driving, such as alcohol interlocks and automatic speed adapters, certainly infringe on the liberty to behave in certain ways on the roads, but these measures are by no means paternalistic. It may be rhetorically efficient to defend the liberty to put others' lives in danger by labeling countermeasures as paternalistic, but this is certainly not a valid argument.

According to McKenna (2007), an important lesson from the experience with such interventions is that the perceived legitimacy of an activity and the associated intervention determine both the implementation and final success of the intervention. McKenna uses the example of how difficult it was to succeed with interventions against drunk driving in the past, when it was perceived to be a morally acceptable practice, albeit illegal. However, as the public perception of drunk driving shifted

from acceptance to considering it to be an antisocial activity, the preconditions for implementing interventions also changed; it became easier for law enforcement bodies to take “active steps to detect and deter drunk driving” (McKenna 2007, p. 2). As this shows, the perceived legitimacy of an activity can change over time. What is considered legitimate at one point in time may not remain so over time. In a study performed in Sweden, Norway, and Denmark, Eriksson and Bjørnskau (2012) investigated the public’s acceptance of three ICT-based traffic safety measures that have implications on the privacy and freedom of individual road users. The measures were speed cameras, intelligent speed adaptation (ISA), and event data recorder (EDR). The study indicated that awareness of the problem for which the intervention is used, the belief that one’s own actions could contribute to addressing the safety problem, belief in the fairness and effectiveness of the measure, and demographic factors influenced the acceptance of these measures. Generally, the study reported relatively high levels of acceptance for all three measures, despite their impact on privacy and freedom for the drivers concerned.

In summary, the argument that Vision Zero is paternalistic does not get off the ground, since the major restrictions on drivers’ behavior that have been proposed to implement Vision Zero are all non-paternalistic. (On paternalism and traffic safety, see also Hansson 2021a.)

“Vision Zero Goes Contrary to Equity and Social Justice”

Globally, the burden of road traffic fatalities and injuries is disproportionately borne by pedestrians, bicyclists, and motorcyclists, who account for more than half of all deaths on the road. It has now been established that road traffic injury is the leading cause of death for children and young adults aged 5–29 years. According to the WHO, a major reason for this is that road safety planning and decision-making usually ignore the interests of these groups (WHO 2018). In many parts of the world, vulnerable road users are forced to use the same roads as vehicles operating at speeds that can lead to fatality or a serious injury if a crash occurs. In addition to the inequitable distribution of risks between different groups of road users, the measures taken to address the problem of road safety can impact differently on different segments of a population. Safety interventions tend to be instituted mainly in areas where people can afford them, which means that investments in safety tend to favor the rich (Elvik 2003). Moreover, when road safety policies are implemented in areas distinguished by large socioeconomic gaps, there is a risk that the policies, rather than addressing the road safety issue equitably, will further exacerbate the unequal state of affairs. While such concerns are almost nonexistent in, for example, a Swedish context, much has been written about traffic-related inequity in the USA, mainly in New York City (NYC).

The most serious of these criticisms are directed against the continued use of intensive policing as a safety intervention in the Vision Zero regime. Lee (2018) argues that Vision Zero has become an essential part of systematic segregation and discrimination in the streets of NYC. In his view, Vision Zero has been repurposed to

serve a system of white supremacy that relies heavily on the policing of people of color to create a safe space for rich white people. These observations are made in relation to what he calls Vision Zero apartheid. Much of his criticism is directed toward the New York Police Department (NYPD) and the way they approach electric bike (e-bike) riders. Despite not causing many injuries, Lee argues, the City and NYPD have been using Vision Zero to police and ticket mostly immigrant delivery workers. To take an example, in 2017 over 923 e-bikes were confiscated from immigrant delivery workers and nearly 1800 e-bike criminal court summonses were issued, according to Lee (2018). Criminal court summons is particularly troublesome for immigrant workers, Lee notes, since if they do not show up in court, an arrest warrant will be issued for them.

Vision Zero, as initially developed in Sweden, clearly prioritized the prevention of fatalities and serious injuries and hence excluded minor injuries and noninjury crashes from consideration. The major justification was that it is impossible to avoid all crashes, given the fundamental fact that road users are cognitively fallible. The actual reality on the ground is very different, according to critics of Vision Zero in NYC. The police still target and penalize road users who commit low-level offenses that are not interesting from a Vision Zero point of view. Moreover, in the case of delivery workers on e-bikes, they do so despite lack of credible scientific evidence linking the use of e-bikes by the delivery workers to a serious loss of health (Lee 2018). According to Lee, the targeting of the delivery workers by the police is rather designed to “calm white fears of non-white bodies by using enforcement to impose punitive forms of racial and social control under the guise of public safety” (Lee 2018, p. 186). Thus, he continues, the policing strategy is just an extension and manifestation of systemic discrimination and bias against people of color and immigrants by enforcement agencies.

The enforcement strategies of NYC and NYPD must be understood against the background of the long history of policing in the USA, where a main strategy to prevent bigger criminal offenses has been through the intensive targeting and penalization of minor offenses (Lee 2018; Conner 2016). This policing strategy, called the “broken windows approach,” or “broken taillight policing” when applied in traffic safety enforcement, emphasizes the targeting of minor offenses with the view that this prevents people from engaging in major crimes. According to Conner, the continued use of this strategy has led to a situation:

where a violation relatively insignificant to safety is aggressively and subjectively enforced. The results are the disparate stopping, ticketing and arresting of drivers and bicyclists in predominantly African-American neighborhoods. Broken taillight policing criminalizes nonviolent and non-criminal behavior, and thus risks creating opposition to enforcement against dangerous driving. Further, because the summonses and arrests that result are tried in a racist criminal justice system, investigatory traffic stops are inherently inequitable. (Conner 2016, p. 16)

Conner further claims that it is impossible to achieve the Vision Zero goal without finding a proper solution to racial biases in police enforcement work and the justice system. This, it is rightly argued, is because the presence of racial discrimination in

police enforcement work will lead to the misdirection of scarce public resources, “perpetuating linked cycles of racial bias and ineffective traffic enforcement” (Conner 2016, p. 18).

Connected to the criticism of the disproportionate nature of police enforcement is the issue of procedural justice when it comes to decision-making in road safety work. Critics argue that decision-making on police priorities and strategies is performed in ways that exclude affected parties and their interests. Lugo (2015) identified four major problems that Vision Zero implementation in US cities should address in order to be successful. First, she argued that Vision Zero is a Eurocentric policy, copied from Northern Europe and implemented without taking local realities and voices in the USA into account. Second, Vision Zero’s heavy reliance on police enforcement not only fails to consider the history of police violence against people of color in the USA but also opens opportunities for the police to further apply their biases. Lugo stated:

White people may look to police as allies in making streets safer; people of color may not. . . It really doesn’t seem like Vision Zero was designed to admit the problems that are an unfortunate reality for many in this country, a reality that other groups are working very hard to bring to light. It’d be great to see the development of a street safety strategy that starts with a dialogue on what “safety” means and whose safety we have in mind, taking it for granted that we don’t all face the same safety problems. (Lugo 2015, p. 3)

The assumption that most people of color would not opt for increased policing as an intervention appears to have some empirical support. A case study on Portland City’s Vision Zero equity efforts by the Vision Zero Network shows that community stakeholders and partners who were consulted on the issue of policing were not in favor of “increased penalties and fines for traffic violations” or the use of “check-points and saturation patrols to control for DUIs,” mainly due to fear of police racial profiling (Vision Zero Network 2018, p. 3).

The third problem with the Vision Zero initiative that Lugo identified is what she calls combative issue framing. The presentation of Vision Zero as “the only ethical choice,” Lugo claims, is meant to shame politicians by suggesting that disagreeing with the vision is unethical. However, Lugo urged that this could also have detrimental “silencing effects” on already oppressed people.

I’ve seen a worrying tendency among bike advocates to dismiss those who disagree with them as NIMBYs, flattening opposition regardless of whether it comes from community members who lived through the ravages of urban renewal or privileged homeowners concerned about an influx of colored bodies into their suburban sanctum. Vision Zero strategists should show their respect for meaningful inclusion through welcoming intersectional perspectives. (Lugo 2015, p. 2)

Last but not least Lugo criticized Vision Zero proponents’ “emphasis on top-down strategy,” where the main responsibility to bring about the required change is delegated to policy makers and planners, overshadowing the importance of initial inclusion of other stakeholders in the policy process. According to Lugo, this

“creates well-known barriers to participation in agenda setting by the very users the projects. . . are intended to serve” (Lugo 2015, p. 2).

Similar concerns of exclusion of affected parties from decision-making are aired in Lee’s (2018) research on immigrant delivery workers:

Despite the sizeable presence of delivery cyclists, city officials and bike planners and advocates do not involve delivery cyclists in dialogue about street safety and design. Partly, planning processes typically privilege top-down technocratic decision-making that discounts the embodied knowledge of people and communities particularly marginalized ones. (Lee 2018, p. 46)

These criticisms concern the way decisions are made and who is involved in the decision-making processes in Vision Zero. In modern democracies, deliberation by concerned stakeholders on a proposed piece of legislation or policy action is a requirement before the legislation or intervention is put into effect. If there are parties that could be affected by the legislation or action, then involvement and consultation of these parties is an important step that determines not only the legitimacy and acceptability of the legislation or action but also its success.

Generally, when discussing the issues of equity and social justice in Vision Zero, it is important to note, as mentioned briefly earlier, that some countries and cities committed to Vision Zero inherited a road traffic system that is highly characterized by inequitable distribution of benefits and burdens in the road system. These realities have two major implications for Vision Zero when it comes to ensuring the promotion of equity in traffic safety work.

First, it is essential to identify the sources, nature, and extent of past and present inequity and to determine how they now affect the promotion of equity in Vision Zero safety work. For instance, the US General Accounting Office (GAO) in 1983 and the United Church of Christ Commission for Racial Justice in 1987 both confirmed the primary role of race and economy in the distribution of environmental benefits and burdens in the USA. Later studies have also confirmed this to be the case (Bullard 1990; Bullard and Wright 2009). In such sociopolitical environments, it is important for Vision Zero efforts to recognize the impact that race and economy could have on the distribution of benefits and burdens in the road system. Discrimination on the basis of race or economy manifests itself, for instance, through lack of recognition for people’s concerns in public decision-making and also through denying them the opportunity to meaningful participation in decision-making processes on issues that affect their lives. Hence, according to social justice scholars (Young 1990; Schlosberg 2007), the correction of distributional inequity calls for consideration and inclusion of these components of justice, which have previously been ignored but are highly important in determining who gets what in a society. Generally, these theorists claim that distributional problems could not be grasped without recognizing other important aspects that determine the processes and outcomes of distribution. For instance, they present recognition and participation as important aspects of justice. It is argued that lack of recognition and exclusion from decision-making processes causes unfair distributive results. These considerations

are particularly important in countries and cities where race and economy have a large influence on the distribution of benefits and burdens. Moreover, promoting equity in Vision Zero could also require measures to correct past injustices and unfair distributions through mechanisms such as compensation, or reforming of legal and sociopolitical institutions that could have contributed to the inequitable distribution in the first place. In the USA, for instance, we currently see a growing call for compensating previously neglected areas through increased budgets for traffic safety work. Moreover, there is a similar interest in reforming public institutions such as enforcement agencies that have long and complicated relationships with people of color, minorities, and the economically disadvantaged (Morse 2015). It is also important that Vision Zero proponents design and implement strategies for equity and make sure that current safety work does not result in unfair distribution of benefits and burdens. Conner rightly comments that:

for all cities adopting Vision Zero, an intersectional and inclusionary equity analysis must permanently guide engineering, education and enforcement along the lines of age, gender, geography and socio-economic condition as well as race. Equity must become a fourth “E,” applied in a recurring process of analysis, implementation, and evaluation. Achieving equity in Vision Zero is not only a moral obligation; equity is a tool and tactic requisite to reach our goal. (Conner 2016, p. 18)

To conclude, the criticism against Vision Zero for perpetuating inequalities is valid, although not as a criticism against Vision Zero as such but as a criticism against implementation practices, in particular in places with an entrenched history of discrimination. As we see it, this is a criticism that should be taken seriously. Countries and cities committed to Vision Zero have the double burden of addressing the causes and ill effects of past transportation injustices and making sure that decision-making and policy implementation in the Vision Zero era result in an equitable and fair outcome for all.

Rationality-Based Criticism

A second category of arguments against Vision Zero concerns the rationality (rather than the moral justification) of adopting and pursuing the goal to prevent all fatalities and serious injuries in road traffic. We discuss the argument that Vision Zero is unrealistic and, thus, cannot be used to guide and motivate action toward the desired end-state of no fatalities or serious injuries. After that we discuss the argument that Vision Zero is too imprecise to guide action effectively. Finally, we address the argument that Vision Zero, partly because it is an unrealistic and to some degree imprecise goal, is counterproductive, or self-defeating.

“Vision Zero Is Unrealistic”

A common argument against Vision Zero is that it is a utopian or entirely unrealistic goal: no matter how much we try, we will never be able to reach a state where nobody is killed or seriously injured on the roads. When the Swedish government’s ministry memorandum on Vision Zero was sent out for referral in the late 1990s, a few of the consultation bodies brought up the issue of achievability. Among those critical to Vision Zero were the county council of Jämtland and Täby municipality, both of which argued that Vision Zero was unrealistic given the extensive economic and administrative resources that would be required to achieve the goal (Government Bill 1996/97:137, section “[Accident Statistics Do Not Provide a Reliable Picture of the Safety Level](#)”). A report published by the Swedish National Road and Transport Research Institute (VTI) in 2005 confirmed that similar views were held by local politicians in the mid-2000s (Roos and Nyberg 2005). In this study, in-depth interviews were conducted with 20 municipal politicians responsible for road safety work regarding their views on road safety and the implementation of Vision Zero measures. A core finding was that a majority of politicians considered Vision Zero to be important but unrealistic. However, the practical implications of holding such views were not clear-cut. A few of the interviewed politicians emphasized that it was meaningless to have a vision that was impossible to achieve. Others, however, maintained that Vision Zero was nevertheless the only morally acceptable goal to pursue.

The achievability of Vision Zero has been questioned also in the academic literature. In relation to workplace safety, Long (2012, p. 27) claimed that “absolute goals, regardless of their excuse as aspirations, break the first rule in the fundamentals of the psychology of goal setting – achievability.” In Long’s view, while adoption of realistic goals typically fosters trust in the achievability of the goal and primes the agent for success, adoption of overly difficult goals leads to skepticism and instead primes the agent for failure. Similarly, in his criticism of Vision Zero traffic safety policy in the State of Victoria, Australia, Morgan (2018) argued that the goal of zero fatalities and serious injuries is impossible to achieve. Based on case studies on fatal and serious injury crashes in six areas over the period of 2012–2016, Morgan concluded that even when the widespread use of vehicle technology (autonomous braking) is realized, “some 25% to 30% of all fatal and serious crashes are still unlikely to ever go away, even with reduced urban speed limits.” However, Morgan does not cite any publications providing details of these studies. In the absence of detailed data, it is not possible to assess to what degree they support his conclusions.

In the goal-setting literature, attainability is often put forward as a rationality criterion for goals (Edvardsson Björnberg 2008). Goals need to be achievable, it is argued, in order to have the capacity to guide and motivate agents toward the desired end-state expressed by the goals. Thus, the SMART criteria, a set of goal criteria commonly referred to in management literature, include the requirement that goals should be attainable. One of the main arguments supporting this conclusion is that goals that are utopian, or very difficult to achieve, risk becoming counterproductive.

That is, when the agent realizes that she will not be able to reach the goal, her motivation to pursue it will taper off. Instead of stimulating action toward goal achievement, the goal could make it more difficult to reach or approach the desired end-state (Hansson et al. 2016). (This argument is further discussed in section “[Vision Zero Is Counterproductive and Self-Defeating](#)”)

There are at least two possible counterarguments to the “anti-utopian objection” raised by Long (2012) and others. Firstly, although empirical evidence supports the conclusion that totally unrealistic goals can have a demotivating impact (see below), a binary categorization of goals as either realistic or unrealistic is too simplistic for most policy purposes. It fails to acknowledge that goal achievability often comes in degrees. A goal that is utopian in the sense of having a very small chance of ever being fully achieved can nevertheless be approached to a meaningful degree. Many of the political goals fought for throughout history, such as equality and freedom, are in fact goals that may never be fully achieved but can still be approached to a meaningful degree. Thus, Rosencrantz et al. (2007, p. 564) write:

ideological goals like these cannot be achieved once and for all, but will always have to be fought for. This does not prevent social and political movements from using ideals such as freedom and justice as goals. It does not seem constructive to claim that goals like these should never be set, but should be replaced by goals that are known to be fully achievable. The only demand of attainability that seems to be generally required is that goals should be approachable, i.e., it should be possible to increase the degree to which they are achieved.

Highly ambitious goals are commonly adopted, not only by political decision-makers; they also play an important role in private organizations. As an example, Kerr and LePelley (2013) discussed the introduction of “stretch goals” by General Electric’s then CEO Jack Welch in the early 1980s. Inspired by Japanese-style management techniques, Welch was convinced that highly ambitious goals should be adopted in order to stimulate creativity, exploratory learning, and “outside-the-box thinking” among the company’s employees. Since then, several other companies have introduced a similar approach to goal-setting, among them the US Southwest Airlines and Toyota (Sitkin et al. 2011).

Secondly, as argued in section “[It Is Not Ethically Unjustified That People Die on the Roads](#),” there may be ethical reasons why the goal of achieving zero fatalities and serious injuries should be retained, even if it may well be impossible to fully achieve. Some political goals are difficult to adjust without losing their moral appeal. Consider, for instance, the goals to abolish slavery or human trafficking. There are good reasons for arguing that, from an ethical point of view, no number of slaves or trafficking victims above zero is good enough for these societal ambitions. In our view, the same argument applies to Vision Zero. As long as there are measures that can be taken to reduce the number of fatalities and serious injuries in road traffic, Vision Zero can be considered a rational goal.

“Vision Zero Is Too Imprecise”

Goals typically need to be precise in order to have the capacity to guide and coordinate action effectively. Vision Zero has been criticized for failing also on this account. For instance, Lind and Schmidt (2000) argued that the strategy behind Vision Zero is vague and difficult to relate to, especially for actors at regional and local levels, since it has not been operationalized into more concrete targets and measures. One suggested solution to this problem is to introduce subsidiary goals in road safety work. This has been done in some Vision Zero countries, for example, Sweden, where the overall goal of zero fatalities and serious injuries was operationalized into the more precise sub-goal to reduce the number of road traffic fatalities to 220 by 2020. (With 223 dead on Swedish roads in 2019, the country was close to achieving this sub-goal (Transport Styrelsen 2020).)

Elvebakk and Steiro (2009) investigated how the Norwegian Vision Zero was interpreted and perceived among those working with transport and road safety in the country, including politicians, representatives of the National Public Roads Administration and the Council for Road Safety and Police, and NGOs. They concluded that:

the interpretative flexibility of the vision and relative lack of public debate have created a situation where actors focus on different aspects of the vision, and on different levels, from theoretical questions of ethics to specific practical questions of implementation. On the whole, it seems that the connection between the different levels of the vision are somewhat tenuous, and in this situation actors are relatively free to construct their own interpretation, rather than building one shared vision. (Elvebakk and Steiro 2009, p. 958)

A similar attempt to explore how Vision Zero is conceptualized and instantiated by key actors in Norway was made by Langeland (2009). Among other things, this study investigated how Vision Zero policy documents address the problem of conflicting goals and interests. One of the problems of adopting nonspecific goals, identified by the author, is that responsibility for addressing potential goal conflicts is transferred from the political level (where it arguably ought to be handled) to the administrative level, where different agencies may prioritize differently in the absence of clear political directions:

By keeping the zero vision on an abstract level, the actors may evade the conflicts that will arise when it is instantiated. The actors might find this beneficiary, as it gives them more leeway. When the zero vision is instantiated, conflicting interests and competing goals come to the fore. This may generate uncertainty for the parties involved. The more the zero vision is instantiated in terms of actual change, the more difficult it will become to ensure implementation. When the zero vision is instantiated through new policies, it will challenge goals competing with road safety. This will probably impede further realization of the zero vision. (Langeland 2009, p. 76)

There can be no doubt that lack of precision can decrease the action-guiding capacity of a goal. Imprecise goals can be difficult to follow. They can also be difficult to evaluate. However, the degree of goal specificity required for a goal to

guide and coordinate action effectively depends on the context in which the goal is implemented. For instance, in a context where the implementing agents have fairly good knowledge about what to do in order to reach or approach the goal, the goal does not have to be as precise as when such knowledge is lacking. Furthermore, it is important to recognize that trade-offs may have to be made between the action-guiding and motivating properties of a goal, since a goal that has a high degree of precision may not be particularly motivating and vice versa. In practice, the action-guiding and motivating aspects of goals often have to be balanced in goal-setting processes.

In general, goals that are implemented by another actor than the goal-setter require a greater degree of precision. Edvardsson and Hansson (2005) distinguish between three different types of precision: directional, complete, and temporal precision. A goal is directionally precise if it tells the agent in which direction to go in order to approach the goal. Complete precision means that it is in addition clear to what extent the goal should be reached. A goal is temporally precise if it includes a specified point in time when it should be achieved. Directional imprecision appears to be particularly deleterious, since it leaves the agent without a clear view of what to do in order to approach the goal. In organizational contexts, where goals are adopted and implemented by actors at different levels, imprecision typically also makes it more difficult to evaluate implemented measures and hold those responsible who have impeded goal achievement.

One could argue that the Swedish Vision Zero fulfills two of the three identified aspects of precision (Rosencrantz et al. 2007). Vision Zero is directionally precise, since it clearly states that there should be a reduction in the number of killed and seriously injured people on the road. It has complete precision, since it clearly aims to achieve a total prevention of fatalities and serious injuries. At the same time, the goal lacks in temporal precision; it does not indicate a precise point in time when it is to be fully achieved. However, although Vision Zero has both directional and complete precision, the emphasis on reduction of negative outcomes as an indication of safety has been criticized.

In a study of the formalization of the Swedish system designers' responsibilities between 1997 and 2009, Belin and Tillgren (2012) argued that, although the shift in responsibility ascriptions from individual road users to system designers presented a substantial change in road safety work, the change was nevertheless ambiguous. The reason for this was that it was difficult to get a clear idea of who the system designers were and exactly which of their activities ought to be regulated. Moreover, the authors suggested that, although there was a unanimous consensus on Vision Zero when it was formulated and legally adopted, conflicts of interests emerged during the implementation phase when different actors attempted to translate the vision into concrete action. This was particularly noticeable as perceptions of the costs and benefits of legislating on system designers' responsibility became more real to the stakeholders. These observations point to a fourth type of goal precision not covered by Rosencrantz et al.' (2007) tripartite definition of goal precision, namely, precision in the division of responsibility.

In summary, the empirical evidence indicates that the criticism of imprecision in the formulation of Vision Zero is apposite and also highly constructive. It shows that

an overarching goal like Vision Zero is in need of more precise sub-goals that add precision in the dimensions in which the overarching goal is not precise enough for action guidance. In the case of Vision Zero, it is important that such sub-goals specify the temporal component of precision, i.e., clarify when various task should be completed. In many cases, the division of responsibility is also in need of specification in sub-goals.

“Vision Zero Is Counterproductive and Self-Defeating”

Goals are typically adopted in order to achieve (or maintain) certain states of affairs. However, sometimes goals turn out to be self-defeating in the sense that instead of furthering the desired end-states, the goals interfere with progress, making it more difficult to achieve those end-states. As noted by Hansson et al. (2016), various mechanisms can contribute to making a goal self-defeating. We have found two major types of claims that Vision Zero goal is self-defeating, referring to economic and psychological mechanisms, respectively.

Elvik (1999) warned against economic self-defeating mechanisms of Vision Zero. Measures not subjected to cost-benefit calculations would become too expensive, and the policy would end up not only being economically counterproductive but also contributing to increased mortality.

An objective of eliminating a certain cause of death, like traffic accidents, may be so expensive to realise that it reduces resources available to control other causes of death and thus increases general mortality. (Elvik 1999, p. 265)

One of the basic assumptions underlying Elvik’s argument is that there is a causal relationship between income per capita and general mortality, particularly that there is a negative relationship between income and mortality. By disregarding CBA, Elvik argued, proponents of Vision Zero seek to invest in safety measures that do not generate returns on the invested capital, and this leads to a decline in income that would be required to prevent other causes of death in the society. Moreover, Elvik (2003) conducted an investigation into the efficiency of safety policies in Sweden and Norway and claimed to have found that the road safety policies in both countries were inefficient in improving road safety. His recommendation was that making policy priorities on the basis of CBA would lead to greater improvement of safety, than priorities based on Vision Zero.

Elvik’s economic criticism is based on a so-called risk-risk analysis, i.e., a comparison between two options, both of which are expressed in terms of risk. Some risk analysts have seen this type of comparison as a way to bypass the common psychological reluctance to value nonmonetary goods in money: “Converting all health outcomes into death-risk equivalents facilitates cost-effectiveness analysis by calculating the cost per statistical life equivalent saved, and it addresses concerns with respect to dollar pricing” (Viscusi et al. 1991, p. 34). The most common way to perform this conversion has been to employ the correlation between health and

wealth. Richer people tend to be healthier and live longer. Therefore, “the critical income loss necessary to induce one fatality” (Lutter and Morrall 1994, p. 44) has been calculated and used to translate regulatory costs into fatalities. Elvik’s analysis from 1999 is an example of this approach. However, this translation is based on highly uncertain assumptions (Hansson 2017). Since regulations also give rise to business opportunities, costs of regulation cannot be equated with losses in total income. Furthermore, the fact that people tend to live longer in richer societies depends on complex and largely unknown social mechanisms. In particular, there is a strong positive correlation between longevity and income equality. Any conversion of gross national product into gains in longevity is therefore severely misleading (Neumayer and Plümper 2016). There is no ground for assuming that an economic loss anywhere in the economy gives rise to a proportionate increase in total morbidity or mortality.

The second type of self-defeatance identified in the literature relates to the motivational, or behavioral, effects of Vision Zero. As noted above, goals are achievement-inducing not only because they guide and coordinate action toward the desired end-states. Goals can also help us achieve the desired end-states by inducing, or motivating, actions that bring us closer to the goals. This is an important aspect of goal-setting, commonly referred to in psychological and behavioral research. Significant empirical evidence supports the so-called goal-difficulty function, i.e., given certain conditions (such as that the agent has the ability to reach the goal and is committed to it), more ambitious goals will typically induce greater efforts by the agent (Locke and Latham 2002). This holds true up to a certain point where the discrepancy between the goal and the agent’s actual performance will be so great that the goal no longer has the capacity to create a corrective motivation to change the agent’s behavior toward the goal. If, at that point, the goal gives rise to frustration and resignation instead of inspiration and motivation, then the goal has become motivationally self-defeating (Hansson et al. 2016).

According to some critics, Vision Zero is a good example of a motivationally self-defeating goal. For instance, Long (2012) claimed that pursuing the goal of zero harm in the mining and construction industries has negative motivational consequences that ultimately lead to its own subversion and failure:

Unachievable goals drive frustration, cynism and negativity; that in themselves diminish effort, energy, resilience and persistence. Absolutes are not achievable with humans, only for machines and gods, and even machines decay and wear out in time. (Long 2012, pp. 24–25)

The stated reason why goals drive such frustration and negativity is that they prime people, in Long’s case employees of the mining and construction industry, for failure:

Zero harm language is not neutral and leaders should be far more aware of how such language ‘primes’ workers psychologically and culturally [...] This is the problem with zero harm language, it’s non-motivational, noninspirational and counterintuitively primes workers for failure. (Long 2012, pp. 30–31)

Fugeli (2006) similarly claimed that a public health policy based on Vision Zero thinking is problematic because it promises and demands “too much” (p. 268) and eventually leads to a distressed, dangerous, and sick society. He argued that Vision Zero’s “obsessive preoccupation with risk” will create a situation where “life becomes surrounded by dangers that the zero missionaries will rescue us from” (p. 268). According to Fugeli, “the Zero-vision demands not merely zero risk, it desires zero deviation from the ideal state of mind and body. . . . Before the Zero-vision a wise furrow, sorrow, shyness, big rump, falling penis—were regarded as natural phenomenon belonging to the mixed state of being human. In the light of the Zero-vision these occurrences become medical deviations claiming restoration by hormones, drugs and knives.” In this way, he says, the Zero Vision also contributes to the generation of injustice by dividing and ruling the society for the interest of the educated elites who have “the power to define the golden standards of human life and health and to point derisively at what we will not endure and whom we will not tolerate.” However, as far we can see, this is criticism of a straw man. We are not aware of any proponents of Vision Zero who would subscribe to this interpretation of what it means.

There is another way in which Vision Zero has been criticized for being self-defeating, namely, by creating a safety culture within the organizations responsible for implementing the goal that is not conducive to the goal’s achievement. Sherratt and Dainty (2017), for instance, argued that Vision Zero, instead of promoting safety, fosters the development of a non-learning culture in which discussions and debates about safety are eliminated. This, they argued, can lead to the “zero paradox,” i.e., by adopting and working toward Vision Zero, fatal or serious life-changing accidents actually become more likely. However, judging by the intense and mostly highly constructive debates that Vision Zero has given rise to in traffic safety organizations around the world, it is difficult to see how this could be an impending danger.

In summary, none of the proposed mechanisms that would make Vision Zero counterproductive and self-defeating has been shown to have any impact in practice. Furthermore, the success in many countries of safety work based on Vision Zero speaks against the existence of any strong such mechanisms.

Operational Criticism

We have identified four operational arguments, i.e., arguments concerning the practical methods applied in implementing Vision Zero. The first of these concerns the use of accident statistics and the second the (allegedly insufficient) use of probabilistic information. The last two arguments concern Vision Zero’s distribution of responsibilities. According to one line of argument, more responsibility should be assigned to the road users. According to another, responsibility should instead be further shifted toward system designers.

“Accident Statistics Do Not Provide a Reliable Picture of the Safety Level”

In safety work based on Vision Zero, the degree of safety is measured and evaluated in terms in the number of fatalities and serious injuries that occur. Several authors have criticized the use of this measure (Reason 2000; Long 2012; Dekker 2017). According to Long (2012, p. 18):

Zero harm, if set as a goal is an avoidance goal. One knows goal success by the absence of something rather than the presence of something. Avoidance goals are not only not positive but are not inspirational (Moskowitz and Grant 2009). Avoidance goals tend to be punitive in nature. Performance goals are much more positive and successful. In the framework of understanding motivation and learning leaders should be talking much more in cultural discourse about ‘keeping people safe’ than ‘preventing harm’. Later discussion shows how such discourse ‘primes’ others. Why does the safety community think that avoidance goals are so inspirational?

We are not aware of any evidence or plausible argument supporting the contention that avoidance goals are not inspirational. Furthermore, it is difficult to find a goal that cannot be expressed in either way. In WW2, the resistance movements in the countries occupied by the Nazis were fighting for the “avoidance goal” not to be under occupation, which could also be described as the “positive goal” to live in a free country. Vision Zero is usually expressed as the “avoidance goal” that no road user should be killed or seriously injured on the road, but it can also be expressed as the “positive goal” that everyone travelling on the roads should travel safely. Ergo, if there is a problem with avoidance goals, then it seems to be solvable with a simple reformulation.

However, there may be more to this. According to Reason (2000, p. 4), the fact that safety is often “defined and measured more by its absence than by its presence” is a safety paradox. He argued that the standard definition of safety, freedom from risks and dangers, fails to take into account the substantial features of safety. For him, safety is better presented if it is positively defined as the ability to deal with risks and hazards so as to avoid damage or losses while still achieving one’s goals. However, even more problematic than the way safety is defined, he argued, is that safety is measured in terms of the number of accidents or incidents: “An organisation’s safety is commonly assessed by the number and severity of negative outcomes (normalised for exposure) that it experiences over a given period” (p. 5). According to Reason, this is problematic for two reasons. First, it fails to recognize that there is only a weak relationship between an organization’s “safety health” and the registered negative outcomes, as chance plays a significant role in the occurrence of accidents.

As long as hazards, defensive weaknesses and human fallibility continue to co-exist, unhappy chance can combine them in various ways to bring about a bad event. That is the essence of the term ‘accident’. Even the most resistant organizations can suffer a bad accident. By the same token, even the most vulnerable systems can evade disaster, at least for a time. Chance does not take sides. It afflicts the deserving and preserves the unworthy. (Reason 2000, p. 5)

Second, he argued, a decrease in accident rates does not necessarily mean that an organization's safety culture is improving. Such a decrease can be the result of instituting mandatory safety technologies or systems that resulted in an early improvement in safety. In most organizations accident rates decline rapidly in the beginning, and "then gradually bottom out to some asymptotic value" (p. 5). Once the asymptote is reached, says Reason, "negative outcome data are a poor indication of its ability to withstand adverse events in the future" (p. 5). He claims that although the presence of high accident rates implies a bad state of safety, low asymptotic values do not necessarily show good safety even though that is how such values have usually been interpreted. Such an erroneous interpretation, he indicates, is the cause of most safety paradoxes and poses practical implications that could negatively impede the promotion of safety.

Similar criticisms have been put forward by Dekker (2017), who also discussed problems associated with defining the goal of Vision Zero in terms of its "dependent variable," i.e., reduced accident outcomes, rather than independent variables that positively or negatively affect the negative accident outcome. According to Dekker, this is one of the reasons why little is known about what activities and mechanisms underlie the reduced negative outcomes achieved by Vision Zero-committed companies. For Dekker, a reduced negative outcome could just be the result of the fraudulent manipulation of the dependent variable (accident statistics), especially if improved statistical outcomes are associated with positive incentives.

Defining a goal by its dependent variable tends to leave organizations about what to do (which variables to manipulate) to get to that goal. Workers too can become too skeptical about zero sloganeering without evidence of tangible change in local resources or practices. (Dekker 2017, p. 169)

Dekker also claimed that the emphasis on the eradication of accidents often denies the real suffering of the individual workers by inviting data manipulation, stigmatization of workers involved in accidents, and the suppression of bad news. This can result in a work environment that considers mistakes as "shameful lapses, moral failures or failures of character in practice that should aim to be perfect" (Dekker 2017, p. 243). According to Dekker and Pitzer (2016), the reason why many industries face the plateauing of safety performance and, at times, get exposed to surprise fatal accidents is to be found in the very nature of the organizational structure and practices put in place to manage safety. Based on a review of relevant safety literature, they argued that organizational structures characterized by "safety practices associated with compliance, control and quantification" (p. 7) are prone to plateauing and surprise accidents. This, they say, is because in such organizations safety performance close to zero can lead to "a sense of invulnerability," deflection of resources into unproductive or counterproductive initiatives, continued application of obsolete practices, and the suppression of reporting of accidents that actually occurred in the organization.

These authors are right that in general, even if deaths or serious injuries are the main targets, measuring their occurrence may not be the best way to evaluate safety.

This is because safety is concerned with the risk of future accidents, which may be of a different type. This is important in industries where rare but very large accidents are the major concern, such as nuclear reactors and many chemical industries. For instance, if day-to-day workplace safety is high in a nuclear reactor – no slippery floors, safe procedures for welding, low radiation exposure, etc. – this does not prove that the risk of a nuclear meltdown is also very low. The measures needed to prevent such an accident are quite different from those needed for more mundane workplace safety issues, and their success is not guaranteed by a low frequency of workplace accidents. The nuclear industry is rather extreme in this respect, but on most workplaces there is a need to carefully analyze the possibility of rare accidents or “surprise accidents.” Arguably, this is less important in road traffic than in most other areas of safety work, due to the exceptionally high yearly toll of fatal accidents that provide ample statistical material for priority-setting. However, rare but large accidents such as the collapse of a bridge or a hillside road, or a tunnel fire, surely need to be taken into account even if they do not show up in the accident statistics. Taken as a reminder of this, the criticism referred to above is relevant and should be taken into account in applications of Vision Zero.

“Vision Zero Neglects the Probability of Accidents”

Morgan (2018) argued that Vision Zero is based on a simplistic account of risk because risk is understood solely in terms of the severity of crashes and does not take into account the likelihood that crashes will occur. He writes:

The safe system approach looks at only half the equation—it does not concern itself with likelihood. . . . The safe system premise that safety is everything . . . inevitably leads to this illogicality: mobility has no value and crash likelihood is not a consideration. . . . I think it takes a distorted view of humanity and a messianic view of one’s own understanding of life to put the safe system approach to speed management. (Morgan 2018, p. 90)

Not only is Vision Zero based on a flawed definition of what risk is, Morgan argues, it is also a system that does not trust drivers as it seeks to impose a population-wide measure on actions to be committed by one in ten people. In comparison to Vision Zero, speed design principles such as the 85th percentile would render better results since they involve a level of trust in drivers. He claims that “the only benefit of the safe system approach to speed management is that it paves the way for the whole sale proliferation of automated speed cameras, as urged by the safe system manifesto” (Morgan 2018, p. 91).

This criticism is based on the assumption that Vision Zero implementation is focused exclusively on the severity of accidents and does not take their probabilities into account. This assumption is not correct. Many of the measures promoted in Vision Zero have large effects on the probability of accidents. For instance, alcohol interlocks and speed limitations reduce the risks of all kinds of accidents, and roundabouts and central barriers reduce the risk of serious accidents. Probably the

most clear examples of measures that reduce the severity of accidents without reducing their probability are seat belts and bicycle helmets, both of which were introduced long before Vision Zero.

“Too Little Responsibility Is Assigned to Drivers”

Ekelund (1999, pp. 44–45) argued that Vision Zero’s responsibility ascription is counterproductive, since it puts too great emphasis on the responsibility of system designers. This, he argues, may lead to more reckless behavior by road users. The argument is part of Ekelund’s defense of the traditional emphasis on individual responsibility of road users, which he sees as an expression of the freedom of individuals to choose their own goals in life and decide which risks are worth taking:

By passing a new law for instance about bicycle helmets, instead of leaving the decision to the individual, the responsibility of individuals for their own safety is undermined. This will in practice send a signal: ‘You do not need to find out yourself about risks and make your own decisions. We have already found out the risks and made the decisions for you.’ By extension, this can induce people to make the assumption that everything that is not forbidden is safe. It will just not be worth the trouble to keep oneself informed about risks, since the government has probably already investigated the conditions of safety. This may very well result in an increased prevalence of careless behavior. (Ekelund 1999, p. 18, authors’ translation)

Hence, according to Ekelund, if a government introduces safety legislation against certain dangers, then this will lead the public to be less cautious in relation to other risks. If this were so, then we should, for instance, expect that seat belt legislation has made people more willing to climb dangerous ladders and that the extensive legislation on aviation safety should have induced people to skate on thin ice and swim in strong currents. He provides no evidence of this effect, and we are not aware of any reason to believe that it exists.

However, there are reasons to be concerned that safety legislation can lead to less responsible and more careless behavior *in the specific context* to which the legislation in question applies. For instance, it is much more plausible that measures to increase traffic safety will make drivers feel safer and therefore behave less cautiously, than that these measures will decrease the use of safety equipment in sport activities.

Grill and Nihlén Fahlquist (2012, p. 121) asked if there were “reasons to believe that ascribing responsibility for accident prevention to system designers will in fact make drivers feel less responsible for their driving and so less cautious?” They argued that there are indeed areas where a shared responsibility could mean less responsibility for each party, such as when a certain safety device implanted in a vehicle takes over a task that would have been performed by the driver, had the safety device been absent. They presented examples from aviation where the airplane operator’s familiarity with safety devices had led to inattention and complacency (Perrow 1999, pp. 152–154). In road traffic, they argued, similar effects could

result from safety devices that take over a certain task from the driver and work continuously through the whole journey, such as a collision avoidance system: “Technical systems that are very sophisticated and where almost all safety hazards are guarded by automatic systems can erode the operator’s feeling of responsibility” (Grill and Nihlén Fahlquist 2012, p. 121). In their article, the authors discussed the introduction and application of alcohol interlocks as a manifestation of the responsibility of system designers and refuted the criticism that the use of interlocks will make drivers irresponsible. In their view, the use of alcohol interlocks will not diminish the responsibility of the drivers because the interlock does nothing more than establishing the sobriety of the driver; it merely establishes whether the driver is sober before she can start the engine.

This test has no direct effect on the driving experience. It does not at all guarantee that the driver is a good one or that the safety of the driver and of other road users is automatically protected. There are many other safety features and conveniences in cars that do make drivers more passive, such as automatic transmission, cruise control and automatic braking systems. The interlock, on the other hand, only prevents people above a certain degree of intoxication from driving and is itself passive during the journey. (Grill and Nihlén Fahlquist 2012, p. 122)

In conclusion, it seems reasonable to assume that some but not all measures taken to reduce the occurrence of severe injuries in road traffic can have negative effects on drivers’ sense of responsibility. This is therefore a criticism that should be taken seriously, as attention to it can improve the efficiency of a Vision Zero strategy.

“Too Little Responsibility Is Assigned to System Designers”

According to Vision Zero, system designers should take the overall responsibility for designing a road system in which fatalities and serious injuries will not occur. Road users are still expected to abide by traffic safety rules and regulation. Failure to follow safety rules and standards could have legal implications. Unlike the individual road users, however, no legal responsibility for safety has been assigned to system designers so far, despite the fact that they have the overall responsibility for the safety of the road system.

Belin and Tillgren (2012) have studied attempts made in Sweden during the years 1997 to 2009 to make system designers formally responsible. Based on evidence collected from official documents, they looked into the progress of the legislative process intended to formalize the responsibility of system designers. They argued that the process of formalizing the designer’s responsibility involves a long and complicated process and that there are important factors that limited the government’s attempts to realize it. Unlike the initial process that led to the adoption of Vision Zero by the Swedish Parliament, in which the different stakeholders almost unanimously supported the policy, the process of formalizing the responsibility of system designers was characterized by conflicts of interest. These conflicts resulted from the perception that the benefits and costs associated with formalizing the

responsibility of system designers were not fairly distributed. This, Belin and Tillgren argued, is in turn a result of a narrow conception of system designers as involving just “the state, the municipalities, and individual road administrators” (p. 94). They argued that “in such a case, we have moved to a position where the benefits are distributed to all road users, while the costs are concentrated among road administrators” (p. 94) and hence resistance against formalizing responsibility among those who perceived that they would receive an unfair share of the burden. The study also identified other factors that prevented the realization of legal responsibility for designers. These included the difficulties associated with changing the traditional responsibility ascription for traffic safety, which is well rooted in both national and international laws, the implementation of other government efforts that had similar effects as that of regulating the responsibility of designers through law, and processes and efforts at other government levels. As an example of the latter, they indicated the positive impact that the process of regulating government agency vehicles and transport services had had on enhancing the responsibility of system designers. The regulation of road administrators’ safety responsibility through an EU directive also meant that Swedish road system designers were legally responsible for at least parts of the road network, i.e., the trans-European road network that passes through Sweden. In conclusion, based on the abovementioned reasons, the authors questioned if the attempt at formalizing the responsibility of the system designers was at all necessary. The implementation of other measures that have increased the responsibility of designers shows that “formal legislation is only one policy instrument among others and a formal legislation might not even be the most appropriate way to secure a higher degree of responsibility from the system designers” (p. 100). In fact, the government declined a proposal to introduce formal responsibility. The responsibility of system designers still has no other formal basis than the ethical code of conduct developed in Tingvall (1997).

According to McAndrews (2013), however, the effectiveness of relying only on ethical codes is questionable since a code depends on “the experts’ self-regulation” and does not generate any leverage for compliance. A study by Van der Burg and Van Gorp (2005) seems to confirm McAndrews’s analysis. These authors investigated how engineers involved in the design of trailers understood their moral responsibilities. They found that the engineers’ conception of responsibility was limited to the narrow perspective of respecting the traffic laws and designing an economically efficient and physically strong product. They did not seem to consider themselves responsible for finding technological solutions that would improve traffic safety beyond the legal requirements.

As far as we can see, it is not possible to draw any firm conclusions on whether or not a system of accountability for designers of road traffic systems would contribute to improved traffic safety. However, the issue is relevant and worth close attention as additional experiences of Vision Zero implementation accumulates. It should definitely be counted as one of the constructive and useful themes of critical discussion.

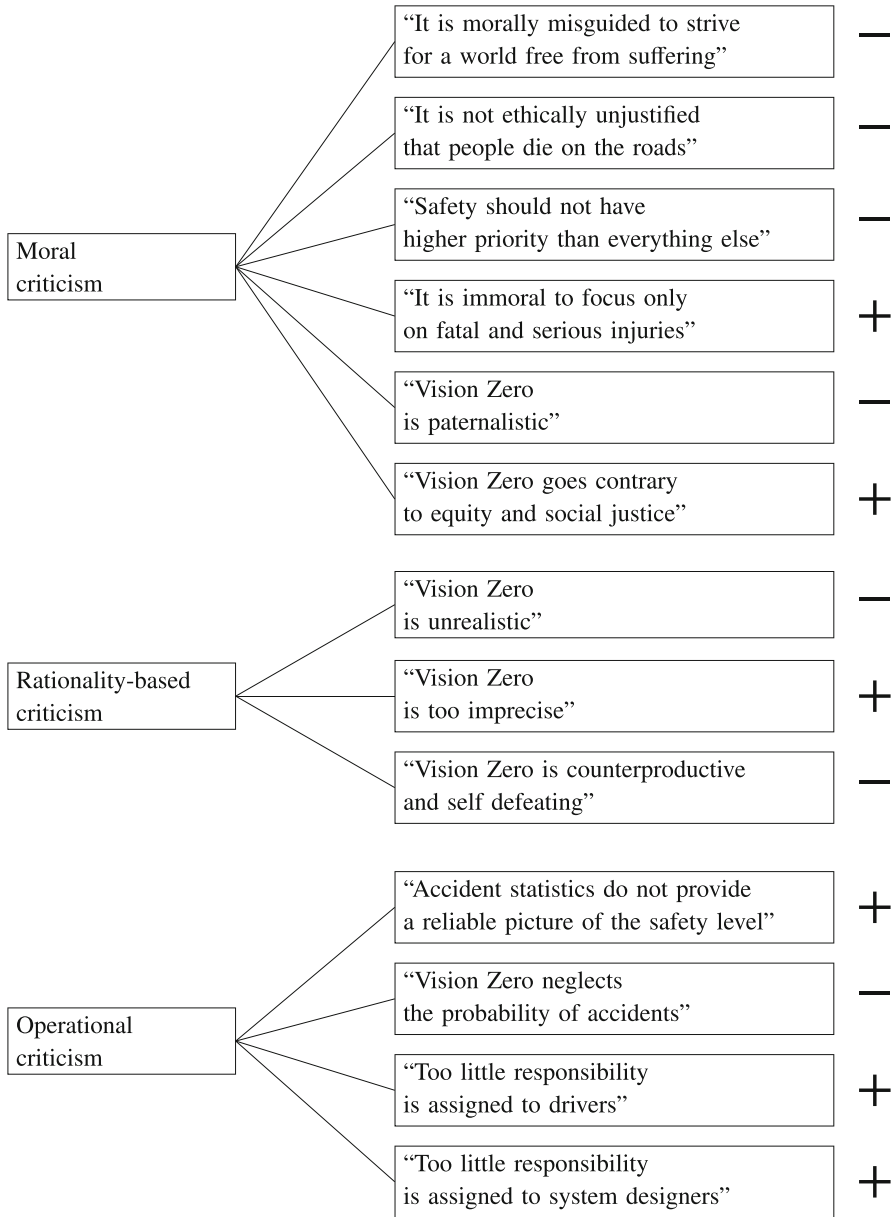


Fig. 3 A summary of our assessments of the arguments discussed in this chapter. The arguments that we found to be useful for a constructive discussion on safety improvements are marked +, whereas the others are marked -

Conclusion

We have discussed and evaluated 13 arguments. We found that five of them fail because they are based on misrepresentations or misconceptions of Vision Zero. See Fig. 3.

“It is morally misguided to strive for a world free from suffering.” – The goals and ambitions of Vision Zero are much more modest than what these critics claim.

“Safety should not have higher priority than everything else.” – Vision Zero does not include any such claim of absolute priority.

“Vision Zero is paternalistic.” The risk-taking behavior on roads that has to be eliminated according to Vision Zero involves risks for others than the persons who take the risk. Therefore, Vision Zero is not paternalistic.

“Vision Zero is counterproductive and self-defeating.” None of the proposed mechanisms that would make Vision Zero counterproductive and self-defeating has been shown to have any impact in practice. Furthermore, the many successes of safety work based on Vision Zero speak against this argument.

“Vision Zero neglects the probability of accidents.” On the contrary, measures that reduce the probability of accidents have a central role in Vision Zero and its implementation.

Two of the arguments are based on correct descriptions of Vision Zero, but they are nevertheless non sequitur arguments:

“It is not ethically unjustified that people die on the roads.” – The proponents of this argument claim that deaths on the roads are acceptable, since people have chosen to risk their lives by travelling on the roads. This argument is fallacious, since most people who are killed on the roads did not wish to take any risks. They just had no other choice than to travel in the risky traffic system that we have.

“Vision Zero is unrealistic.” This criticism is based on a too far-reaching requirement on policy goals. In order for a goal to be rational and useful, it has to be approachable, but it does not necessarily have to be realistic in the sense that it is known beforehand that it can be fully realized. Vision Zero is no doubt approachable to a very high degree.

Finally, we found six of the arguments to be at least in part constructive. They should all be further analyzed and taken into account in future traffic safety work:

“It is immoral to focus only on fatal and serious injuries.” – There are strong moral reasons to give much higher priority to the elimination of fatalities and severe injuries than to the avoidance of lesser injuries and material damages. However, the critics are right that there is a need to pay more attention to how less serious accidents can be included in safety work that has Vision Zero as its major driving force.

“Vision Zero goes contrary to equity and social justice.” Although this does not apply to Vision Zero in general, the proponents of this argument have been able to show that in some places, Vision Zero activities have increased the burdens of transportation injustices. This is, therefore, a criticism that should be taken seriously and leads to careful evaluations of both procedural and distributive justice in Vision Zero activities.

“Vision Zero is too imprecise.” The critics are right that Vision Zero usually does not come with a precise time plan for what to do and when. It is necessary to complement it with more precise directives and sub-goals, but this has not always been done.

“Accident statistics do not provide a reliable picture of the safety level.” The critics are right that the yearly statistics on deaths in road traffic do not inform us of the risks of rare accidents with many fatalities, such as the collapse of a bridge or a hillside road or a tunnel fire. Traffic safety work based on Vision Zero should pay increased attention to such risks.

“Too little responsibility is assigned to drivers.” Judging by the available evidence, some but not all measures taken to reduce severe accidents can have negative effects on drivers’ sense of responsibility. The risk of such effects should be included in the evaluation of traffic safety measures aiming to implement Vision Zero.

“Too little responsibility is assigned to system designers.” The critics are right that there are currently no means to hold system designers accountable for the design of the road system. It is at present unclear what difference a system of accountability could make or how it should be constructed. However, the issue of accountability should be part of our deliberations on the implementation of Vision Zero.

Cross-References

- ▶ [Liberty, Paternalism and Road Safety](#)
- ▶ [Responsibility in Road Traffic](#)
- ▶ [Vision Zero and Other Road Safety Targets](#)

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Bradley, Oleta

From: p johnston <pamjjo@msn.com>
Sent: Wednesday, July 3, 2024 10:15 AM
To: PlanningCommission
Cc: Nieuwenhuis, Jared; TransportationCommission
Subject: Re: Vision Zero is not without flaws
Attachments: VisionZeroflaws.pdf.pdf

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

adding attachment

– *pamela johnston.*

From: p johnston <pamjjo@msn.com>
Sent: Wednesday, June 26, 2024 8:23 PM
To: Planning Commission <planningcommission@bellevuewa.gov>
Cc: Councilmember Jared Nieuwenhuis <jnieuwenhuis@bellevuewa.gov>; Bellevue Transportation Commission <TransportationCommission@bellevuewa.gov>
Subject: Vision Zero is not without flaws

vision zero flaws. see attached

Bradley, Oleta

From: Steve Poltrock <spoltrock@gmail.com>
Sent: Monday, July 8, 2024 2:28 PM
To: Council; TransportationCommission
Subject: I Support Bike Bellevue

Categories: Red Category

[Some people who received this message don't often get email from spoltrock@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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

Dear Councilmembers and Transportation Commissioners,

I'm writing to you in support of the Bike Bellevue project. Bellevue has been a progressive city in many respects, but it has been a laggard in support of both bicycling and pedestrians. We need more safe places to ride.

Steve Poltrock

Sent from my iPhone

Bradley, Oleta

From: Sander Valstar <sandervalstar@gmail.com>
Sent: Wednesday, June 5, 2024 11:57 AM
To: Council; TransportationCommission
Subject: 118th bike lane unsafe

Categories: Red Category

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

I was almost killed or seriously hurt on my commute this morning. I was riding in the bike lane on northbound 118th just south of the I-90 underpass around 10:35-10:40am. A driver in a beige minivan was speeding and swerving. He was doing probably around 60 miles an hour.

The scary part is that I could hear him driving way too fast behind me, but there was no way for me to create more space. I felt trapped, protected only by a thin line of paint that this guy was swerving in and out of.

I've been cycling for close to 30 years now and have never been this scared for my life before. You can do everything right and still get killed by irresponsible drivers in Bellevue. Still seriously shaken and considering if I should stop bike commuting for my own safety.

Sander

Bradley, Oleta

From: Mariya Frost <mariya.frost@kemperdc.com>
Sent: Tuesday, June 11, 2024 10:25 AM
To: TransportationCommission
Cc: Singelakis, Andrew; Nieuwenhuis, Jared; Kevin Wallace
Subject: KDC/WPI comment on Bike Bellevue - Corridor 2

Categories: Red Category

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Chair Stash and Commissioners,

Please accept this written communication on behalf of Kemper Development and Wallace Properties as you prepare for your discussion about Bike Bellevue – Corridor 2 (NE 12th Street) this week.

We support the new staff recommendation for NE 12th Street, which is to complete and install a permanent multi-purpose path rather than repurposing a vehicle travel lane. Along with a finished multi-purpose path along Spring Boulevard, these planned improvements would complete the Downtown-Overlake Connection. Please support this project and encourage the City staff and Council to include funding for it in the upcoming 2025 capital budget.

Sincerely,



Mariya Frost
Director of Transportation
Kemper Development Company



Kevin Wallace
President
Wallace Properties, Inc.

Bradley, Oleta

From: David Wasserman <david.wasserman.plan@gmail.com>
Sent: Wednesday, May 22, 2024 10:13 AM
To: TransportationCommission; Council
Subject: Bike Bellevue Comments

Categories: Red Category

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

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

Hi Bellevue Commision & Council,

I would like to voice my support for the original Bike Bellevue project. I think Bellevue's Downtown really needs to be reimagined as a center for walking, biking, and transit as more of the Link light rail comes online. I think the City Council and Commission should consider differentiating whether these projects have merit vs. whether they should be phased in to more align with plans for Link light rail. Bellevue's Downtown is known for having the places to be, but no easy way to get there during the crowded parts of the day because of how wide the streets are. If sharrows are considered, they should be considered alongside other traffic calming measures and even possible turn restrictions and diverters in and around areas we want to enable more access to such as parks.

I live in the Robinswood neighborhood.

David Wasserman
Email: david.wasserman.plan@gmail.com
Cell: 407 325 6242

Bradley, Oleta

From: Pamela Ebsworth <pamela.ebsworth@gmail.com>
Sent: Tuesday, May 21, 2024 10:59 AM
To: TransportationCommission
Cc: Council
Subject: Bike Bellevue and Traffic

Categories: Red Category

[Some people who received this message don't often get email from pamela.ebsworth@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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Dear Transportation Commission:

I have lived in the Old Main/Meydenbauer neighborhood for many decades. The dramatic increase in development, while bringing much good, is choking the flow of traffic in this charming area.

I am strongly against any action that creates further complications and loss of already challenged flow. People live in this area. Businesses thrive in this area. Emergency access response time is paramount to the safety of all. All of this needs your protection!

It is in the best interest of not only the residents and businesses, but to the City itself to keep this area livable.

Thank you very much.

Sincerely,

Pamela Ebsworth
10000 Meydenbauer Way SE # 3
Bellevue, WA. 98004

Bradley, Oleta

From: Betty Mastropaolo <bmastro@gmail.com>
Sent: Tuesday, May 21, 2024 11:50 AM
To: TransportationCommission
Cc: Council
Subject: Bike Bellevue Project

Categories: Red Category

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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.

We have lived in the Meydenbauer Bay area for over 50 years and have enjoyed watching the City grow, engaging with the public when changes are under consideration and striving to keep Bellevue running smoothly with smart technologies regarding traffic control.

Regarding the redesign of Corridor 6A of Bike Bellevue, we support staff recommendation to add sharrows and not **convert the roadway to one-way eastbound.**

We would additionally support staff:

- 1-completing the redesign of NE 2nd from Bellevue Way to NE 12th Street without removing right turn pockets, left turn lanes and any other general-purpose capacity (Corridor 6B) and
- 2- adding sharrows to NE 2nd between 112th and 114th in order to complete this important east-west connection through downtown between 100th Ave. NE and the Lake Washington Loop Trail.

Thank you,
Betty and Don Mastropaolo
341 101st Ave SE
Bellevue, WA 98004

Bradley, Oleta

From: Jodie Alberts <jodie@bellevuechamber.org>
Sent: Thursday, June 13, 2024 2:30 PM
To: TransportationCommission
Subject: Chamber Transportation Committee Comments: Bike Bellevue & MIP

Categories: Red Category

You don't often get email from jodie@bellevuechamber.org. [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.

Chair Stash and Commissioners,

Thank you for your continued efforts on Bike Bellevue and pursuing multi-modal infrastructure to allow for other travel options. Increasing mobility and recreational options is critical to the business community, residents, workers and visitors. The Chamber previously expressed concerns over the elimination of travel lanes and the impact this would have on traffic congestion and the built environment. As the Bike Bellevue transition has moved forward, staff have been responsive and collaborative to the feedback they have received. The new staff recommendation for Corridor 2 (NE 12th Street) is a positive outcome of those discussions and would provide safe and permanent bicycle infrastructure to facilitate the connection for the existing 108th Avenue bike network, without removing travel lanes. Our members strongly support the staff recommendation for Corridor 2 and encourage you to move this project forward to implementation.

Additionally, thank you for your past work on the Mobility Implementation Plan (MIP). Staff are providing information this evening on the MIP technical scoring for performance target gaps and prioritization of projects to inform the Transportation Facilities Plan (TFP) update this upcoming fall. Staff conducted sample technical scoring for performance gaps, but the worksheet provided in the meeting materials is not clear how that scoring was determined, which has raised questions among our members. For example, the vehicle mode does not qualify for an equity goal score, and under the safety goal, receives a score of 0 in PMA 3 if the project results in a wider road or higher speeds. Please encourage staff to provide supporting data to help the public and stakeholders better understand how these scores were developed, and why some projects qualify for points that others do not. Having this information would aid groups like the Chamber in providing constructive and helpful feedback as we move forward.

Thank you again for your ongoing work on these transportation issues during this pivotal time in Bellevue's growth. We look forward to continued collaboration with staff in supporting a safe and connected multi-modal transportation system that accommodates the travel needs of this city today and in the years to come.

Warmly,
Jodie

Jodie Alberts

Vice President of Government Affairs | **Bellevue Chamber**
M: 901.834.4261 | O: 425.213.1206 | E: jodie@bellevuechamber.org
BellevueChamber.org

Bradley, Oleta

From: Edward Wang <wangedwa@gmail.com>
Sent: Saturday, April 6, 2024 10:44 AM
To: TransportationCommission; McDonald, Kevin; Singelakis, Andrew; Stevens, Paula
Subject: Bike Bellevue Prioritization

Categories: Red Category

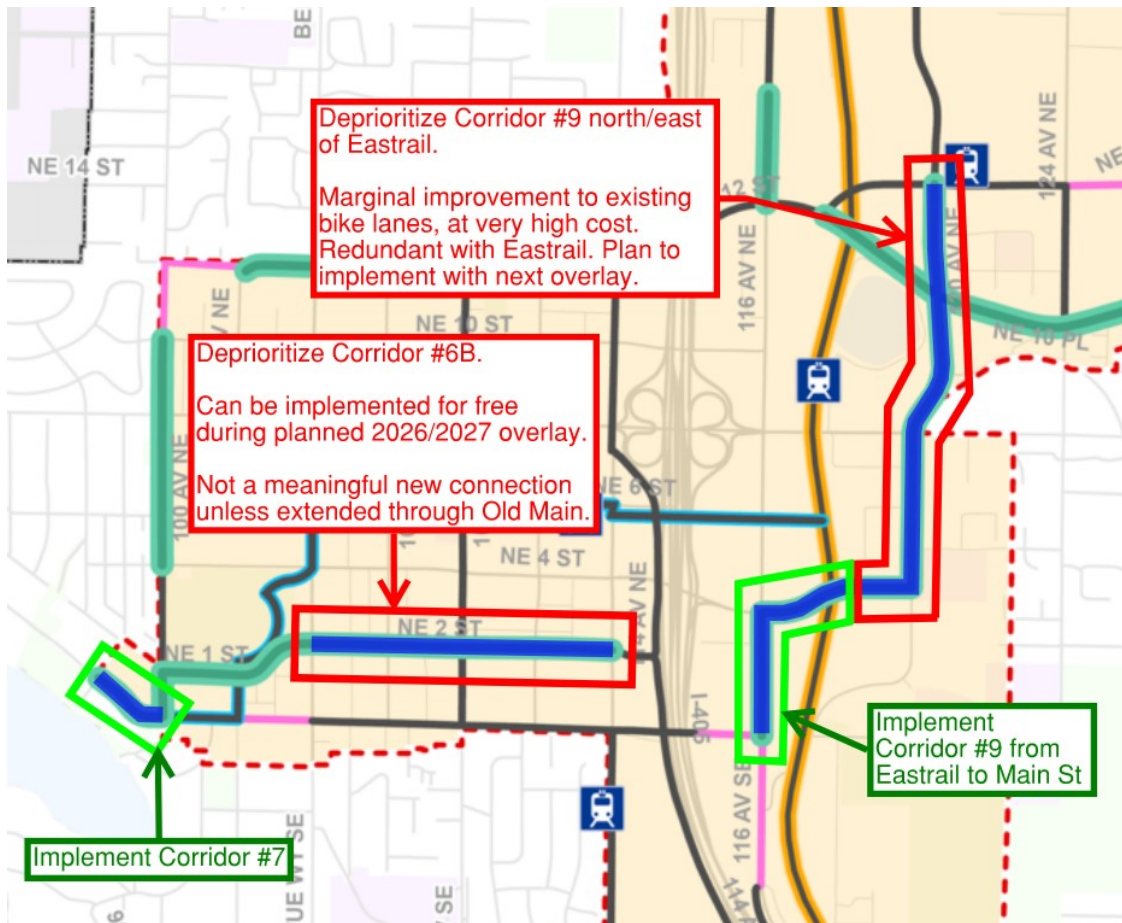
[EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

Dear Chair Stash, Members of the Transportation Commission, and Staff,

Please prioritize Bike Bellevue corridors **based on their actual pros and cons** -- not solely based on the arbitrary consideration of whether it repurposes a travel lane or not. **Repurposing a travel lane does not necessarily add vehicular delay.**

Please find my recommendations for the three corridors under consideration in the 4/11 Transportation Commission meeting:

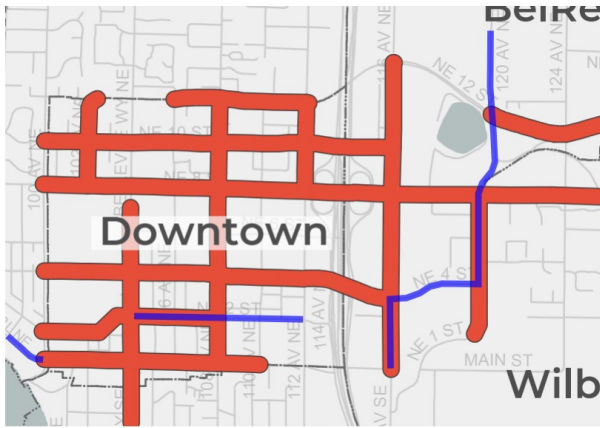
- Implement Corridor #7.
- Implement Corridor #9 PARTIALLY, from Main St to Eastrail ONLY (west and south of the Eastrail crossing).
- Deprioritize Corridor #6B. This corridor can be implemented at essentially zero cost in conjunction with the planned 2026/2027 overlay of NE 2nd St.
- Deprioritize Corridor #9 north and east of the Eastrail crossing. This segment merely proposes a marginal improvement to existing bike lanes; it is not worth the ~\$1.5 million cost as a standalone project.



The staff-recommended prioritization completely ignores every other aspect of Council direction:

- **(2) Emphasis on creating connected routes.**
 - By truncating Corridor #6 (NE 2nd St) to end at Bellevue Way, it fails to make any meaningful connection to the Downtown Park, Old Bellevue, or the existing bike route on Lake Washington Blvd NE. This "Corridor #6B" by itself would be largely redundant with the recent bike improvements on Main St. Corridor #6 should be considered in the context of the entire corridor -- establishing the first safe bike connection between Downtown and the waterfront.
 - The southernmost 0.3 miles of corridor #9 (Wilburton pathway) creates a useful connection from Eastrail to Main St. However, the remainder of the corridor (0.8 mi) is largely redundant with Eastrail and does not create a new connection (rather, an incremental improvement on existing bike lanes). This northeast portion is a very low priority from a cost/benefit perspective.
- **(4) Prioritize high injury network area corridors.**
 - The image below shows the staff-recommended corridors (blue) overlaid on the high injury network (red). Perhaps only 30% of these corridors overlap the high injury network. In comparison, 100% of the proposed corridors in the Bel-Red neighborhood overlap the high

injury network.



- **Data Driven Decisions.**

- During their discussion, Council repeatedly emphasized the importance of data. Please consider the relevant metrics-- Exactly how much vehicular delay is introduced by each corridor? What new bike connections or destinations are enabled by each corridor? How many injuries are prevented and lives saved?

Thank you,
Ed Wang
Bridle Trails

Bradley, Oleta

From: Valentina Vaneeva <eittaf@outlook.com>
Sent: Tuesday, April 2, 2024 2:49 PM
To: TransportationCommission
Subject: Bike Bellevue???

Categories: Red Category

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

Please explain what is happening to Bike Bellevue. I see this in the most recent agenda: "The project has been on hiatus since mid-December."

Why? People who actually live in Bellevue support this project, and something finally has come out of City of Bellevue that's not a new gigantic parking lot. So please explain when the project is going to be resumed.

Please also share whose decision it was to put the project on hiatus. In case we need to know who not to vote for!

Bradley, Oleta

From: Emyr Galt <wontstoptrying@gmail.com>
Sent: Sunday, April 14, 2024 12:35 PM
To: Council; TransportationCommission
Subject: I Support Bike Bellevue

Categories: Red Category

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

Dear Councilmembers and Transportation Commissioners,

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

I am a person who lives and works in Bellevue, and prefers to commute in carbon neutral or carbon negative means. Safety is a huge priority for me and these bike lanes are the one thing that will guarantee and encourage biking in Bellevue.

Too often people want to engage in commuting locally, but don't have the means to do it because the infrastructure is not set up for it. This is because they fear for their life and I have to bike and the street with fast moving large vehicles. By extending enhancing bike support and bike Lanes in Bellevue we can support a community that feels safe and comfortable to do any type of commute whether long or short within their community.

Please please please continue to enhance and build a better biking Bellevue. It will only help us as the density of our communities grows.

Bradley, Oleta

From: dina mcdonald <dinamcdonald@msn.com>
Sent: Sunday, April 21, 2024 3:11 PM
To: Council; TransportationCommission
Subject: I Support Bike Bellevue

Categories: Red Category

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

Dear Councilmembers and Transportation Commissioners,

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

It would be great to have more safe spaces for bikes to travel. Bike ridership is growing and we need to keep up and support people who want to live a healthier lifestyle and reduce carbon emissions

Dina McDonald

Sent from my iPhone

Bradley, Oleta

From: Christopher Chapman <chapguy19@outlook.com>
Sent: Tuesday, April 30, 2024 11:08 AM
To: TransportationCommission; Council
Cc: LA Heberlein
Subject: Bike Bellevue

Categories: Red Category

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I support Bike Bellevue

Christopher Chapman
425-941-3501
chapguy19@outlook.com

Bradley, Oleta

From: Danielle Zinck <zinck.danielle@gmail.com>
Sent: Wednesday, May 8, 2024 6:20 PM
To: Council; TransportationCommission
Subject: I Support Bike Bellevue

Categories: Red Category

[Some people who received this message don't often get email from zinck.danielle@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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

Dear Councilmembers and Transportation Commissioners,

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

I currently bike to work and there a quite a few areas where I need to be on the road with traffic which feels quite unsafe. The city needs to prioritize not cars but people; walkers and bikers. Now with the light rail there will be many more people commuting on bike. Please make Bellevue a safer and more fun place to bike. Thank you for your consideration.

Danielle Zinck

Sent from my iPhone

Bradley, Oleta

From: Edward Wang <wangedwa@gmail.com>
Sent: Thursday, June 6, 2024 8:26 PM
To: McDonald, Kevin; TransportationCommission
Subject: Bike Bellevue Compromise
Attachments: BB-BelRedCompromise240606.pdf

Categories: Red Category

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

Hi Kevin,

In advance of the next Bike Bellevue meeting, I would like to share my compromise proposal for the Bel-Red area (attached).

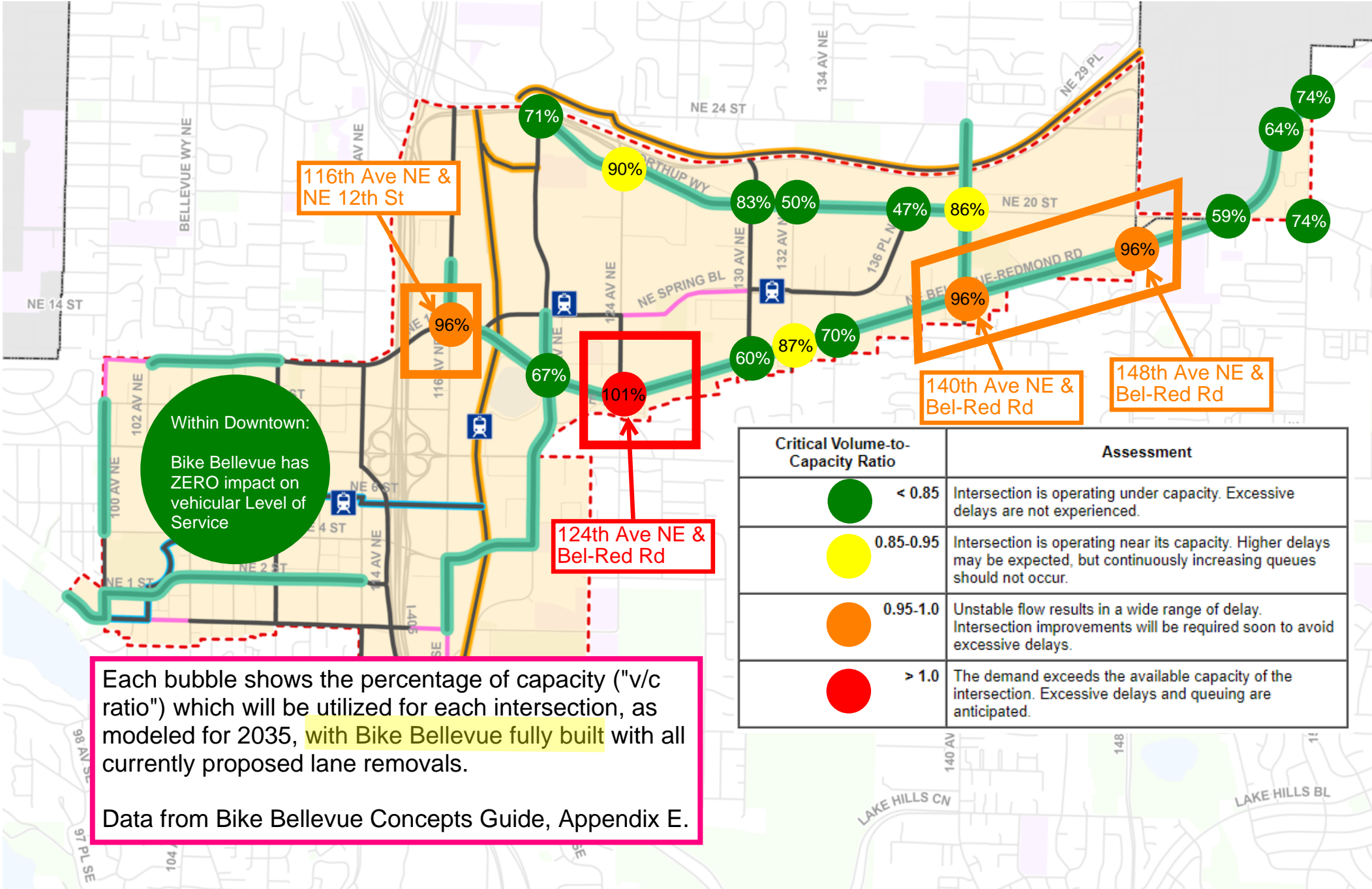
The proposal is data-driven and retains all vehicular capacity where it is actually needed -- at the busiest intersections. The lane capacity cited in the design concepts guide, 720 vehicles/hr/lane, applies to urban roads with major intersections. But in the absence of intersections, lane capacity is significantly greater -- 1,800-2,200 vehicles/hr/lane. Between intersections, the extra lane is not needed for capacity. It merely serves as a passing lane, allowing reckless drivers to overtake more responsible drivers and speed freely.

The proposal adheres to council direction on creating connected routes and reducing injuries on the high-injury network. The addition of a center-turn lane on portions of corridors 4 and 5 will improve safety, improve emergency response, and enhance business access -- not to mention the effects of speed reduction, reduced crossing distances, and mitigating multiple-threat conflicts.

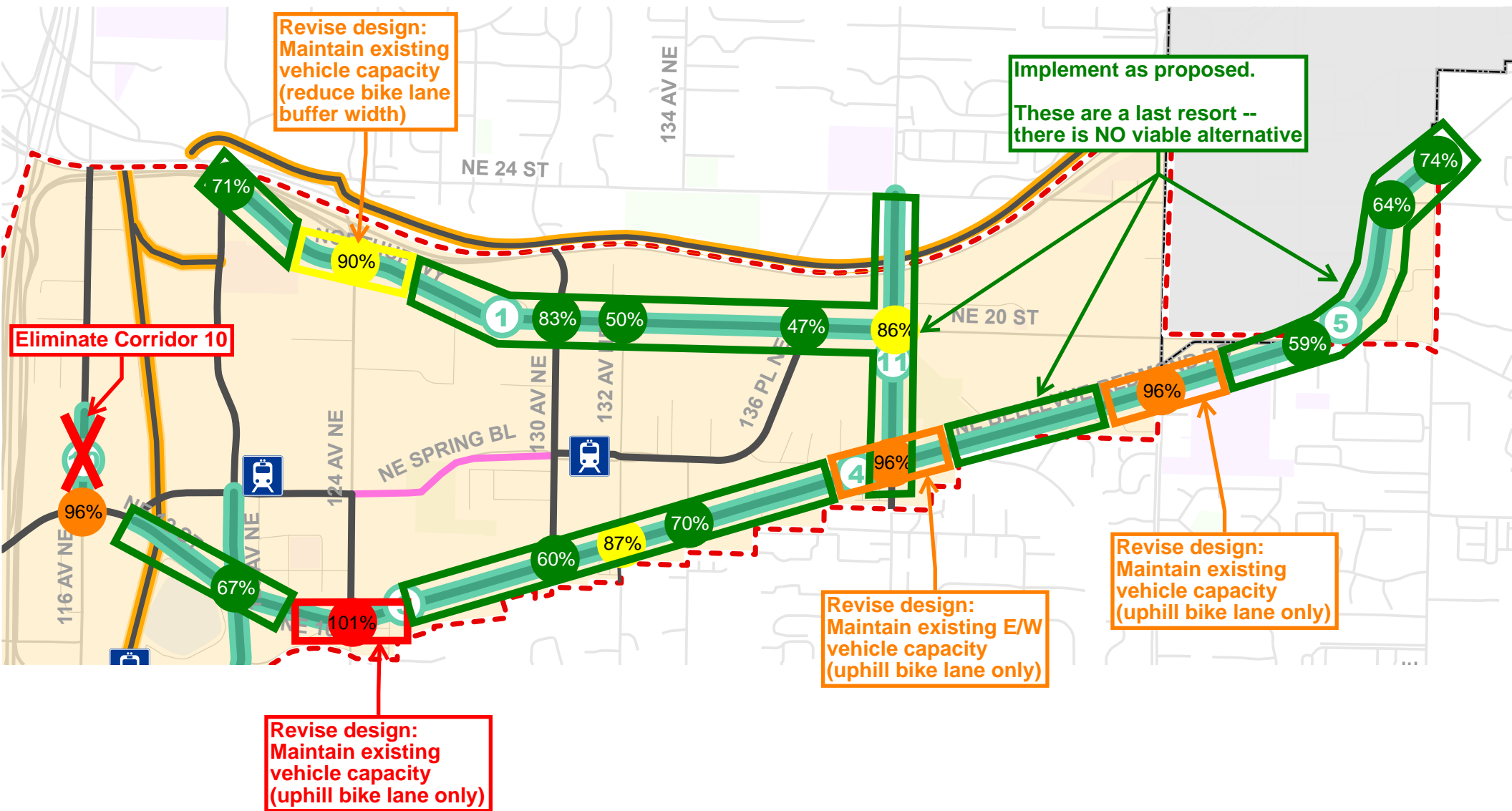
I want to specially call out corridor 5. Excluding the immediate approach to 148th Ave NE, this corridor should not be remotely controversial. All metrics show the roadway is WAY under capacity, even with proposed lane reductions. The existing roadway forms a significant barrier between the Bellevue side -- with Trader Joe's, Vue 22, and Hyde Square -- and the Redmond side, with Safeway, Goodwill, Esterra Park, light rail, and more.

Thanks,
Ed Wang

Where is Vehicle Capacity Needed?



Bel-Red Recommended Compromise



Bradley, Oleta

From: Lara <laragarbage@gmail.com>
Sent: Tuesday, April 30, 2024 4:49 PM
To: Council; TransportationCommission
Subject: a pedestrian experience in eyeshot of City Hall

Categories: Red Category

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

Hi everyone,

I was at the light rail festivities this past weekend - it was such a great historic day for the Eastside!

I wanted to share an experience I had. We started at the Downtown Bellevue Station for the ribbon cutting, but we opted to walk to the Wilburton Station since it seemed difficult and uncomfortable to get on those first few trains.

This is the first time I have walked from Downtown Bellevue to Wilburton and it will be my last. I imagine you're already aware that the crossing times at intersections in Bellevue are really long for pedestrians due to the prioritization of car traffic, so that wasn't noteworthy. The curb-tight, unprotected sidewalks directly next to high speed traffic also weren't a surprise. What was noteworthy to me was one very specific instance of egregiously hostile pedestrian infrastructure right in eyeshot of City Hall.

I'm attaching pictures, it's at the intersection of NE 4th and 405.

People need to step down into the roadway, a highway entrance ramp at an intersection with a lot of lanes of cars rushing to get in and out of the city as fast as possible, to press the beg button to cross here.

Bellevue bends over backwards to repave roads regularly, install signals and fancy tech to ensure a speedy smooth ride for drivers, and leaves scraps for anyone getting around any other way. I hear so much talk about how Bellevue is striving to be a sustainable, multimodal, safe city but with examples like this directly outside of where the decisions are being made, all the talk just feels like virtue signalling.

Bellevue has a Vision Zero goal of 2030, when are there going to be any significant steps to make these overbuilt roadways safer? Bellevue needs to start having some real hard conversations and taking some actual bold actions to change the status quo if it actually wants to become the livable, sustainable, equitable, safe, smart city it seems to want to be. Until then, it will retain its image as an unaffordable, car-dominated city with decisions being steered by legacy business relationships who are not looking out for its most vulnerable community members.

I want you to do better. I know you can do better!! You have so many brilliant, hard working people! I hope I get to see it happen.

-Lara Gardner





Bradley, Oleta

From: ochres-0-snoozes@icloud.com
Sent: Saturday, March 30, 2024 8:18 PM
To: Council
Subject: Resident Concern

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

Dear City Council,

I recently read the article from the urbanist where it discussed Bike Bellevue and the manager Franz.

As someone who commutes everyday via bike in Bellevue and who knows many staff in the transportation department well, including Franz, the issue is much worse than described.

Many staff at the manager level in transportation and land use were caught off guard by the Bike Bellevue plan. If you look at development downtown and in the Belred the Bike Bellevue plan does not even fit approved development. I share this because it is a concrete example that provides evidence that Franz pursued his open personal agenda and not that of Bellevue. There was little to no collaboration, probably for a reason as the plan was quite extreme in taking lanes. I personally expressed concern with buffered bike lanes on Northup Way and Belred. The volumes and speeds make it so that I don't know anyone who would actually use them, staff agreed but were overruled by Franz. As a cyclist we need real protection and it can be done the right way, slowly with development behind the curb.

While I believe in complete streets having a staff member who takes matters into his own hands like Franz is dangerous as it disregards my voice as a resident and the policy's from you the elected officials. It sounds like nothing happened to Franz from the investigation but I don't think that he should be in a manager position. Take a look at this LinkedIn, this is someone who just wants to promote themself.

There are great things happening for bike and great opportunities. For example, on Belred Road there are 8-ft wide sidewalks and 20-ft wide landscape buffers on both sides for a total of 28-ft on each side of the street. This is a great place to located pedestrian bicycle facilities that don't affect travel lanes as well as that offer real protection with minor code changes.

I hope you look closer into the matter. I can tell you if the urbanist looked deeper they would have found much more.

Thank you,

A concerned resident.

Bradley, Oleta

From: Kevin Schreck <kevin@alturas-re.com>
Sent: Saturday, March 30, 2024 9:44 AM
To: Council
Subject: Thank you

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

Thank you council! Appreciate your thorough review of the combination of bike lanes and roads.

Kevin Schreck
206.650.9090

Bradley, Oleta

From: Sander Valstar <sandervalstar@gmail.com>
Sent: Sunday, March 31, 2024 3:30 PM
To: Council
Subject: Regarding 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.

Dear city council,

Thank you for discussing bike infrastructure in the March 25th meeting. I was happy to hear all council members support the creation of more and better bike infrastructure in Bellevue. During the meeting some council members mentioned safety concerns about the number of driveways on Bel-Red. While I would like to see safe bike infrastructure on Bel-Red, I do agree with this observation. Several of the arterial roads in Bellevue are trying to fulfill two purposes that are at odds with one another: 1.) moving cars, 2.) providing business access. This causes a high number of driveways on these arterial roads. Not only would these driveways cause danger to cyclists on a new bike lane, but they are currently slowing down through traffic and create many conflict points where accidents can occur.

As such, instead of completely shelving the creation of safe bike infrastructure on arterials like Bel-Red, I think it may be worth investigating the creation of parallel side streets that provide business access. The creation of parallel side streets will greatly reduce the number of driveways on the main road, which would improve traffic flow. Moreover, if properly traffic calmed, such side streets can be used for safe bicycle travel as well. An increase of bike traffic on side streets would build a foundation of support among business and residents for perhaps even a fully separated bike path in the future.

Another design issue that needlessly slows down traffic and creates danger on our roads is that most businesses and strip malls have their own driveways and provide no direct access to neighboring businesses or strip malls. This means it can be impossible to visit the business next door without getting back on the main road. It may be worth investigating if businesses can be asked or even required to create local access routes to neighboring businesses. At a minimum this should become a requirement for new developments in my opinion. The creation of parallel side streets would address this issue as well and if businesses would be required to do this it would not even take away travel lanes on the main road.

In sum, I encourage the city council to investigate:

1. If, how and where we could create parallel side streets that both improve the current situation for car traffic and serve as safe cycling routes.
2. If (new and/or existing) businesses can be required to create local access routes to neighboring businesses (potentially in the form of parallel side streets).

Best,

Sander Valstar

Newport Hills, Bellevue

Bradley, Oleta

From: Molly Baker <bakerfamily4@msn.com>
Sent: Saturday, March 30, 2024 7:14 PM
To: Council
Subject: Bike territorial thinking and extreme actions

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

Thank you for understanding this issue and continuing to work in our all community for all interests. The minority needs to understand that they are lucky to have any bike lanes. We and this includes Seattle do not have the density to support bike lanes Sent from my iPhone

Bradley, Oleta

From: srvincent Vincent <srvincent@msn.com>
Sent: Saturday, March 30, 2024 9:13 AM
To: Council
Subject: No more bike lanes! Will make commerce worse!

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

Sent from my iPad

Bradley, Oleta

From: Megan Vuong <megana508@hotmail.com>
Sent: Friday, March 29, 2024 10:41 PM
To: Council
Subject: Bike Lanes vs Cars- Thank you for choosing cars

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

Hi Bellevue City Council,
I just wanted to reach out and say thank you!

As a Commercial Property Manager in downtown Bellevue, I wanted to reach out and say a huge thank you for listening to the larger group rather than the loud few concerning converting car lanes to bike lanes.

Bellevue is a heavy car-commute city with majority of professionals driving their vehicle from outlying cities beyond reasonable biking distance. With the abundance of parking, compared to Seattle, I feel strongly this will continue.

We do the travel survey annually at our buildings which are over 500k sqft office towers in the downtown Bellevue core. Consistently each year we see that less than 5% of employees bike to work with over 94% driving over 7 miles to the office.

So thank you for keeping lanes accessible to vehicles rather than bikes!

Kind Regards,
Megan Vuong, CMCP
Commercial Property Manager
Cell: 206-295-7590
Email: MeganA508@hotmail.com

Bradley, Oleta

From: Council Office
Sent: Monday, April 1, 2024 7:36 AM
To: Singelakis, Andrew
Cc: Adell, Dana M.; McDonald, Kevin
Subject: FW: Last Council meeting

Categories: Red Category

Email to Council re: Bike Bellevue as fyi



Michelle

Michelle Luce (She/Her) | **Centered Elguezabal** (He/Him)
Executive Assistants to City Council
[425-452-7810](tel:425-452-7810) | CouncilOffice@bellevuewa.gov | BellevueWA.Gov

From: rick gnehm <rgnehm@yahoo.com>
Sent: Sunday, March 31, 2024 12:22 PM
To: Council <Council@bellevuewa.gov>
Subject: Last Council meeting

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

City Council,

Following the last Council meeting, I sure wish the council was more supportive of improvements for cycling and other modes of transportation other than cars. We need it for the future.

Also, I wish Franz Loewenherz was more involved in the process as it seems he was unfairly targeted by groups opposed to improving bicycle access.

40+ yr Bellevue resident, Rick Gnehm

Bradley, Oleta

From: Craig Spiezle <craigsp@agelight.com>
Sent: Sunday, April 21, 2024 8:31 AM
To: TransportationCommission; Ting, Albert
Cc: Nieuwenhuis, Jared
Subject: Children Need Neighborhoods Where They Can Walk & Bike

Categories: Red Category

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

In Saturday's WSJ, I found this article which speaks to the virtues and important of children walking and riding their bikes in the neighborhoods. It is more about exercise and socialization than about mobility and transportation but also highlights the trade-offs of family friendly infrastructure. I would appreciate hearing your thoughts as we look to major efforts underway including neighborhood speed reduction, transportation equity, completion of bike corridors including Eastrail and other initiatives. The author closes by saying "We should choose kids over cars, and thus make our world both healthier and a little more family-friendly".

I look forward to hearing thoughts and feedback form commission members.

https://www.wsj.com/health/wellness/children-need-neighborhoods-where-they-can-walk-and-bike-5f3a9b4a?st=45521d97rc7pypa&reflink=desktopwebshare_permalink

Congress, the White House and policy experts have started debating "family policy" in recent years, rattled by an epidemic of childhood anxiety and plummeting birthrates. Child-care subsidies, marriage penalties and maternity care all deserve attention, but one government action that would greatly help today's parents is almost entirely local—and involves concrete, grass and some crosswalk paint. American cities and towns need to reorient infrastructure to make it easier for kids to walk and bike freely around their neighborhoods.

Children today are more car-dependent than in past generations, which makes childhood less healthy and less fun, and parenthood more exhausting. In 1969, more than four in 10 American schoolchildren walked or biked to school. The Transportation Department's most recent National Household Travel Survey, in 2017, found that figure is down to only one in 10.

While Americans of all ages are less physically active today than years ago, the biggest drop-off is in walking by adolescents. Boise State kinesiologist Scott Conger compiled data from wearable devices like pedometers and Fitbits and found that today's average teenager walks 5 miles less per week than in the 1990s.

Getting chauffeured around, or sitting at home more, seems to be bad for kids' physical and mental health. Many studies have found that children living in more walkable neighborhoods experience less obesity, in part because when they are outdoors more, they are more likely to have games of pickup basketball, tag or wiffle ball. Researchers using data from a massive study of children in the 1990s found that a more sedentary childhood could be connected to a greater risk of heart disease as an adult. The study pointed specifically to the importance of "light-intensity physical activity" like walking.

Too much time sitting around indoors may take an even greater toll on young people's mental health. Childhood anxiety is at record levels, with pediatrician groups and the Biden administration declaring a national emergency in child and adolescent mental health. A study published in the *Journal of Pediatrics* in 2023 found that "a primary cause of the rise in mental disorders is a decline over decades in opportunities for children and teens to play, roam, and engage in other activities independent of direct oversight and control by adults." Researchers from the University of Buffalo Medical School have suggested that "walking exercise may dampen stress-induced cardiovascular reactivity," and an Australian study found that walking and biking to school "is positively associated with children's" psychological well-being.

Today's kids roam less than in earlier generations. Overscheduling and parents' safety fears are part of the reason, but it's also true that American suburbs built in the past 30 years are less walkable and bikeable than older neighborhoods. Walkability is seen mainly as a concern for urbanites, who want to be able to stroll to a cocktail bar, grocery store or museum.

But walkability in suburban neighborhoods is a far more important issue. It requires building sidewalks, bike trails, playgrounds and crosswalks that are safely usable by kids. We know that is possible because much of the world already does it. We have decades of evidence from the U.S. and Europe about how best to calm traffic, make sidewalks more enjoyable and mix parks and playgrounds with commercial and residential properties.

Family-friendly infrastructure comes with trade-offs, of course. In Rock Creek Manor, Md., in the Washington, D.C., suburbs, parents have been lobbying to construct a sidewalk on a block where children now walk to school in the street. Some residents have objected that this would harm some trees, with one arguing that "little kids like this shouldn't be walking to school by themselves anyway."

But kids should be walking to school by themselves. They should be riding to the corner store with their brothers and sisters and wandering the neighborhood to make their own fun. We should choose kids over cars, and thus make our world both healthier and a little more family-friendly.

Timothy P. Carney is a father of six and the author of the new book "Family Unfriendly: How Our Culture Made Raising Kids Much Harder Than It Needs to Be."

Craig Spiegle
425-985-1421

Submitted via email

April 12, 2024

City of Bellevue
Bellevue Transportation Commission
Kevin McDonald, Bellevue Transportation Staff
Council Member Nieuwenhuis, City Council Liaison
450 110th Ave NE
Bellevue, WA 98004

Re: Neighborhood Speed Reduction Plan & Recommendation for Bike Bellevue

Commissioners, Council Member Nieuwenhuis & Transportation Staff,

My name is Craig Spiegle and I am a resident of Bellevue. I writing to thank staff for their proposal to reduce speeds in the majority of residential neighborhoods from 25 mph to 20 mph.¹ While a 5 mph reduction may appear trivial, it will reduce the stopping distance 24-26%.² Key benefits include but are not limited to:

- Help create safer routes to school for children in Bellevue neighborhoods.
- Help create a more comfortable environment for people and families walking and rolling.
- Support the city's Vision Zero effort to eliminate serious injury and fatal collisions by 2030.

To help amplify the transportation staff's community engagement efforts, the Lochleven Neighborhood BeSafe Group is hosting a community forum on April 24th at 7 PM. John Murphy, Senior Planner for the Transportation Department / Neighborhood Traffic Safety Services will be presenting an overview. I would like to invite the Commission to attend.³

The second topic I would like to address is Bike Bellevue. The community has been very vocal and I would like to thank Council and specifically Council Member Nieuwenhuis for listening and helping to reset this project. Council's direction to minimize repurposing the of vehicle lanes and impact on high volume arterials is the right approach.

As you review plans and alternatives, I ask the Commission to recognize that not all arterials are the same. Unlike Bel-Red, Nortrup, 116th Ave NE and 140th, NE 100th (corridor #8) is unique.

¹ Local Street Speed Limit Reduction Proposal <https://bellevuewa.gov/city-government/departments/transportation/projects/neighborhood-projects/local-street-speed-limit-reduction>

² National Association of City Transportation Officials https://nacto.org/docs/usdg/vehicle_stopping_distance_and_time_upenn.pdf#:~:text=To%20determine%20how%20far%20the%20vehicle%20will%20travel,or%20176%20feet%20for%20two%20seconds%20reaction%20time.

³ Zoom Meeting <https://us02web.zoom.us/j/84756331089?pwd=RHB0OUJ2RVNqVjlybjQ5R0kzZ3duZz09>
Meeting ID: 847 5633 1089 / Passcode: safe

Key factors include;

1. 100th is classified as a minor low-volume urban arterial vs a primary high-volume arterial.⁴
2. It has one of the highest levels of pedestrian and bike traffic of any city street, in part due to the proximity to the Boys and Girls Club, the downtown park and the adjacency of residential neighborhoods.
3. There are very few driveways between Main Street and NE 10th Street, minimizing any potential traffic disruption and safety of cyclists.
4. 100th offers connectivity from downtown and northwest Bellevue to two of Bellevue's largest amenities, the Downtown Park and Meydenbauer Bay Park.
5. Only half of the corridor would require any possible repurposing of road lanes.
6. To support traffic calming, a 4-way stop is now planned on the corner of 100th Ave NE and NE 1st.

Considering all of these factors, I am asking the Commission to consider including 100th Ave NE as either a fast-track implementation or pilot corridor for Bike Bellevue.

I look forward to working with the Commission, staff and community to support solutions which supported the shared goals and objectives of Bellevue's stakeholders.



Craig Spiegle

craigsp@agelight.com

425-985-1421

⁴ https://apps.bellevuewa.gov/gisdownload/PDF/Transportation/arterials_11x17.pdf

Bradley, Oleta

From: Craig Spiezle <craigsp@agelight.com>
Sent: Thursday, April 11, 2024 12:33 PM
To: TransportationCommission; McDonald, Kevin; Nieuwenhuis, Jared
Cc: Singelakis, Andrew
Subject: Comments Regarding Neighborhood Speed Reduction Program & Bike Bellevue
Attachments: 4-11TransComm-Spiezle.pdf

Categories: Red Category

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

In advance of this evenings Commission meeting, I have attached a copy of my planned comments for your review.

Thank you for your efforts to make our city streets safety for everyone, vehicles, pedestrians and cyclists.

I look forward to discussing these initiatives in greater detail

Thank you.

Craig Spiezle
425-985-1421

Bradley, Oleta

From: Marcin Juraszek <mail@marcinjuraszek.com>
Sent: Tuesday, July 16, 2024 7:00 PM
To: Council
Cc: TransportationCommission
Subject: Bel-Red changes disappointment

Categories: Red Category

Some people who received this message don't often get email from mail@marcinjuraszek.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,

Just run across this article in the urbanist: <https://www.theurbanist.org/2024/07/16/bellevue-wont-study-bel-red-road-changes/> and I'm writing to express how confused and disappointed I am by the decision to de-prioritize any and all safety improvements along Bel-Red corridor, including even studying what could be possible and what the impact of those could be. It's saddening to see the Transportation Commission giving way to powerful individuals and companies and their lobbying power, against established scientific research and countless real-life examples of how it IS possible to make our streets safe if only we were brave enough to do it.

One sentence from Vice Chair Drew Magill quoted in the article especially caught my attention:

But also, we have corridors that are right next to it: you have Spring Boulevard, you have Northrup [Way] and then the 520 trail, so you have options, right?"

I would love to point out that the very same corridors could be used as an argument pro changes to Bel-Red - there's SR520 right there for cars to use as an east-west corridor! Curious how that's never considered or even mentioned, but somehow asking pedestrians and people on bikes to go out of their way not to inconvenience cars is not being questioned at all.

We need strong leadership in Bellevue. I urge you to step up. The best time for that was yesterday. The second best time for that is Today.

Regards,
Marcin Juraszek



Bellevue Won't Even Study Bel-Red Road Changes to Protect People Biking - The Urbanist

Safety-focused changes to busy Bel-Red Road, an unavoidable corridor for many Bellevue residents, were taken off the table by a 3-2 vote of the Bellevue Transportation Commission last week.

www.theurbanist.org

Bradley, Oleta

From: Edward Wang <wangedwa@gmail.com>
Sent: Friday, May 17, 2024 10:14 PM
To: McDonald, Kevin; Stevens, Paula; Singelakis, Andrew; TransportationCommission
Subject: Bike Bellevue Corridor 6A (NE 2nd St)

Categories: Red Category

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

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

Hi Kevin, staff, and commissioners,

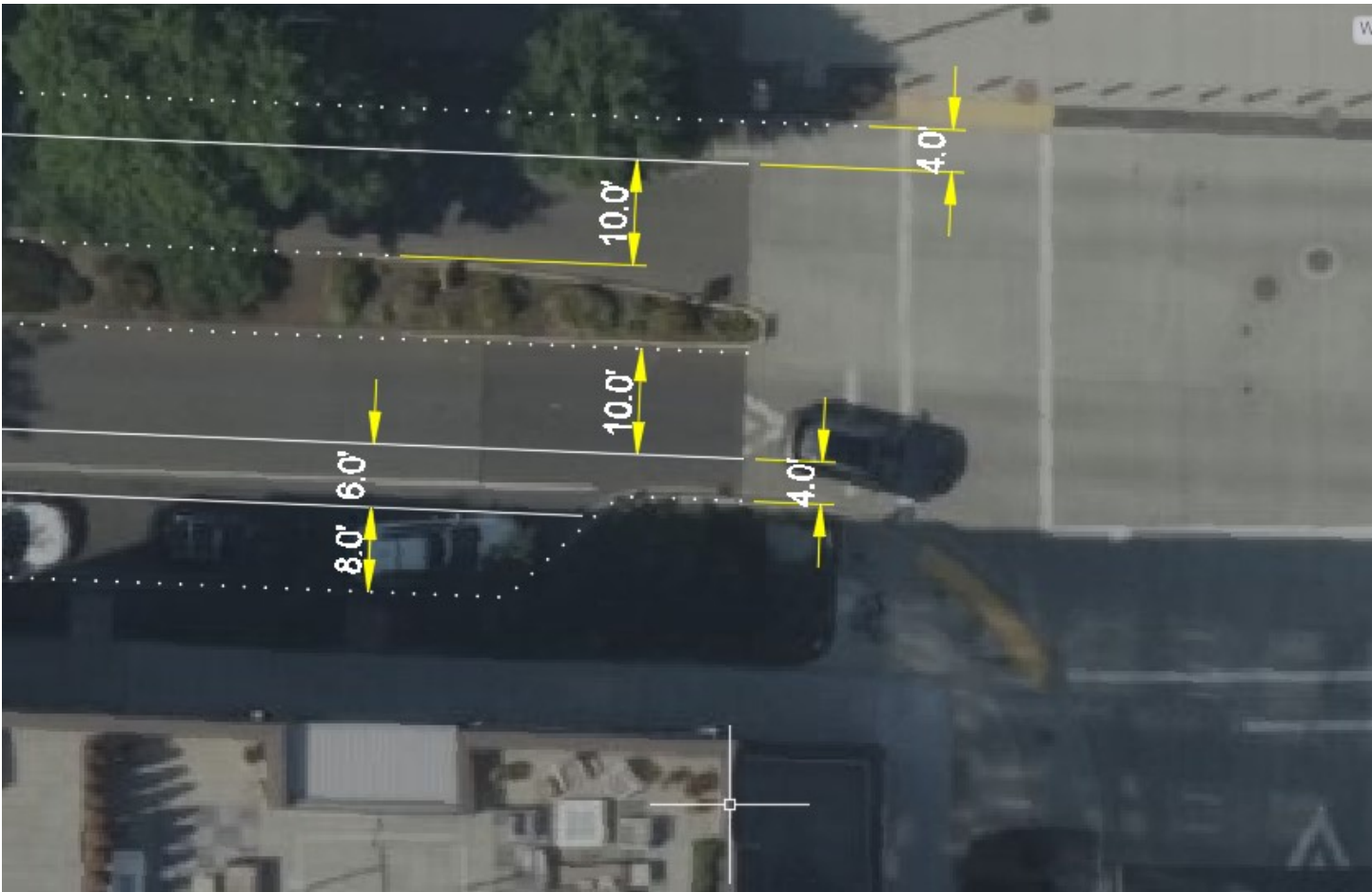
It is very disappointing to see that staff is recommending that Corridor 6A be essentially completely eliminated (except for sharrows, which are tantamount to nothing at all). This portion of NE 2nd St is far from a "calm traffic environment" as claimed in the memo. It is very difficult for drivers to pass cyclists due to curbing and medians, leading to lines of angry drivers stacked up behind any slower riders. It is not even close to safe enough to ride with my son, though I would love to bike with him to the Inspiration Playground.

Even the opponents of Bike Bellevue (Kemper/Wallace) went further than the staff proposal -- suggesting reducing the speed limit on this segment to 20 MPH to improve safety and comfort for cyclists. **Staff should include this speed limit reduction to 20 MPH at an absolute bare minimum.**

Furthermore, there is room for more meaningful changes, even if 2-way traffic must be retained. Please consider these suggestions:

- Where medians exist, there is 14' of clear width -- this can be striped as a 10' lane with a 4' shoulder. The narrow lane would help reduce traffic speeds while the shoulder would provide a usable space for bicyclists (even if not meeting bike lane width standards). See sketch below.
- Remove the left turn lane near 100th Ave NE. If that intersection is planned to become an all-way-stop intersection, there is no need for the turn lane. This would allow an expanded bike facility at the west end.
- Consider removing the left turn lane at 103rd Ave NE to allow a minimum 4'-5' shoulder/bike facility to be extended through the intersection. If delays from WB left turns are a concern, consider making the intersection an all-way stop.
- At the east end (Bellevue Way), there is 35' of roadway width curb to curb. That is enough room to squeeze in a bike lane in the westbound direction, where bicyclists must often contend with a line of cars behind them after crossing the light.

Thanks,
Ed Wang



Bradley, Oleta

From: phyllisjwhite@comcast.net
Sent: Monday, April 22, 2024 12:44 PM
To: Council; Hamilton, Dave; Lee, Conrad; Malakoutian, Mo; Nieuwenhuis, Jared; Robinson, Lynne; Stokes, John; Zahn, Janice
Cc: Singelakis, Andrew; Stevens, Paula; TransportationCommission
Subject: Bellevue Multimodal System and Bike Bellevue

Categories: Red Category

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

Dear Mayor Robinson, Deputy Mayor Malakoutian, and Councilmembers Hamilton, Lee, Nieuwenhuis, Stokes, and Zahn,

As a resident of Wilburton, residing close to BelRed Road, I would like to thank the Council for your thoughtful approach in steering the city's multimodal transportation system towards the advancement of bicycle lanes. As one of the 600-plus individuals who sent emails, I agree that connected bicycle lanes must be built with safety in mind. I am also in agreement with highlighting the conversion of motor vehicle lanes to bicycle lanes as a last resort and prioritizing solutions to reduce traffic congestion for a commitment to a safer transportation system that can benefit *all* modes of travel.

Thank you for your dedication to investing and prioritizing safe bicycle lanes. It is something that unites all of you.

On October 17, 2023, at the Bridle Trails Community Club candidate forum, Councilmembers Zahn and Stokes, along with Council candidates Malakoutian, Hamilton, Clark, and Hummer, unanimously agreed that a busy 140th southbound car lane should not be replaced with a bicycle lane. I trust you will remain steadfast in your position.

Councilmember Nieuwenhuis mentioned that first responders and representatives from Overlake Hospital expressed concerns that converting motor vehicle lanes to bike lanes would impact the timely responses of ambulance, police, and fire department services. He also mentioned that the Bellevue Chamber of Commerce's survey indicated that 70 percent of respondents oppose reducing arterial lanes in the Downtown, Wilburton, and BelRed areas, and 72 percent oppose replacing motor vehicle lanes with bike lanes. While aspects of the Bike Bellevue program might meet short-term goals, Mr. Nieuwenhuis does not believe it meets the City's long-term goal of providing safe and comfortable bike lanes for all ages and abilities. Councilmembers Nieuwenhuis and Hamilton stressed the importance of clear, reliable, and accurate data.

I witnessed two bicycle accidents in Bellevue. One of them was tragically fatal. One occurred when a car turned left from NE 8th onto 134th Street, and the other happened when a car turned left into a driveway in front of a car waiting for the light to turn green. In both instances, the bicyclists were traveling in bicycle lanes, and car drivers were driving at speeds less than 20 mph when the accidents occurred. Poor visibility was cited as the cause of both accidents, as the bicyclists were not

visible to the turning cars. Additionally, we know individuals in our community who bike but avoid the narrow NE 8th bicycle lanes and their numerous intersections.

Thank you for your attention to these critical matters.

Sincerely,

Phyllis White,
Bellevue resident



CITY OF BELLEVUE
TRANSPORTATION DEPARTMENT

BIKE BELLEVUE
NE 1ST ST / NE 2ND ST CORRIDOR

CITY MANAGER
BRAD MIYAKE

DEPUTY MAYOR
JARED NIEUWENHUIS

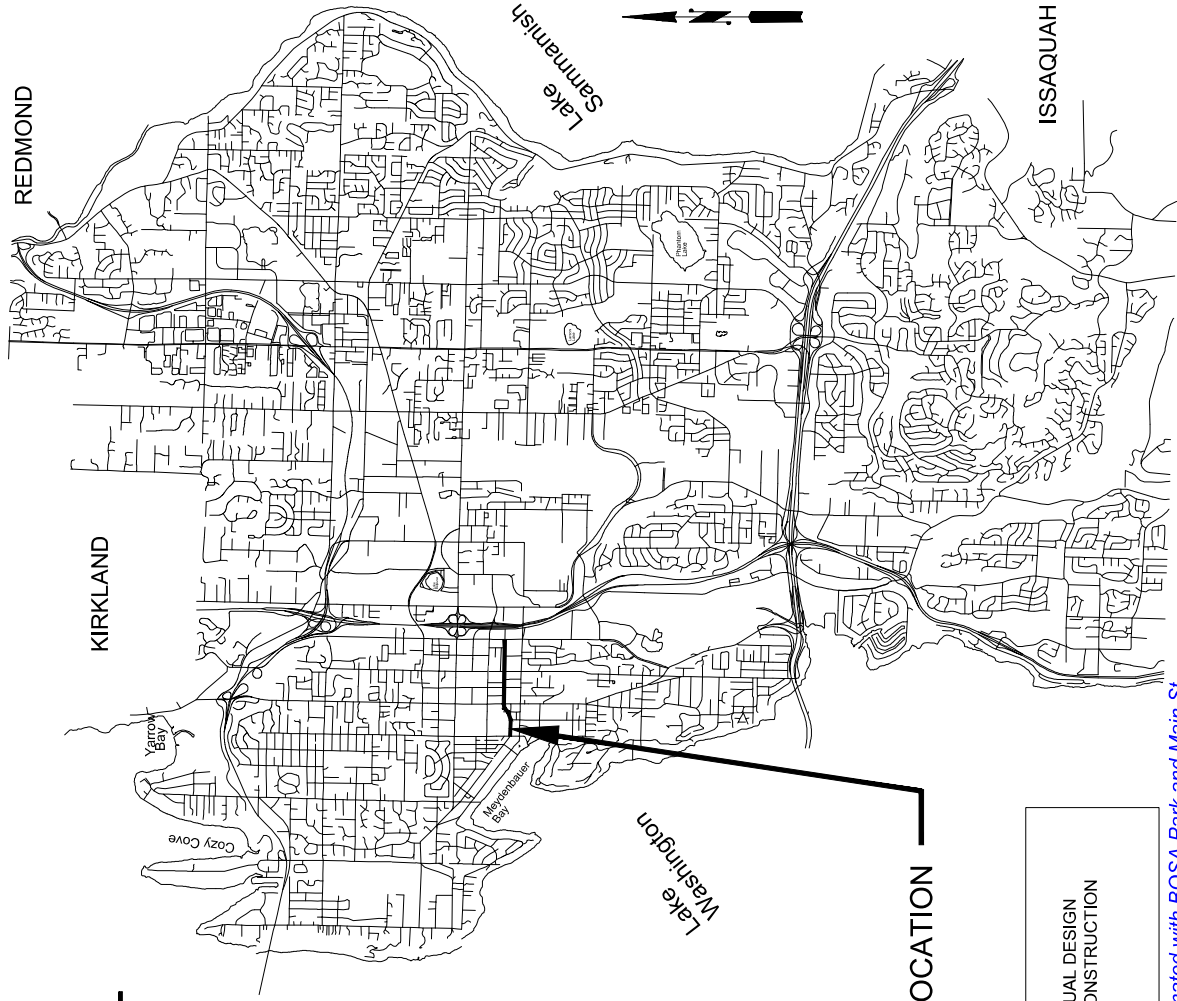
MAYOR
LYNNE ROBINSON

CITY COUNCIL
JEREMY BARKSDALE
CONRAD LEE
JENNIFER ROBERTSON
JOHN STOKES
JANICE ZAHN

DIRECTOR OF TRANSPORTATION
ANDREW SINGELAKIS

SCHEDULE OF DRAWINGS

SHEET	DRAWINGS
1	COVER SHEET
2A-9A	ROADWAY PLANS

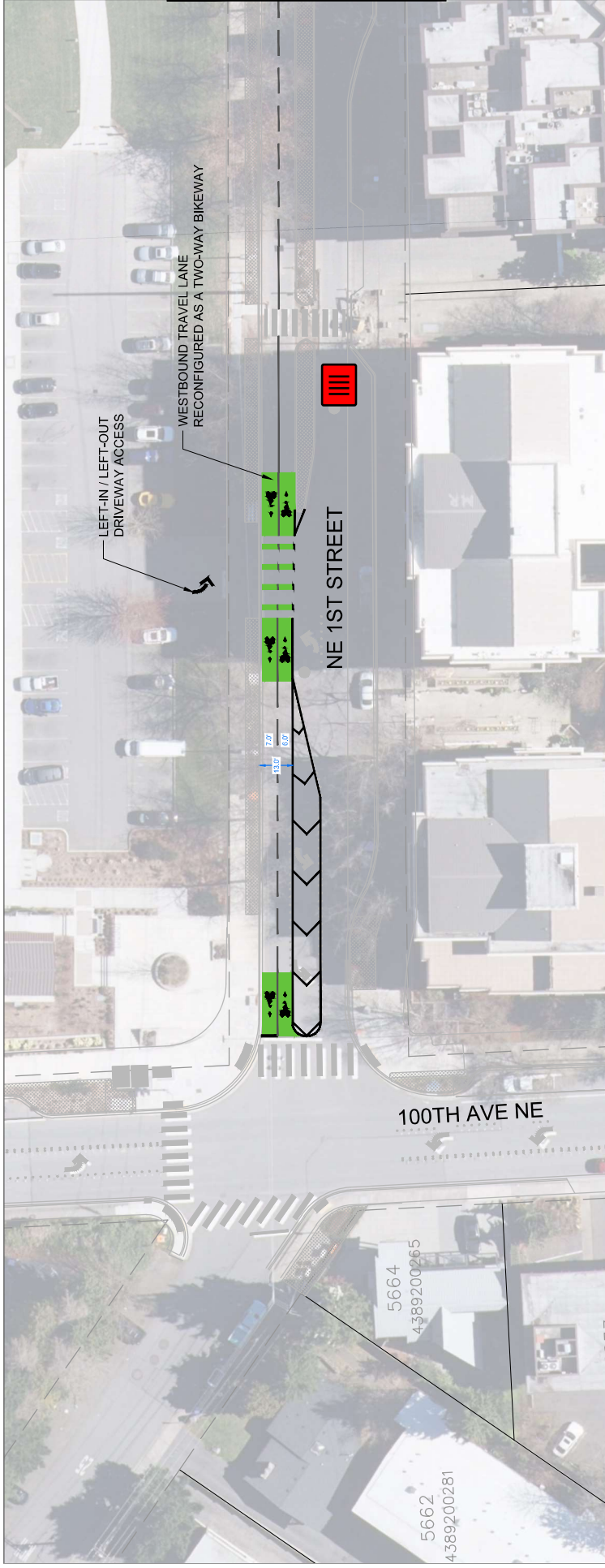


PROJECT LOCATION

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NOT FOR CONSTRUCTION

C.I.P. NUMBER xxxxxx

Design to be coordinated with BOSA Park and Main St



MATCHLINE - SHEET 3A



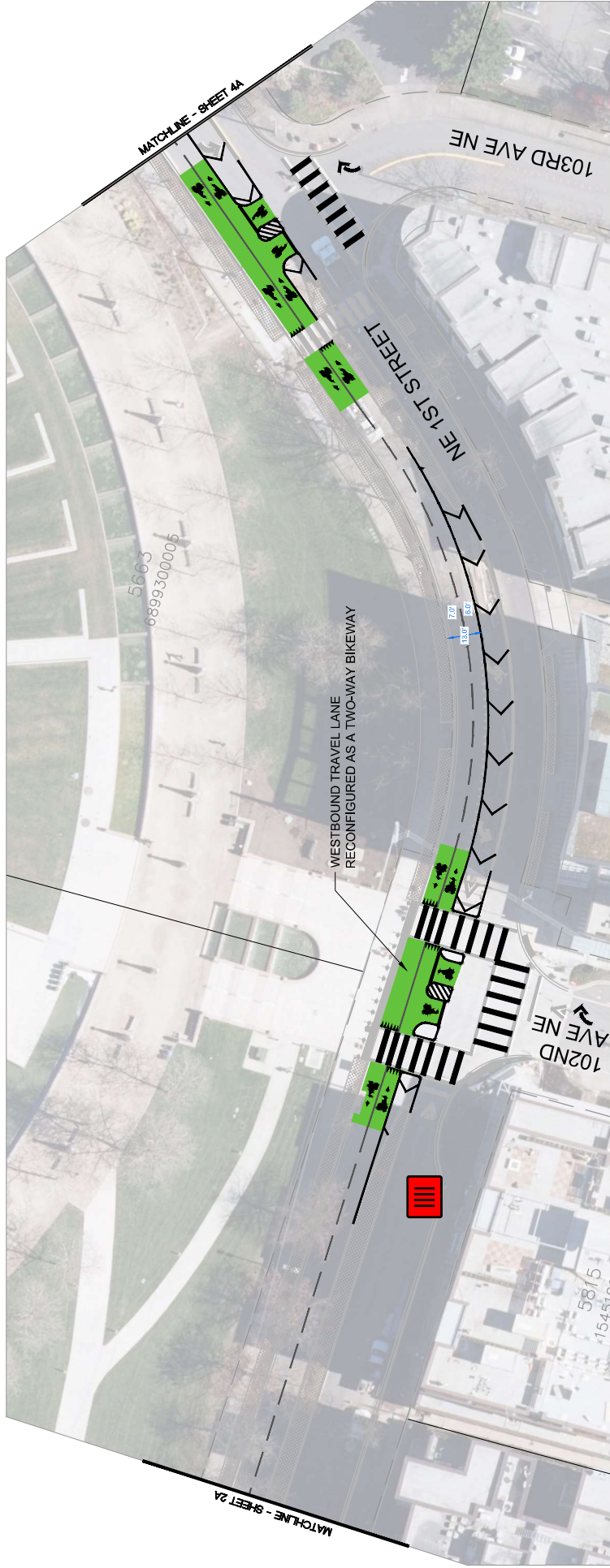
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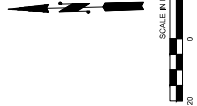
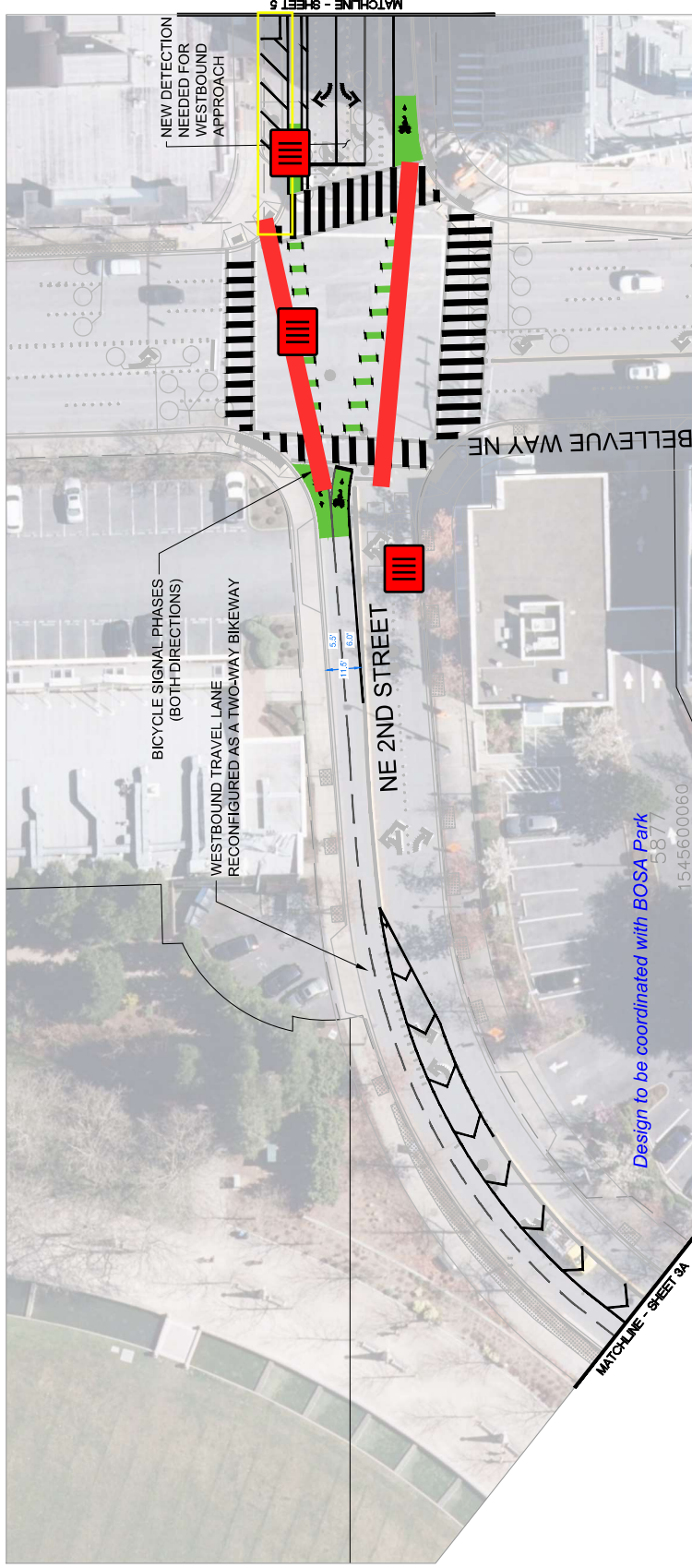


PRELIMINARY DESIGN

BIKE BELLEVUE
NE 1ST STREET / NE 2ND STREET CORRIDOR



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CONCEPTUAL PLAN SHEET 3A OF 9					



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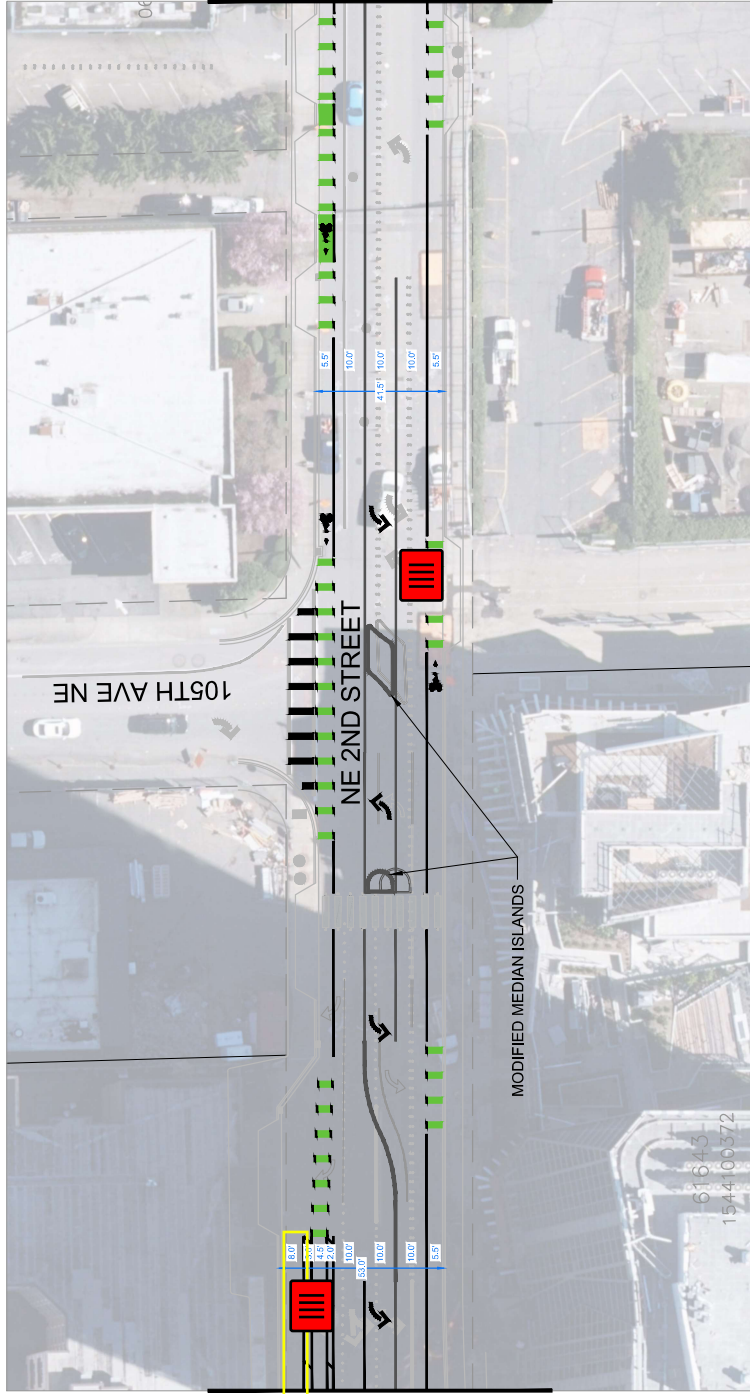
City of Bellevue
Transportation Department

PRELIMINARY DESIGN

BIKE BELLEVUE
NE 1ST STREET / NE 2ND STREET CORRIDOR

CONCEPTUAL PLAN

SHT. 1A OF 9



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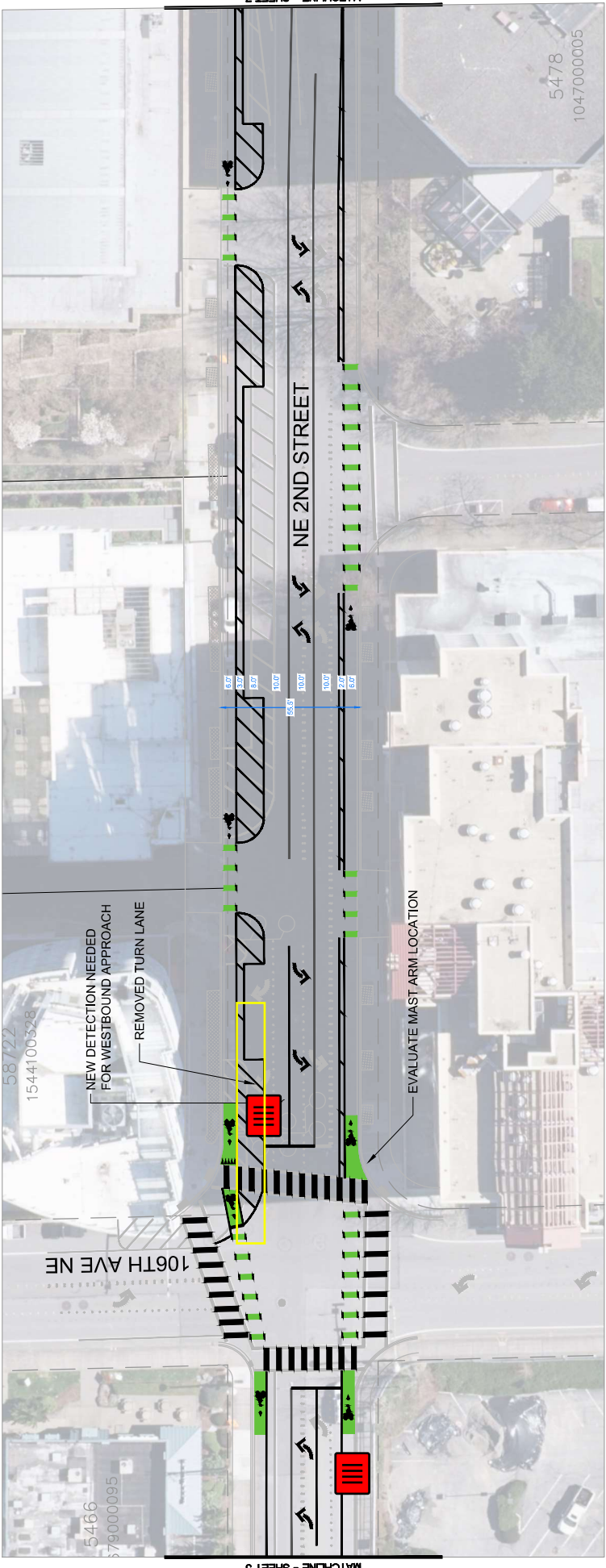


PRELIMINARY DESIGN

BIKE BELLEVUE
NE 1ST STREET / NE 2ND STREET CORRIDOR

CONCEPTUAL PLAN

SHT 5 OF 9



NO.	DATE	BY	APP'D	REVISIONS

City of Bellevue
 Transportation Department

PRELIMINARY DESIGN

BIKE BELLEVUE
NE 1ST STREET / NE 2ND STREET CORRIDOR

CONCEPTUAL PLAN
 SHEET 6 OF 9

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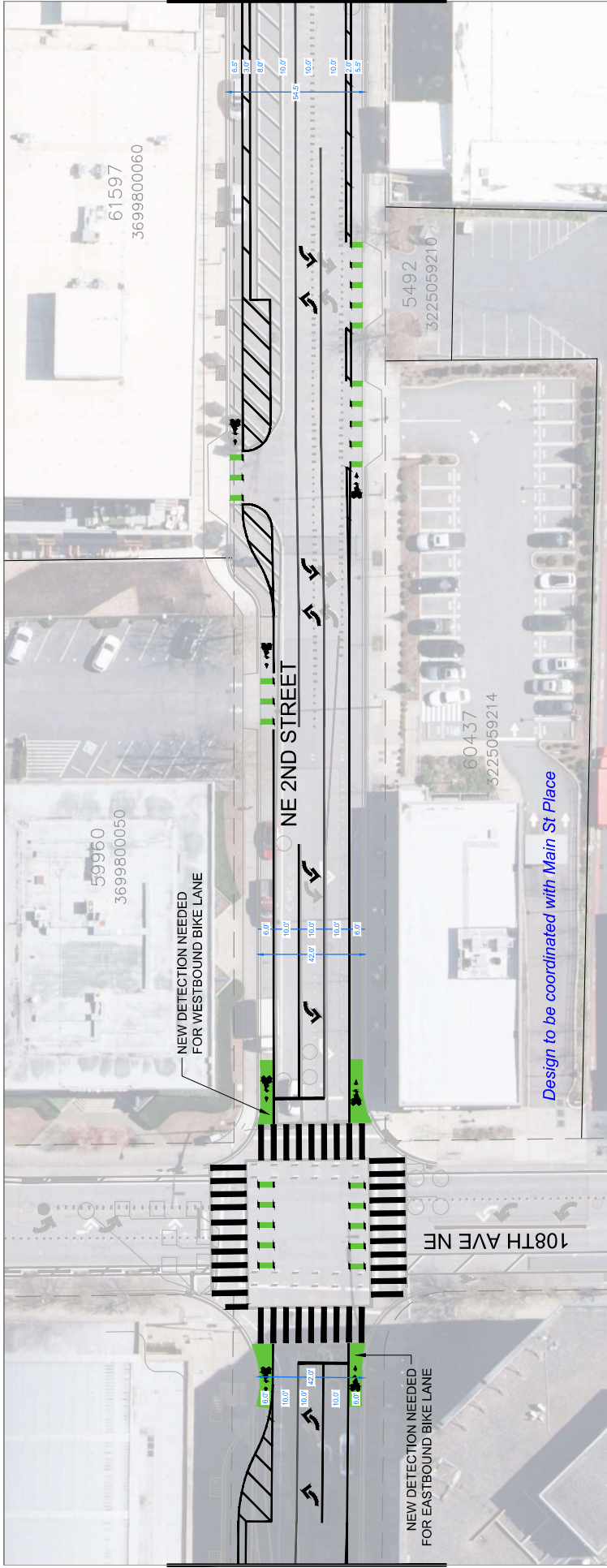
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PRELIMINARY DESIGN

BIKE BELLEVUE
NE 1ST STREET / NE 2ND STREET CORRIDOR

CONCEPTUAL PLAN
SHT 7 OF 9



MATCHLINE - SHEET 8A OR 8B

MATCHLINE - SHEET 6



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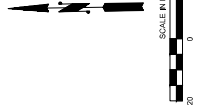
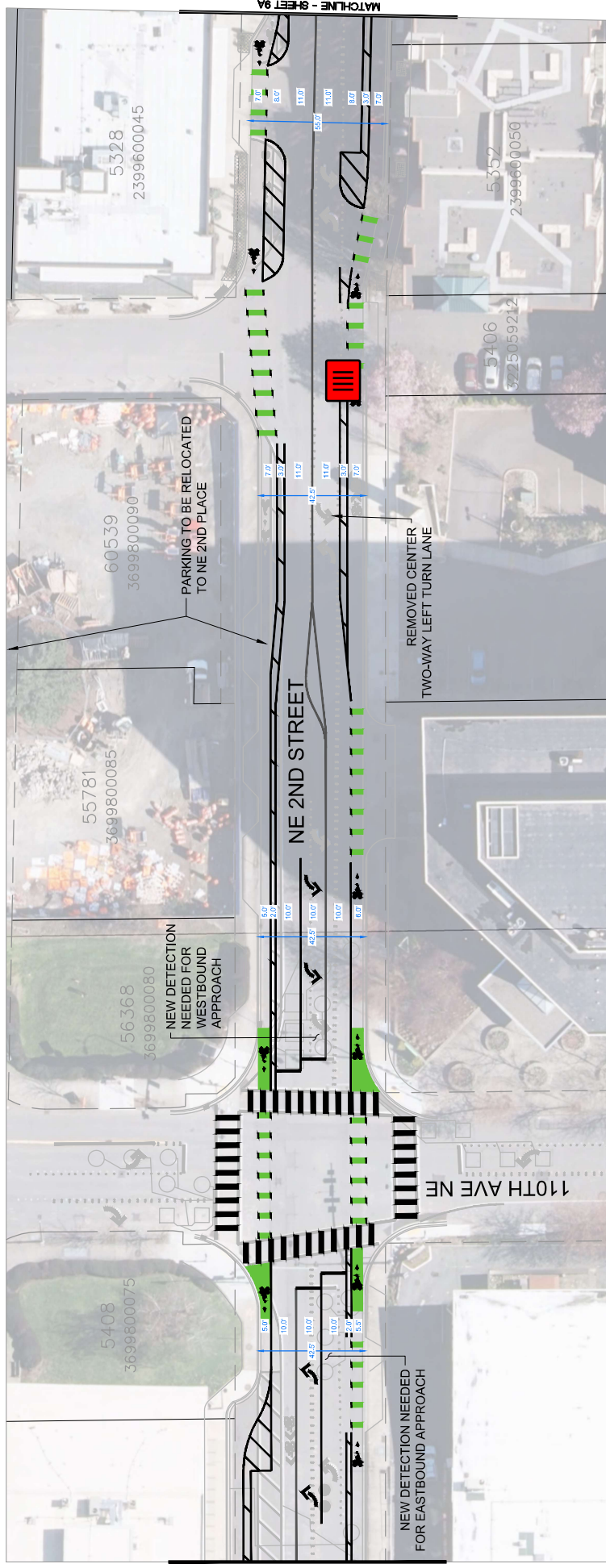


PRELIMINARY DESIGN

BIKE BELLEVUE
NE 1ST STREET / NE 2ND STREET CORRIDOR

CONCEPTUAL PLAN

SHT. 08A OF 09





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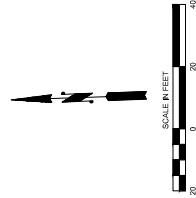
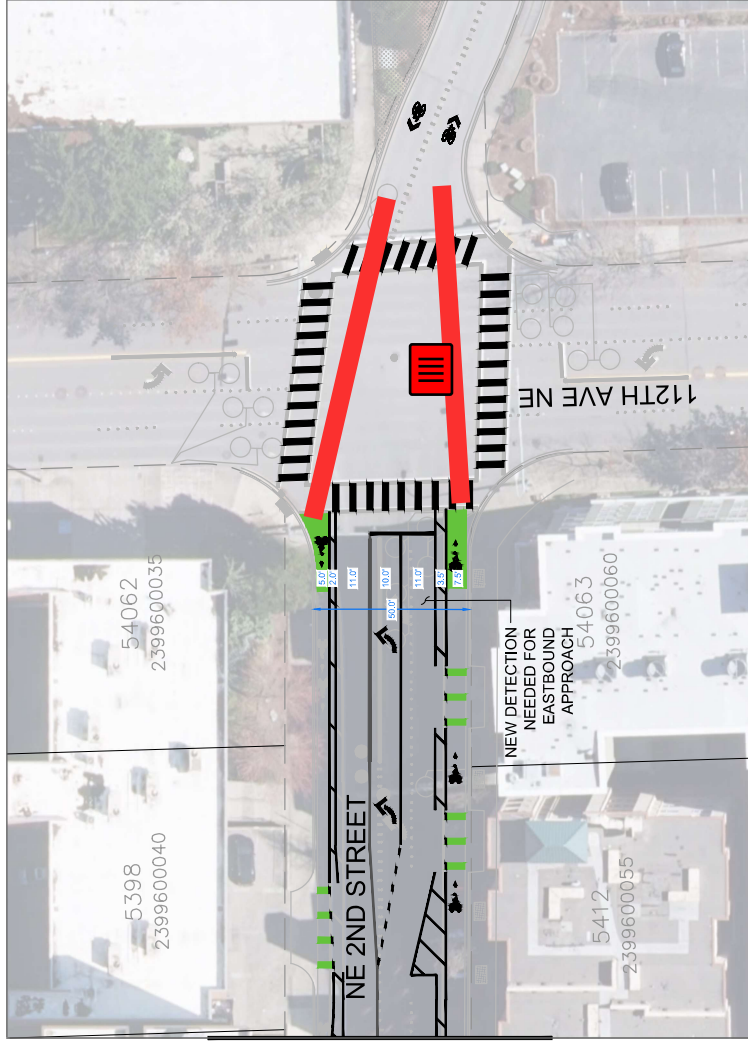
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PRELIMINARY DESIGN

BIKE BELLEVUE
NE 1ST STREET / NE 2ND STREET CORRIDOR

CONCEPTUAL PLAN
SHT. 0A OF 09



Bike Bellevue - Corridor 6 (NE 1st Street/NE 2nd Street - Bellevue Way NE to 110th Ave NE)

City of Bellevue Transportation Department

Estimate - 8/29/2023

Planning Level Estimate

Item No.	Sect. No.	Item	Quantity	Unit	Unit Cost	Total Cost
1	1-09	Mobilization	1	LS	\$68,300	\$68,300
2	1-10	Traffic Control Supervisor	1	LS	\$34,124	\$34,124
3	1-10	Other Temporary Traffic Control	1	LS	\$34,124	\$34,124
4	2-02	Sawcut	150	LF	\$10	\$1,500
5	2-02	Removing Asphalt Concrete Pavement	48	SY	\$25	\$1,200
6	2-02	Removing Cement Conc. Pavement	24	SY	\$40	\$960
7	2-02	Removing Cement Conc. Curb and Gutter	93	LF	\$20	\$1,860
8	4-04	Crushed Surfacing Top Course	12	TON	\$80	\$960
9	5-04	HMA CI 1/2" PG 58H-22	11	TON	\$220	\$2,420
10	5-05	Cement Concrete Pavement	22	SY	\$150	\$3,300
11	8-04	Cement Conc. Traffic Curb and Gutter	84	LF	\$80	\$6,720
12	8-14	Detectable Warning Surface	2	EA	\$500	\$1,000
13	8-09	Raised Pavement Marker, Type 1	19	HUND	\$1,000	\$19,000
14	8-09	Raised Pavement Marker, Type 2	4	HUND	\$1,500	\$6,000
15	8-02	Removing Raised Pavement Marker	3783	LF	\$3	\$11,349
16	8-02	Traffic Signal Modifications Complete - Bell Way and NE 2nd	1	LS	\$30,000	\$30,000
17	8-20	Bicycle Signal Head	2	EA	\$1,200	\$2,400
18	8-20	Blank-Out Sign	2	EA	\$5,000	\$10,000
19	8-20	Video Detection (TrafiSense Camera)	10	EA	\$6,000	\$60,000
20	8-20	Induction Loop Detector	35	EA	\$1,500	\$52,500
21	8-21	Permanent Signing	1	LS	\$35,000	\$35,000
22	8-22	Removing Paint Line	3632	LF	\$3	\$10,896
23	8-22	Removing Plastic Line	1441	LF	\$5	\$7,205
24	8-22	Removing Plastic Traffic Marking	57	EA	\$200	\$11,400
25	8-22	Removing C-Curb	79	LF	\$10	\$790
26	8-22	Paint Line, White, 6 Inch	3900	LF	\$2	\$7,800
27	8-22	Plastic Line, 6 Inch	6680	LF	\$8	\$50,100
28	8-22	Green Bicycle Lane Treatment	8389	SF	\$25	\$209,725
29	8-22	C-Curb	153	LF	\$80	\$12,240
30	8-22	Plastic Crosswalk Line	5148	SF	\$20	\$102,950
31	8-22	Plastic Stop Line	220	LF	\$15	\$3,300
32	8-22	Plastic Traffic Arrow	29	EA	\$350	\$10,150
33	8-22	Plastic Bicycle Lane Symbol	56	EA	\$385	\$21,560
34	8-22	Bicycle Shared Lane Marking	2	EA	\$385	\$770
35	8-22	Signal Induction Loop Marker	21	EA	\$350	\$7,350
SubTotal						\$ 838,953.50

+ 10% Prelim. Design Contingency \$ 83,895.35

+10% Construction Management \$ 83,895.35

+ 10% Contingency \$ 83,895.35

Construction Total \$ 1,090,639.55

Design & Permitting Total (15% of Construction) \$ 163,595.93

Project Total (Design + Construction) \$ 1,254,235.48

Preliminary cost estimates to be finalized and determined by City, this range is an approximation completed in 2023.



CITY OF BELLEVUE

TRANSPORTATION DEPARTMENT

BIKE BELLEVUE

WILBURTON CORRIDOR

CITY MANAGER
BRAD MIYAKE

MAYOR
LYNNE ROBINSON

DIRECTOR OF TRANSPORTATION
ANDREW SINGELAKIS

DEPUTY MAYOR
JARED NIEUWENHUIS

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JEREMY BARKSDALE
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JENNIFER ROBERTSON
JOHN STOKES
JANICE ZAHN

SCHEDULE OF DRAWINGS

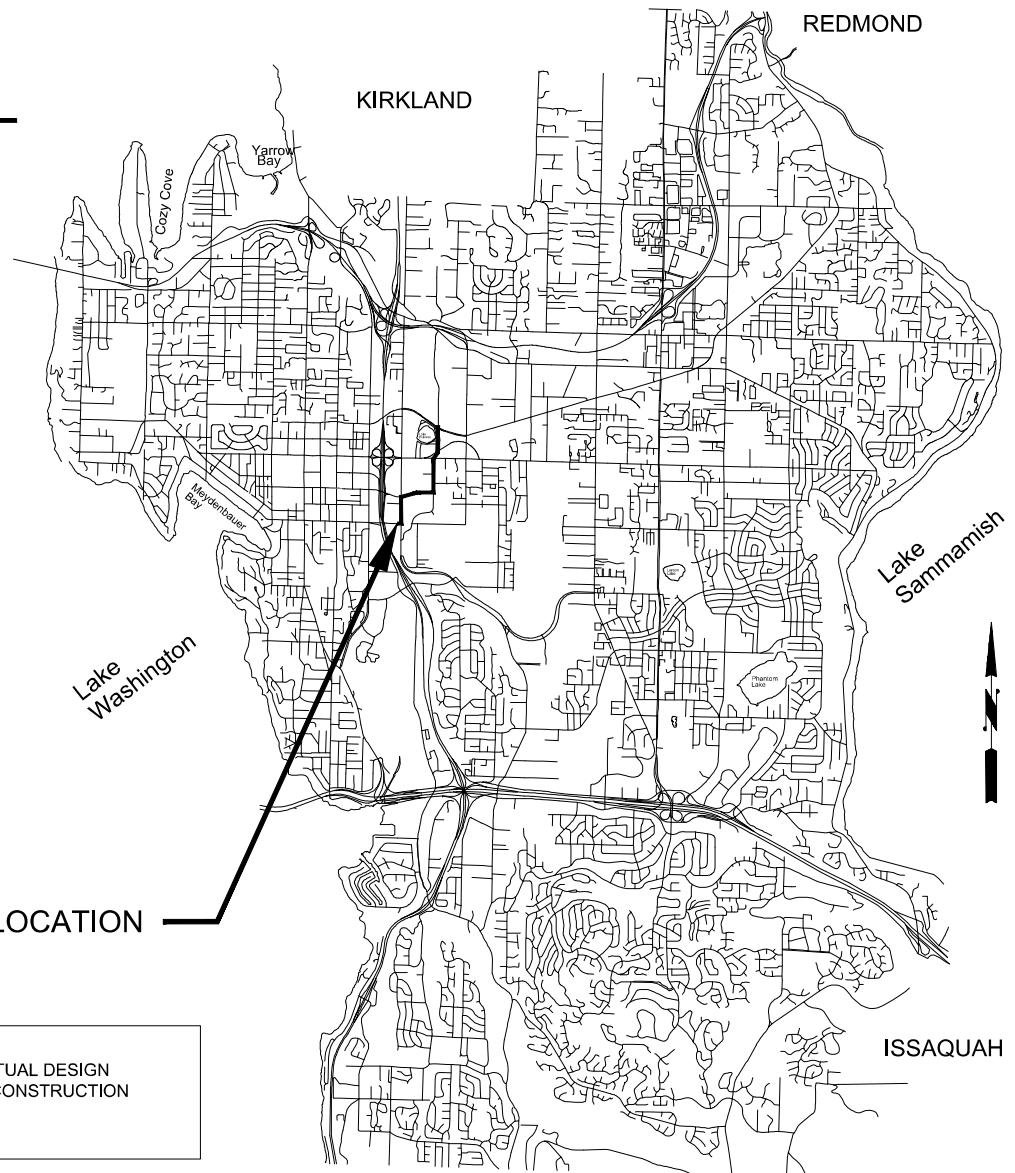
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2-10	ROADWAY PLANS

C.I.P. NUMBER PW-R-199

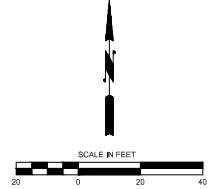
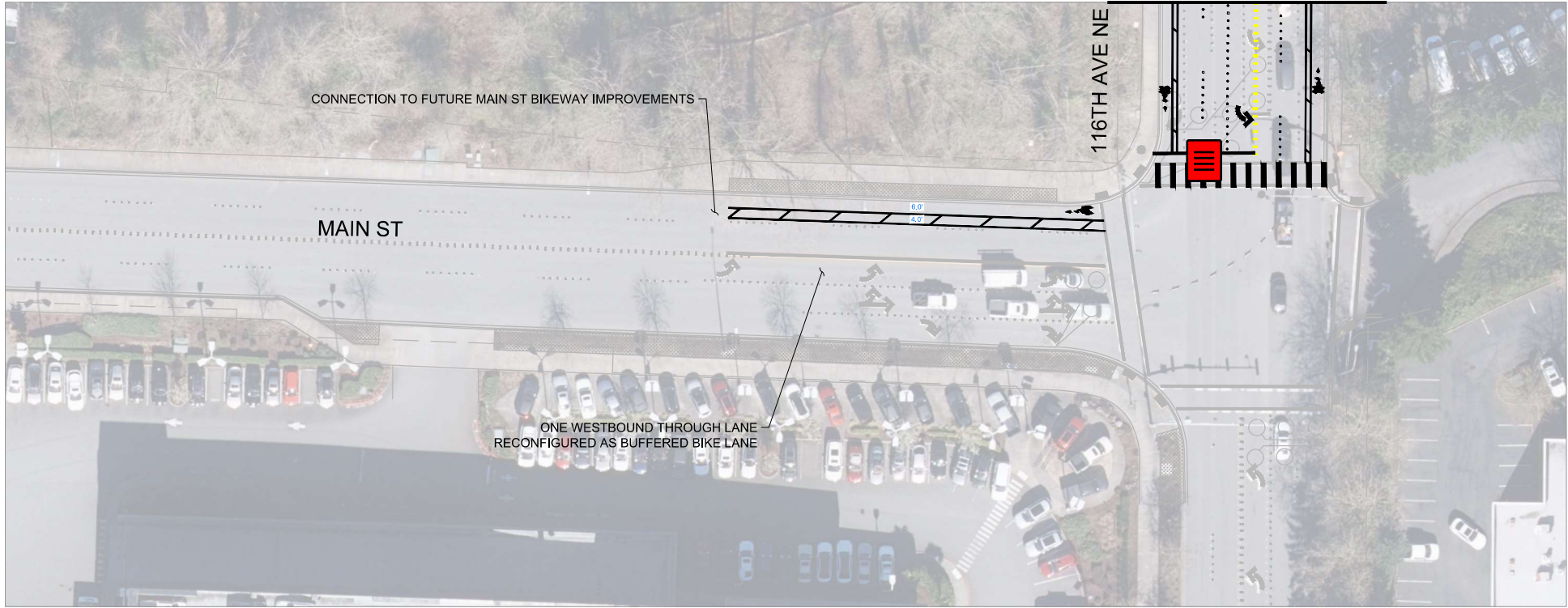
PROJECT LOCATION

CONCEPTUAL DESIGN
NOT FOR CONSTRUCTION

Design to be coordinated with 2025 Pavement Overlay



MATCHLINE - SHEET 03



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**BIKE BELLEVUE
 WILBURTON CORRIDOR**

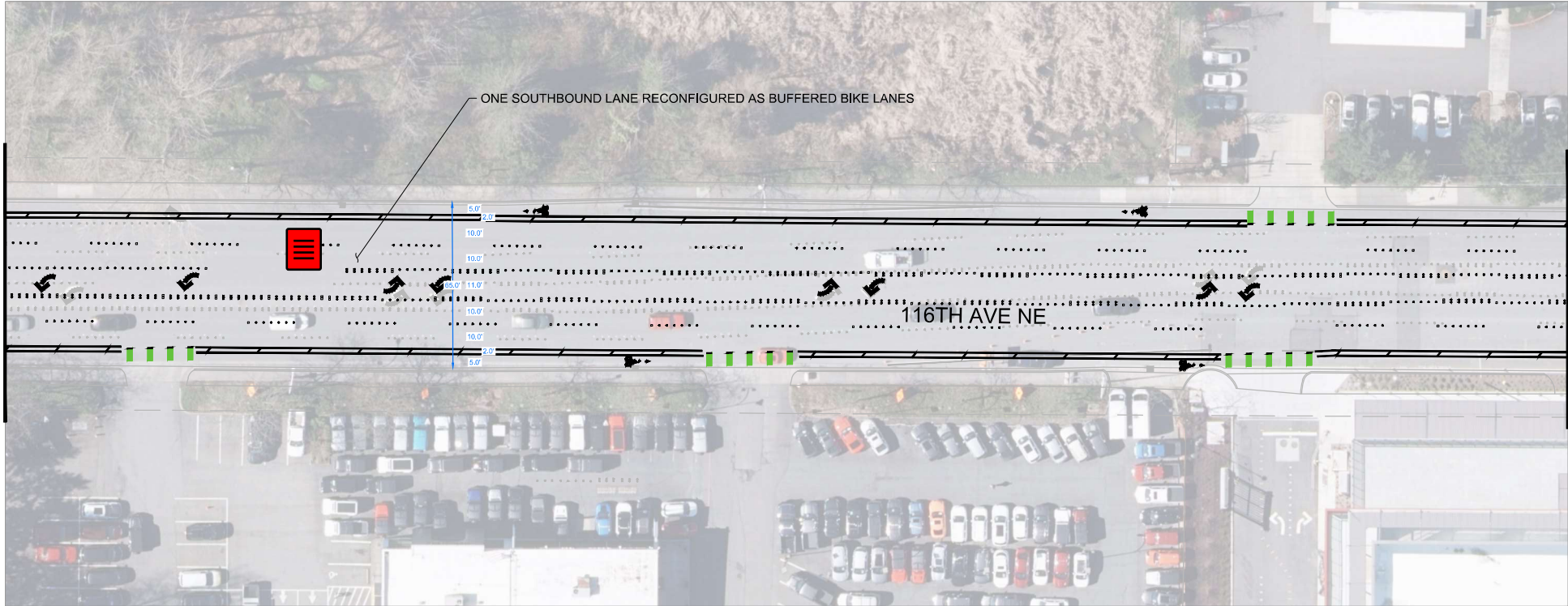
CONCEPTUAL PLAN

SHT 2 OF 11

ONE SOUTHBOUND LANE RECONFIGURED AS BUFFERED BIKE LANES

MATCHLINE - SHEET 02

MATCHLINE - SHEET 04



116TH AVE NE



NO.	DATE	BY	APPR.	REVISIONS

DESIGNED BY	DATE
DRAWN BY	DATE
CHECKED BY	DATE



City of Bellevue
Transportation Department

**BIKE BELLEVUE
WILBURTON CORRIDOR**

CONCEPTUAL PLAN

SHT 3 OF 11

ONE SOUTHBOUND LANE RECONFIGURED AS BUFFERED BIKE LANES

BICYCLE PROTECTED CORNER

NE 4TH ST

116TH AVE NE

116TH AVE NE

MATCHLINE - SHEET 03

MATCHLINE - SHEET 05



NO.	DATE	BY	APPR.	REVISIONS

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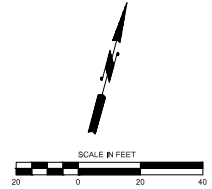
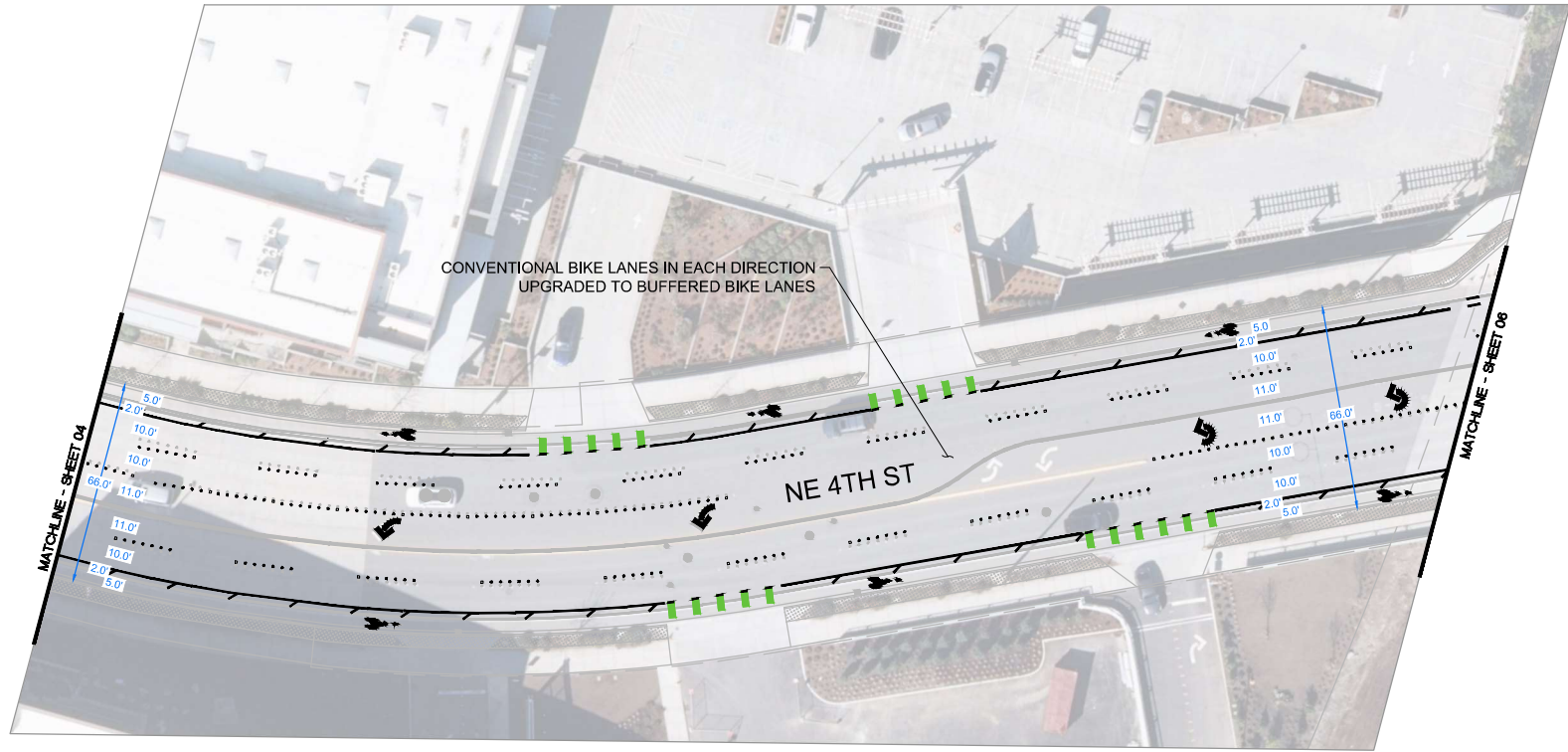


City of Bellevue
 Transportation Department

**BIKE BELLEVUE
 WILBURTON CORRIDOR**

CONCEPTUAL PLAN

SHT 4 OF 11



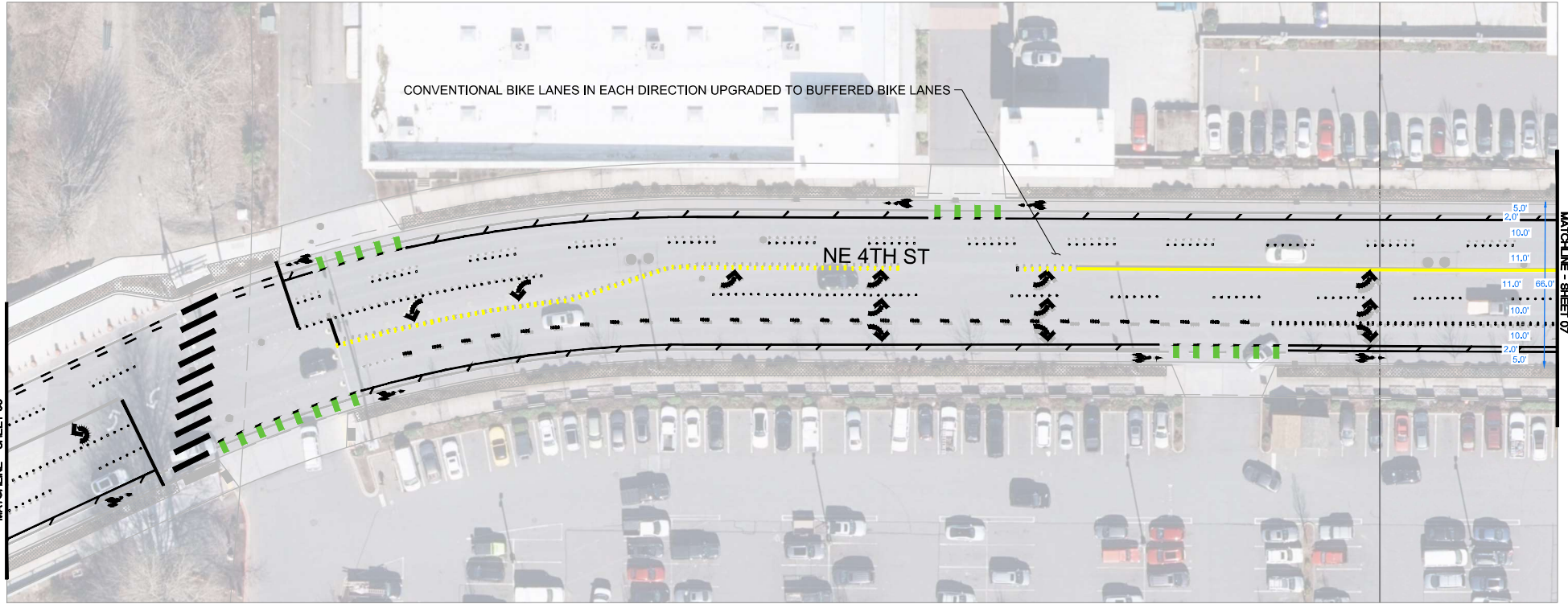
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**BIKE BELLEVUE
 WILBURTON CORRIDOR**

CONCEPTUAL PLAN



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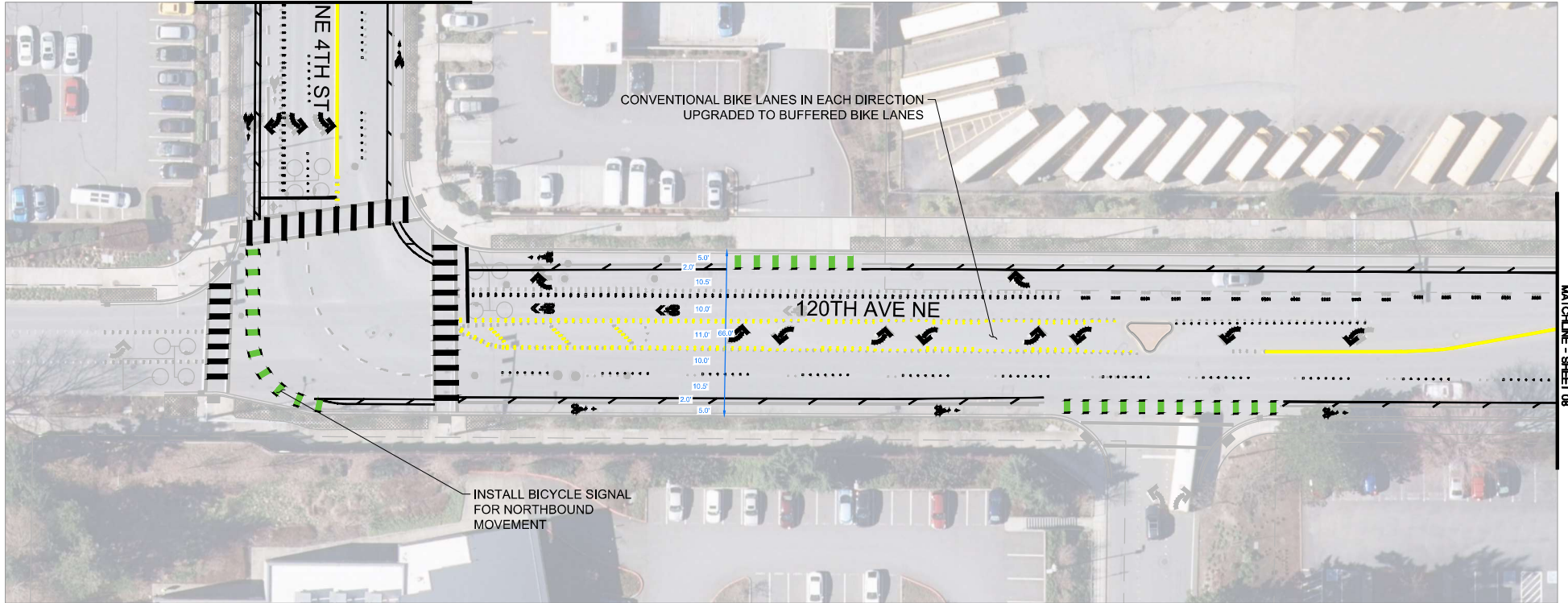
City of Bellevue
Transportation Department

**BIKE BELLEVUE
WILBURTON CORRIDOR**

CONCEPTUAL PLAN

SHT 6 OF 11

MATCHLINE - SHEET 06



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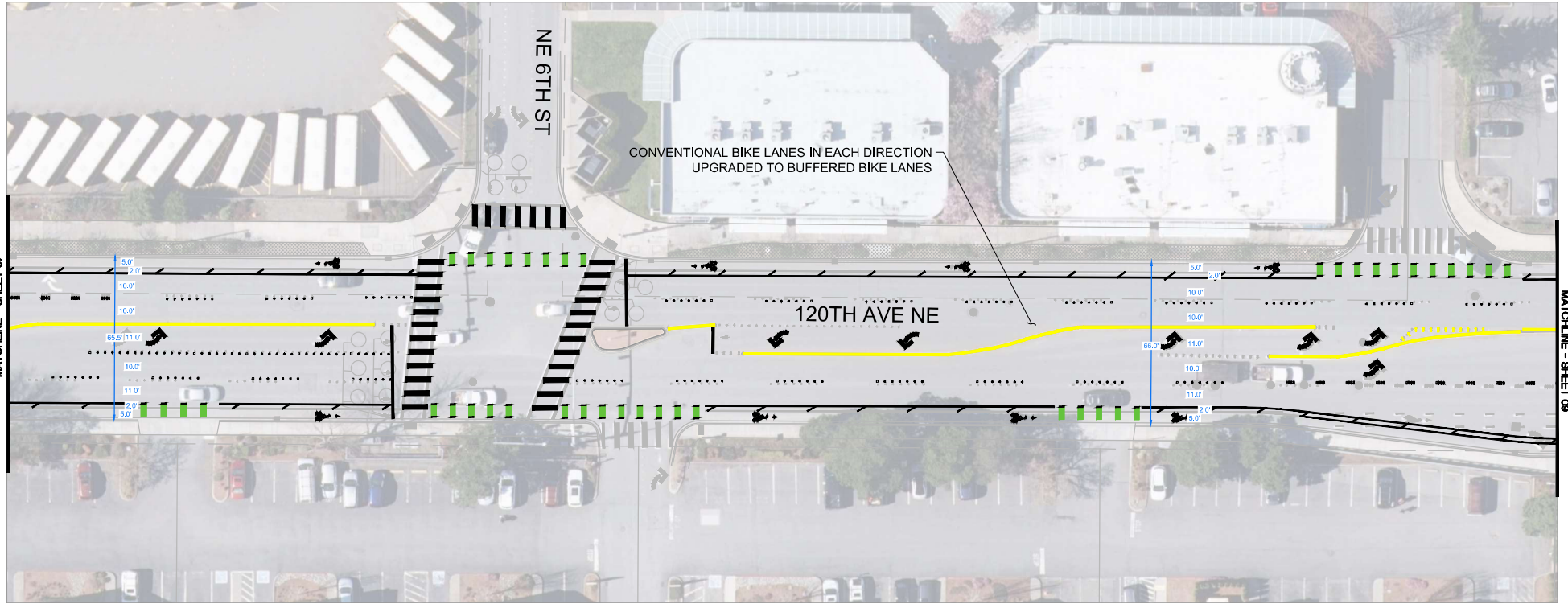


**City of
Bellevue**
Transportation Department

**BIKE BELLEVUE
WILBURTON CORRIDOR**

CONCEPTUAL PLAN

SHT 7 OF 11



MATCHLINE - SHEET 07

MATCHLINE - SHEET 08

NE 6TH ST

CONVENTIONAL BIKE LANES IN EACH DIRECTION
UPGRADED TO BUFFERED BIKE LANES

120TH AVE NE



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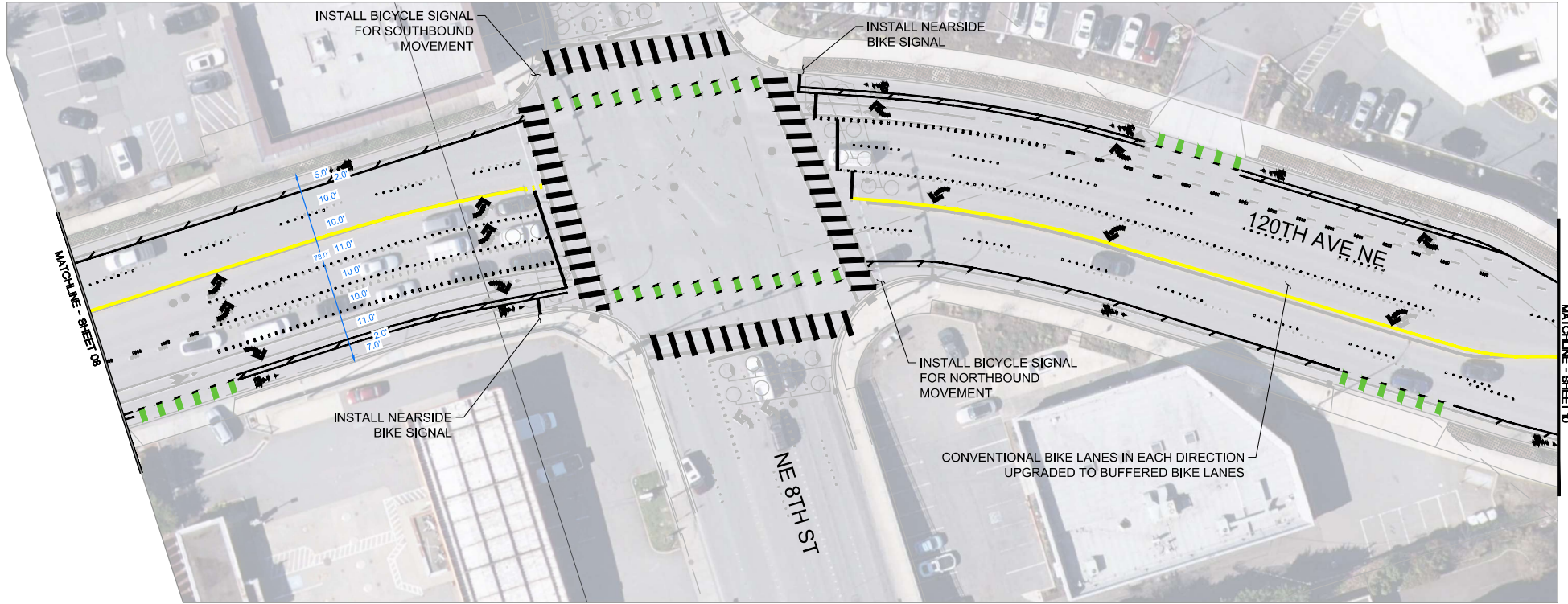
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**City of
Bellevue**
Transportation Department

**BIKE BELLEVUE
WILBURTON CORRIDOR**

CONCEPTUAL PLAN



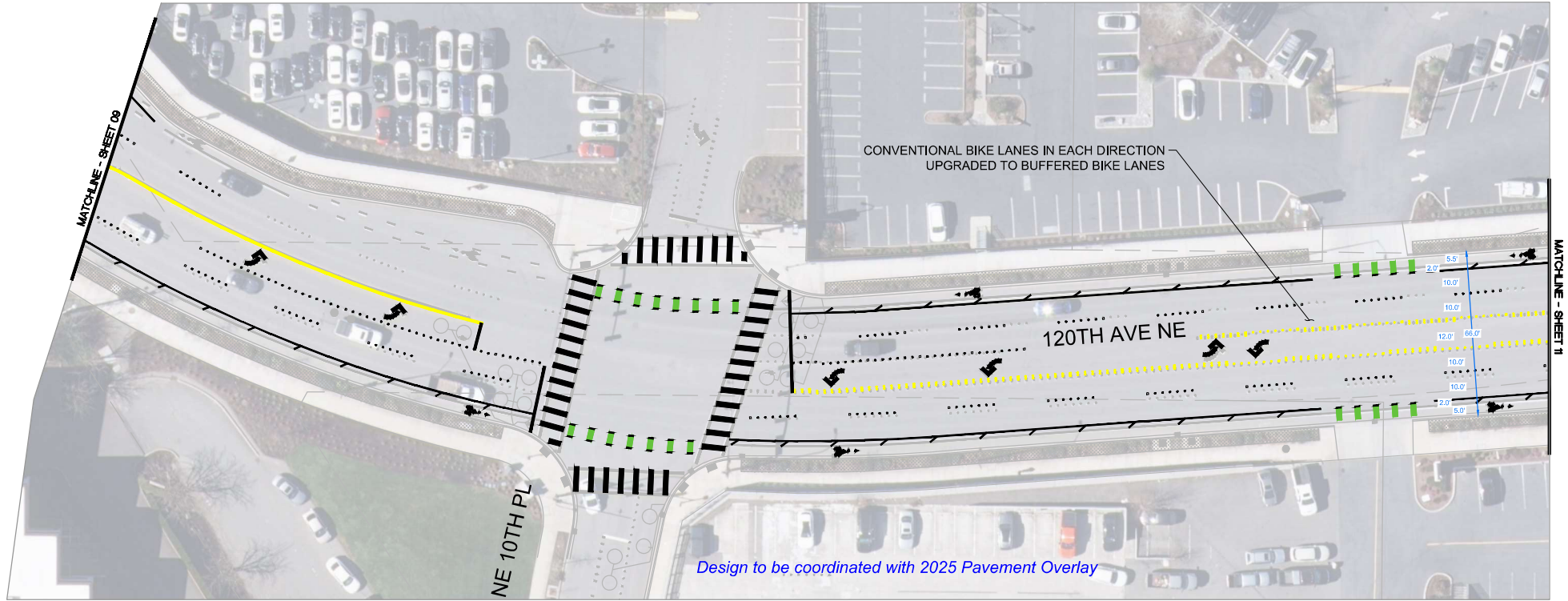
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**BIKE BELLEVUE
 WILBURTON CORRIDOR**

CONCEPTUAL PLAN



CONVENTIONAL BIKE LANES IN EACH DIRECTION
UPGRADED TO BUFFERED BIKE LANES

120TH AVE NE

Design to be coordinated with 2025 Pavement Overlay



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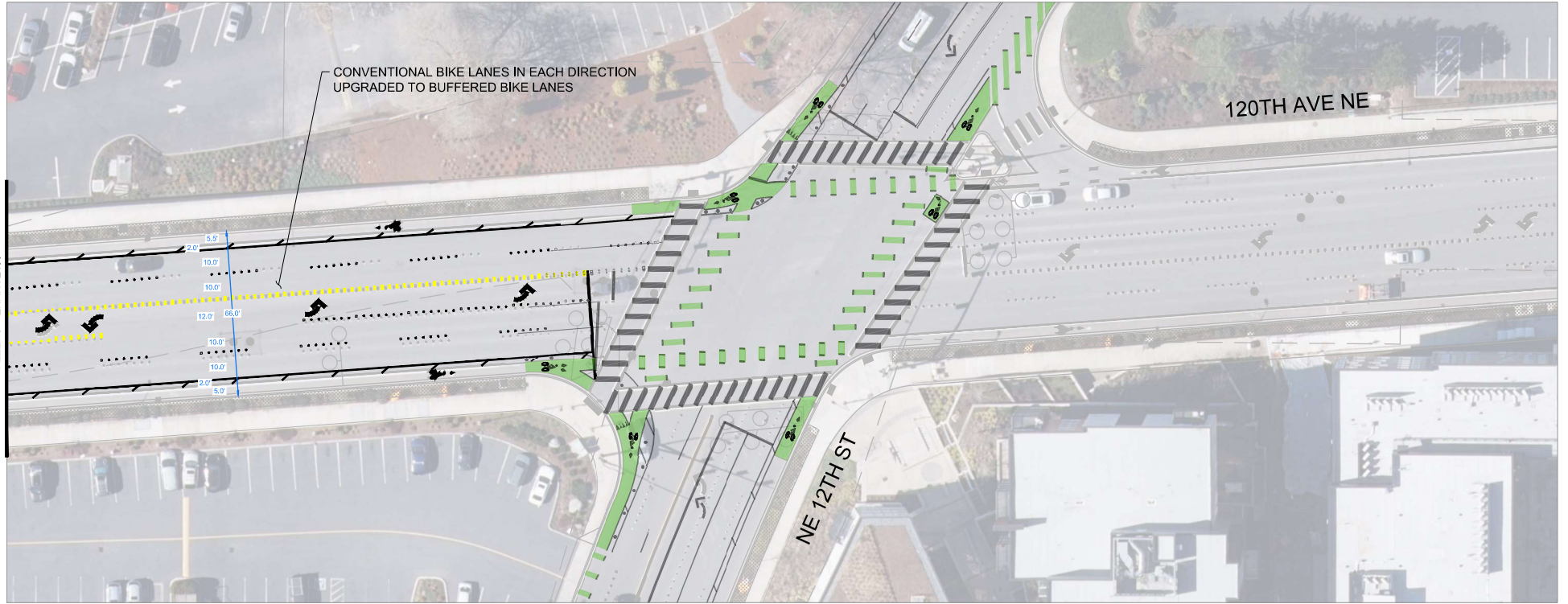


**City of
Bellevue**
Transportation Department

**BIKE BELLEVUE
WILBURTON CORRIDOR**

CONCEPTUAL PLAN

SHT 10 OF 11



CONVENTIONAL BIKE LANES IN EACH DIRECTION
UPGRADED TO BUFFERED BIKE LANES

120TH AVE NE

NE 12TH ST

MATCHLINE - SHEET TO

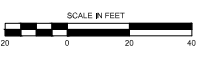
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**City of
Bellevue**
Transportation Department

**BIKE BELLEVUE
WILBURTON CORRIDOR**



CONCEPTUAL PLAN

Bradley, Oleta

From: Mariya Frost <mariya.frost@kemperdc.com>
Sent: Tuesday, April 9, 2024 4:07 PM
To: TransportationCommission
Cc: Kevin Wallace; Council; Singelakis, Andrew
Subject: KDC/WPI comment on Bike Bellevue
Attachments: ALTA Corridor 6 with Last Resort Markups.pdf; ALTA Corridor 9 Last Resort Markups.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Red Category

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Chair Stash and Commissioners,

I am submitting this written comment on behalf of Kemper Development and Wallace Properties in advance of Thursday's Transportation Commission meeting.

For your upcoming discussion of Bike Bellevue, we are concerned that staff are asking for immediate implementation of projects where road lanes are removed, which is contrary to Council direction.

As you know, at the March 25th meeting on Bike Bellevue, a supermajority of the Council passed a motion to require that corridors that would repurpose a vehicle travel lane would do so only as a last resort and using data to inform the decision. Their individual comments further reinforced this point:

- Nieuwenhuis: I don't think the removal of a lane necessarily meets our goals of providing a safe and comfortable experience for the rider... Let's move forward with corridors that don't require any removal of arterial lanes.
- Malakoutian: I agree that removing road lanes should be our last, last, last resort.
- Hamilton: I think it is time to take removing travel lanes out of the discussion.
- Lee: I would not support getting rid of car lanes for the benefit of bicyclists.

Segments 6 and 9, as currently designed, appear not to be consistent with the Council's direction because they remove road lanes. We request further analysis of the design to determine that those lanes are only being removed as a last resort. Please see Kevin's enclosed markups of the Bike Bellevue plans, Segments 6 and 9, indicating where road lanes are proposed to be removed with suggestions for staff to consider to avoid such removal.

Segment 6:

- Eliminates the WB thru-lane at the NE 2nd approach to the Bellevue Way. It appears that by modifying the sidewalk on the north side of the road (eliminating the curb bulb) to a condition similar to the south side, sufficient width can be created to preserve all of the existing road lanes and add the bike lanes.
- The design between 105th and 106th does not seem to account for the completion of the West Main project. The approved plans for the Vulcan apartments on the north side of the street should also be considered. If removal of road lanes results from implementing the proposed design on the new right of way, pursue alternative designs. The street parking could be removed if necessary to add the bike lanes without removing road lanes.
- Elimination of the WB right turn lane at the NE 2nd approach to the 106th intersection. It appears that the striped area between the bike lane and the sidewalk could be eliminated to preserve the right turn lane.

- Between 110th and 112th, much of the center left turn lane is eliminated. It appears there is sufficient right of way to preserve it and still add bike lanes.
- Between Bellevue Way and 100th, consider adding sharrow markings on the road lanes.
- Modify the pathway across the Bellevue Way intersection to connect the sharrows to the bike lanes.
- Add pathways across the 112th Ave. NE intersection to connect the bike lanes to sharrows.

Segment 9:

- The Bike Bellevue Guide states that the Wilburton Route restripes to provide separated buffered bike lanes while maintaining the existing 5-lane cross section, but it's not clear from the Alta designs how this impacts SB turn lanes. Clarification would be appreciated.
- The Alta designs show elimination of the SB right turn lane on 116th as it approaches Main Street and one of the WB lanes of Main Street. It appears that the vacant land to the west of this area could be utilized to widen the right of way and maintain the road lanes.
- The plans also note another area on 116th where a SB lane is reconfigured, but the note does not appear to be correct. If it is, please study alternatives that do not remove it.

All of the above suggestions are consistent with Council's direction to eliminate road lanes only as a last resort, and even appear to be achievable without significant additional cost.

If these designs are to be modified to prevent lane removal, that should be done and presented to the public *before* you are asked to vote on immediate implementation.

Thank you for your consideration.

Mariya Frost
Director of Transportation
Kemper Development Company
The Bellevue Collection | Bellevue Square Lincoln Square Bellevue Place
425-460-5925 Mobile
mariya.frost@kemperdc.com
www.bellevuecollection.com



Bradley, Oleta

From: Edward Wang <wangedwa@gmail.com>
Sent: Thursday, May 16, 2024 9:12 PM
To: McDonald, Kevin; Stevens, Paula; Singelakis, Andrew; TransportationCommission
Subject: Bike Bellevue - Interim Spring Blvd Connection

Categories: Red Category

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

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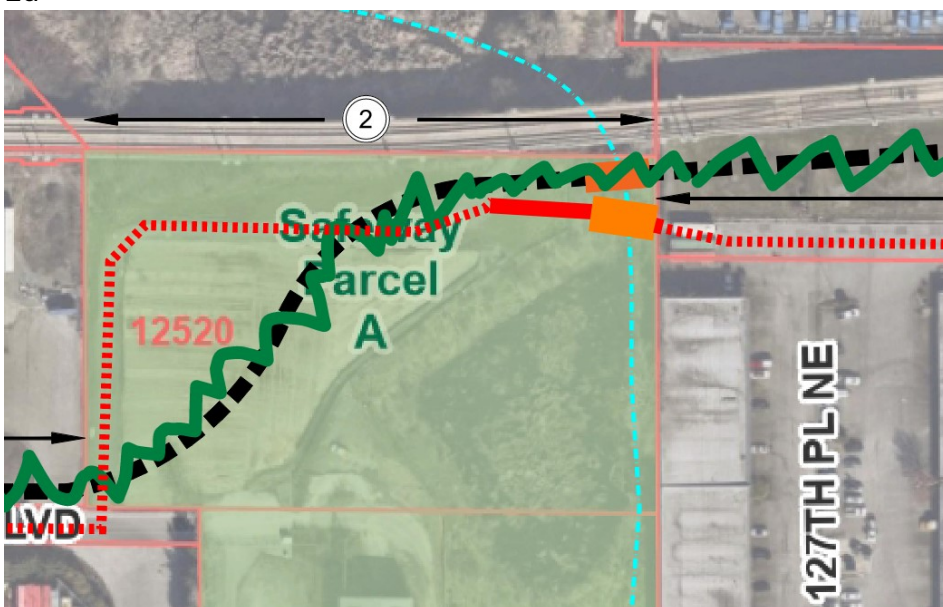
To whom it may concern,

I saw the city memo regarding the potential interim ped/bike connection through the future Spring Blvd route. I am confused why the proposed design is so extensive.

The extent of the connection I had envisioned connects the existing access road on City-owned "Safeway Parcel A" at the west end to the existing access road on ST property to the east - this is a mere 150'. There is no reason to build a shared-use path connection on the remainder of the segment given how little traffic these access roads see. Is there any reason this cannot be done?

The memo also notes "20-FT WIDTH REQUIRED FOR FIRE ACCESS WHEN NOT ADJACENT TO ROADWAY". Why is fire access needed on the trail, considering there are no buildings or anything along it?

Thanks,
Ed



Bradley, Oleta

From: Nick Ton <nichkt@gmail.com>
Sent: Sunday, August 4, 2024 4:18 AM
To: Council; TransportationCommission; Singelakis, Andrew
Subject: 8/6/2024 Public comment on bel red changes

Categories: Red Category

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

Does anyone here actually need to drive on bel red during commuting hours? I do because I have to use it to get to work. I have my dentist along bel red. I shop for groceries at that asian family market off bel red weekly.

Its horrible. I don't even care about the biking experience I care that there's constantly people parked in the middle of the road backing up traffic because there's no middle lane for people to turn left.

What kind of delusions does a person need to be under to think that keeping bel-red this way is a good thing?

Its dangerous to anyone that needs to turn left into a business because they need to just sit their car still in an active traffic lane anxiously waiting for oncoming traffic to provide a gap that they can snake into. It's dangerous for people behind them because there's just random people stopping in the middle of the road with barely any warning most times.

Who benefits from this? The car repair businesses? The hospitals? Certainly not the normal people just trying to get to work nor the people trying to visit the dental offices or other businesses along bel red.

Make it a 3 lane road with the middle to turn in. That works! Do whatever studies are needed, but the current situation sucks and works for nobody.

At this point any pervert advocating for bel red to be unchanged is actively and purposefully trying to get more accidents to happen. Something is wrong in the head with these people.

Bel-red road needs changing. To remove it from consideration is absolutely crazy and the people who are advocating for such need their motivations examined because they sure do not represent the people that actually actively use that corridor.

Apologies for my discourteous phrasing. I and the people I talk to who share my situation of needing to use bel red road to commute to work are very unhappy with the comission's delusional recommendation.

Bradley, Oleta

From: Christopher Randels <crandels@cs-bellevue.org>
Sent: Thursday, April 11, 2024 2:34 PM
To: TransportationCommission; McDonald, Kevin
Cc: Marciante, Loreana; Rebhuhn, Nik; Helland, Brad; Ting, Albert; Magill, Drew; Stash, Karen; Kurz, Jonathan; Nieuwenhuis, Jared; Singelakis, Andrew; Stevens, Paula
Subject: Comments for April 11th Transportation Commission Meeting
Categories: Red Category

[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 Commissioners, Councilmember Nieuwenhuis, and staff,

Our organization submits the following comments in advance of tonight's Transportation Commission meeting.

We fully support comments forthcoming from members of Eastside Urbanism that will outline our organizations' interpretation of Council direction. We maintain that reallocating vehicular lane capacity is an option that should remain on the table for several Bike Bellevue corridors and remains in line with Council direction.

Council has given direction to specifically prioritize implementing infrastructure on High Injury Network corridors; furthermore, Council has authorized the reallocation of vehicle space as a last resort measure when no other reasonable options to implement infrastructure are available. Since for several Bike Bellevue corridors, the only way to timely implement infrastructure that is in line with our city's Vision Zero 2030 target and Mobility Implementation Plan would be infrastructure that reallocates vehicular space, this remains an option that your body should feel empowered to consider.

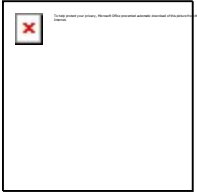
However, if your body needs further advice from Council to feel assured in this interpretation, our organization would recommend that you seek further direction from Council on their interpretation of the phrases "last resort" and "prioritize High Injury Network corridors". In line with Council Desk Manual Chapter 5.02, Councilmember liaisons should "not provide instructions to [a] board or commission", and that liaisons must "provide the board or commission with the big picture, including issues where there is likely controversy or where members need awareness." Direction on a controversial issue of this nature should be clear and representative of the full Council, not subject to potential unintentional bias of an individual Councilmember.

Given that there are different ways that members of our community can interpret Council's directive; given the impact this discussion will have on the ultimate implementation timeline & cost of 15 miles of bicycle infrastructure; and given that even different Councilmembers can have different interpretations of the motions they passed on March 25th, we urge you to ask Council for additional direction on the meaning of "last resort" and in what form High Injury Network corridors should be prioritized. This further direction should provide clarity towards under what circumstances your body should feel empowered to make recommendations that would reallocate vehicular travel lanes.

Thank you for your service to the city of Bellevue.

Best,

--



Chris Randels

Founder, Complete Streets Bellevue

completestreetsbellevue.org

470-205-4310

Pronouns: he/him

Vehicle lanes

Kasie Harvey <kasie@studiowaxbellevue.com>

Tue 5/21/2024 12:44 PM

To:TransportationCommission <TransportationCommission@bellevuewa.gov>

Cc:Council <Council@bellevuewa.gov>

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

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Hello. I want to let you know as a business located on Main St in Old Bellevue, we favor the addition of sharrows instead of closing down one lane to motorized vehicles. We are highly opposed to prioritizing bike lanes over vehicle lanes. Thank you.

Kasie Harvey | owner
Studio Wax

Online Booking and Buy Products:
www.studiowaxbellevue.com
10245 Main St, suite 106 | Bellevue
425.281.7339

Vehicle road rage against bikes

Alia <aliawillingham@gmail.com>

Tue 5/21/2024 9:48 PM

To: Council <Council@bellevuewa.gov>; TransportationCommission <TransportationCommission@bellevuewa.gov>

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

Hello, you are probably sick of my emails at this point, but I had to share with you the police report I just filed due to a driver-bike interaction. This incident (or string of incidents) highlights the importance of a continuous network that takes into account the actual behavior and beliefs of drivers. Even though I followed the law, I was harrassed for simply using our streets. I am a strong person who will keep biking regardless of the hate slung at me, but I'm not ignorant of it. I deal with bus drivers angry that I bring a bike on transit and drivers angry that I ride a bike on roads every week as a part of my commute and many days as part of living my life. My husband has had enough and is getting me a dash cam equivalent so maybe I'll provide you video evidence in the future.

Here's the narrative from my police report:

While riding home south on 164th street just after the schools, a large truck honked repeatedly, then swerved around me. He then parked in what I believe was the driveway of the house I listed, came down to the street and shouted at me to "get in the bike lane bitch". I told him there is no bike lane, which is true. I have confirmed it not only because there is not room for a bike there, but also it is not marked on pavement or the city map for that street. He replied, pointing to the white line at the edge of the road, "that's your bike lane bitch". The man was an older white man with a beard and greying hair.

I had a very similar encounter happen to me yesterday on 164th while riding south, but to the north of 24th street. A minivan honked and swerved around me. Both incidents occurred while I was riding in the lane because there is no bike lane. Riding in the lane (typically the right side of the lane as stated in the biking rules) is the safest place to ride from a getting-hit-accidentally stance, because the car that honks is the car that doesn't swerve or back into me unexpectedly. However, I don't appreciate this treatment either.

Considering this is a school zone, while I'm not a child nor a student, I think this is very concerning behavior. This is the only "safe" route from the Greenway to the 520 trail, but it is not safe. Specifically I am complaining in this method today because I have been subject to harassment by a resident who showed me where he lived (apologies if I'm off by a number or two, I did not stop for obvious reasons). Also because I want the city to take the safety of bicyclists from drivers behavior regardless of road laws more seriously.

-Alia Atwell

Victim blaming is not transportation engineering

Andrew Pardoe <apardoe@live.com>

Tue 6/4/2024 8:29 AM

To: Council Office <CouncilOffice@bellevuewa.gov>

Cc: TransportationCommission <TransportationCommission@bellevuewa.gov>

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Council,

I was surprised to see this letter in the Seattle Times from “Bill Popp Sr., Bellevue, transportation planning engineer”: <https://www.seattletimes.com/opinion/letters-to-the-editor/road-safety-require-highly-visible-reflective-clothing/>. Its central thesis is that the onus of safety is on the vulnerable road user: we should recommended legislation requiring anyone on a bicycle to wear “highly visible day and night reflective wearables.” It’s not enough to shift the blame to victim, he goes on to dismiss the role of safe infrastructure, dismissing safety improvements in Seattle as “architecturally splashy”.

While it turns out that Mr. Popp is not directly employed by the City of Bellevue, his company, William Popp Associates, is consulting on multiple transportation projects that include multimodal safety improvements, including Bellevue Way SE and Old Main St. I do not believe the city should be getting traffic engineering advice from a man who claims that people should keep themselves from getting hit by drivers. We should be working with transportation engineers who believe that solid transportation engineering has a leading role in safety, rather than just looking “splashy.” Mr. Popp’s eagerness to write to the local paper expressing his 1950’s thinking is clear evidence that he is not someone the city should be paying for traffic safety engineering advice.

We all recognize that safety is a shared responsibility. When I bike to work I often wear a yellow jacket and always have lights. But I also appreciate that the city has built safer infrastructure, rather than pushing for legislation about what I wear. [It’s one thing when a woman in Kent pushes for all children to carry red flashing lights](#). It’s another thing entirely when a transportation professional recommends citizens wear hi-viz clothing any time they are near automobiles to themselves from getting killed.

Why should we stop with bicycle riders? Would Mr. Popp require anyone using a crosswalk in Bellevue to wear high-visibility gear? People have died in Bellevue crosswalks, no doubt because the drivers “didn’t see them.” How about people sitting on a bench, waiting at a bus stop? Or children being pushed in a stroller on the sidewalk? I’ve seen deer on the streets of my Surrey Downs neighborhood. Should they borrow orange vests from local hunters? It amazes me that a “transportation planning engineer” would want to advertise publicly that he disregards decades of transportation safety research as well as prevailing industry and government practices.

The city should not be paying Mr. Popp for his traffic safety engineering advice. Please strongly consider whom the city does business with when awarding future contracts.

Thank you for your consideration,

Andrew Pardoe
101915 SE 1st St

Written Communications - 2024-08-06 - Bike Bellevue

Jay Bazuzi <jay@bazuzi.com>

Sat 8/3/2024 11:56 AM

To: Council <Council@bellevuewa.gov>; Transportation Commission <TransportationCommission@bellevuewa.gov>; Singelakis, Andrew <ASingelakis@bellevuewa.gov>

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Hi, my name is Jeryas Bazuzi and I first moved to Bellevue in 1999. I live in the Lake Hills / Crossroads area and my employer's offices are in downtown Bellevue.

I like the idea of combining my commute and my workout by biking to work. I have a bike that I like, our weather is mild, the distance is reasonable, and there are showers with towel service in our office building. It's a great setup except that the path is hazardous for cyclists. Every time I take this trip by bike, I feel like I am taking my life in my hands.

Please move forward with the full Bike Bellevue plan. Reallocating lanes from cars to bikes is the right tradeoff and will make Bellevue better.

- Jeryas (Jay) Bazuzi
Lake Hills



Bellevue Transportation Commission
450 110th Avenue NE
Bellevue, WA 98004

May 23, 2024

RE: Bike Bellevue

Chair Stash and Commissioners,

Thank you for your continued engagement and critical review of the Bike Bellevue.

We want to express our full support of the staff proposed redesign of Corridor 6A (NE 1st/NE 2nd between 100th Ave. NE and Bellevue Way) with sharrows. The section of the NE 1st/NE 2nd is already achieving a LTS 3 (level of traffic stress) and the target is LTS 3 due to slow-moving traffic, heavy pedestrian activity, raised intersections, mid-block crosswalks, and landscaped medians. Inexperienced bicycle riders have alternatives to ride through the completed circle within downtown park or on wide sidewalks adjacent to the. As a result, sharrows are a safe and low-cost solution for bicyclists, while preserving general purpose capacity for vehicles, freight, and emergency responders.

If NE 1st Street was converted to one-way eastbound access to the Downtown Park, Inspiration Playground, and Main Street would be crippled. The one-way plan would negatively impact events at the Downtown Park (like Ice Skating, Bellevue Family 4th, and Summer Outdoor Movies). Diverted traffic will be pushed to adjacent streets and neighborhoods. The Bike Bellevue plan will also impact Main Street events like the Old Bellevue Wine Walk, Bellevue High School Homecoming, and Summer Outdoor Dining. Introducing downtown Bellevue's first one-way street would increase traffic circling around the block and increase latent demand on Main Street, Bellevue, Way and 100th Ave NE. The one-way concept would force traffic to other streets that were not considered or measured for impact in the study. Old Bellevue is dependent on adequate vehicle throughput and inhibiting street capacity would be short sighted for Bellevue's projected growth and therefore we are supportive of staff's recommendation to instead introduce sharrows for vehicles and bicycles to share the road along this important stretch of roadway. Sharrows are lower cost, allow for greater capacity of the roadway, and increase safety.

In addition, regarding – Corridor 8, we oppose the staff proposed bi-directional bike lanes on 100th Ave. NE which would cross busy Bellevue Square driveways, as this would greatly increase the potential for accidents and inhibit adequate vehicular and pedestrian sight distance this reducing overall safety for all users. Sharrows on 100th Ave NE would be a reasonable compromise that would accommodate traffic while adding a visible option for bicycling. We support the use of sharrows on 100th Ave NE from NE 12th to Main Street, as a

low-cost, safe solution that preserves vehicle capacity and does not inhibit emergency response times or access to regional attractions.

Lastly, regarding the Spring Boulevard Concept for an Interim Active Transportation Connection, I would encourage this commission to ask why does the proposed solution cost so much and what are the alternatives that were explored. The proposed elimination of vehicle lanes on Northrup Way and Bel-Red Corridors are not viable solutions and council has asked this commission to only consider projects that eliminate vehicle lanes as a last resort.

Thank you again for your consideration, and we look forward to continuing to engage and collaborate on this effort.

Sincerely,

A handwritten signature in black ink that reads "Carl K. Vander Hoek". The signature is written in a cursive, flowing style.

Carl Vander Hoek
Vander Hoek Corporation

Vander Hoek Corporation Letter regarding Bike Bellevue

Carl Vander Hoek <carl@vanderhoek.us>

Thu 5/23/2024 3:47 PM

To:TransportationCommission <TransportationCommission@bellevuewa.gov>

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

 1 attachments (117 KB)

24-0523 Vander Hoek Corporation - Bike Bellevue Letter.pdf;

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Chair Stash and Commissioners,

Please find the attached letter regarding tonight's Bike Bellevue recommendations from staff to the Transportation Commission. **We want to express our full support of the staff proposed redesign of Corridor 6A (NE 1st/NE 2nd between 100th Ave. NE and Bellevue Way) with sharrows.** The section of the NE 1st/NE 2nd is already achieving a LTS 3 (level of traffic stress) and the target is LTS 3 due to slow-moving traffic, heavy pedestrian activity, raised intersections, mid-block crosswalks, and landscaped medians. Inexperienced bicycle riders have alternatives to ride through the completed circle within downtown park or on wide sidewalks adjacent to the. As a result, sharrows are a safe and low-cost solution for bicyclists, while preserving general purpose capacity for vehicles, freight, and emergency responders.

We appreciate your continued effort and diligence in consideration of Bike Bellevue.

Sincerely,

| **Carl Vander Hoek** |
| C 425-681-6842 |
| carl@vanderhoek.us |

Why is Bellevue the only city that's afraid to do the right thing?

Marcin Juraszek <mail@marcinjuraszek.com>

Wed 4/10/2024 11:44 AM

To: Council <Council@bellevuewa.gov>; Transportation Commission <TransportationCommission@bellevuewa.gov>

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As in the title. Why are we so afraid when we know that's the right thing to do, and data shows the same?!

According to the plan, one of three traffic lanes of Holly Street will be removed through the commercial core from Ellis Street to Bay Street. No parking will be lost, according to a description of the project that was discussed in a City Council committee meeting Monday afternoon.

Read more at: <https://www.bellinghamherald.com/news/local/article287492285.html>



Bike lanes, safer crossings planned for downtown Bellingham's busiest street

Trial plan aims to make downtown safer by taking away one lane of traffic.

www.bellinghamherald.com

Joel Pfundt, assistant director of the Public Works Department's Transportation Division, told the council that the project will be evaluated using public input after several months. "We want to try this out and see what the community thinks of it and how it operates in the midst of downtown," Pfundt said.

We need to stop talking and start acting.

So disappointing.

Marcin Juraszek

Written Communications - June 20th, 2024 - Planning Commission Meeting

Dylan Hanson <hanson.dylan.c@gmail.com>

Thu 6/20/2024 1:11 PM

To: PlanningCommission <PlanningCommission@bellevuewa.gov>

Cc: TransportationCommission <TransportationCommission@bellevuewa.gov>; Council <Council@bellevuewa.gov>

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Dear Bellevue Planning Commission,

I'm writing today to ask that you please keep the original language of the new TR-57, to read:

"Allow for repurposing of travel lanes for other uses such as parking, transit or pedestrian and bicycle facilities where excess vehicular capacity exists and/or to optimize person throughput along a corridor."

I'm Dylan Hanson, a resident of the Everest Neighborhood in Kirkland and I frequent Bellevue multiple times a week for work, recreation, and more recently with the 2-Line opening, as a transit hub. I support high-quality transit and I appreciate & support the work the council is undertaking to increase the housing density of Bellevue, and along with it creating a more pedestrian-friendly city with their Vision Zero goal of eliminating serious injuries & deaths on our streets by 2030 and the supporting projects like Bike Bellevue, and The Grand Connection.

I have a question for the council, planning commission, and transportation commission. With plans to have the population of Bellevue increase by adding over [150,000 housing units in the next 20 years](#), how do you plan to have people move around, in, and out of the city?

I find it absolutely crucial that the cities allow for, and even prioritize the repurposing of travel lanes for transit, pedestrian, and bicycle facilities to optimize person throughput along a corridor. If we don't prioritize this, how possibly can people move around the city with the additional cars of 150,000 housing units if there are no alternatives to personal vehicle use? It's simply not sustainable or practical.

- [This article has a helpful GIF](#) that illustrates quite literally why it is so critical to maximize the throughput of people (not cars) along roads in the city.
- On top of the simple economy of scale, that we need to focus on moving people via the existing light rail, efficient busses, and bicycles, it's also far more financially sustainable when looking at the cost per mile for the gained person throughput.
- Additionally, we must look at Bellevue's Vision Zero goals. The [high-injury network](#) must be addressed, and [Bike Bellevue](#) is a critical first step, which when fully implemented requires the repurposing of vehicle travel lanes based on the studies that the city staff already completed.
- Road diets, or reallocation of streetspace for multimodal facilities, is a industry-proven, best-practices tactic to help improve person throughput on our corridors while also increasing safety for vulnerable road users. We should not be putting up barriers to the adoption of a proven safety countermeasure.

I find myself often biking on EasTrail to get to destinations in Bellevue because it's more reliable during traffic hours than driving, taking, the 250, 255 or other transit routes. Often though I have to completely alter my plans because of poor weather, poor cycling infrastructure on streets, or dark conditions where I don't feel safe cycling. I imagine a Bellevue where I, and thousands like me, can use light rail, buses, or bikes to safely and reliably navigate all of Bellevue's streets, business districts, and neighborhood centers. Allowing for the repurposing of travel lanes for transit, pedestrian, and bicycle facilities to optimize person throughput along a corridor is crucial to making this a reality.

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](#)

Written Communications - May 23, 2024

Cameron Kast <cameronkast456@gmail.com>

Thu 5/23/2024 8:36 AM

To:TransportationCommission <TransportationCommission@bellevuewa.gov>

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To the Bellevue Transportation Commission,

My name is Cameron Kast and I live and work in Bellevue and I am writing to express my concerns about the recent proposal to implement sharrows on corridor 6A. I believe it is paramount that the city prioritize community safety above all. The implementation of sharrows contradicts our shared goal of creating a safe and inclusive transportation environment for all road users. We must not compromise on measures protecting residents and families. The two-way cycle track originally proposed by Bike Bellevue is more than a path for cyclists, it is a step towards building safe streets for our community and progressing with Vision Zero.

Sharrows do not offer protection for vulnerable road users such as children, those walking, and those on bikes. Sharrows don't conform to Vision Zero best practices and [several studies](#) show implementing sharrows *alone* can be more dangerous than doing nothing at all. **This doesn't mean we should do nothing.** In the feedback collected by the city, access to the Downtown Bellevue Park playground and surrounding developments were citizens' concerns and these concerns were not brought up during the original implementation of the cycle track. However, they're being brought up now as detrimental to the project. Why would these factors not have been prohibitive from the suggestion of a two-way cycle track in the first place? What has materially changed between when the project was conceived & now?

Bike Bellevue had a plan with substantial work, rigorous analysis, and robust public outreach. It doesn't seem the proposal for sharrows is accounting for all the feedback the City of Bellevue received during the Bike Bellevue outreach process. Additionally, it doesn't seem like this decision is being made based upon any sort of data or analysis. This is a stark contrast to the Bike Bellevue proposal, which had ample data on the positive safety, mobility, and sustainability impacts of a two-way cycle track. Bike Bellevue had data, what data does the decision to implement sharrows have?

In addition to my near-daily bike commuting, I drive around Bellevue from time to time. As a driver, it is easier to navigate around cyclists and pedestrians when they have a dedicated and separated space for movement, making their actions more predictable and the driving environment better. As a cyclist, this separated bike infrastructure makes me feel safer, leading to a more pleasant environment to bike in, fewer cars in the city, less traffic, and movement towards sustainability goals. I never would've started biking had previous separate bike infrastructure such as the two-way cycle lane and infrastructure on 120th Avenue NE in Bellevue not been implemented. Sharrows would not have made me feel comfortable enough to cycle every day.

As a resident, citizen, employee, and commuter, I believe safety should be of the utmost importance for all users and I would like commitments to Vision Zero to continue moving forward . Please keep

the current Bike Bellevue proposal of a two-way cycle track on corridor 6A. Thank you for the work you've done thus far making this community a safer place for all.

Best,

Cameron Kast

Resident

Cameronkast456@gmail.com

(360) 907-2887

Written Communications - May 23rd, 2024

Dana Wehrman <danawehrman@gmail.com>

Thu 5/23/2024 11:37 AM

To:TransportationCommission <TransportationCommission@bellevuewa.gov>;Council <Council@bellevuewa.gov>

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Please support Bike Bellevue and *real* bike infrastructure, not meaningless gestures like sharrows.

I'm writing as a Woodinville resident, but as someone who travels to Bellevue frequently for appointments, shopping, and eating out. I am an example of an "LTS 2" cyclist; I am capable but not highly confident. I would jump at the chance to take my bike into Bellevue instead of my car if I felt safe and the infrastructure supported it, but until then, I am yet another car adding to Bellevue's traffic problem. Please give Bike Bellevue a fighting chance by supporting real bike infrastructure, and not a neutered, ineffective alternative (sharrows, gutter lanes) that sabotages the very goals you're trying to achieve of safety and encouraging alternative modes of transport. Please keep people like me in mind, who are not expert cyclists but who would love to ditch our cars. There are plenty of us out there.

Thank you,
Dana Wehrman
Woodinville

Written Communications - May 23rd, 2024

Christopher Whelan <topherwhelan@gmail.com>

Tue 5/21/2024 7:19 PM

To: TransportationCommission <TransportationCommission@bellevuewa.gov>

Cc: Council <Council@bellevuewa.gov>

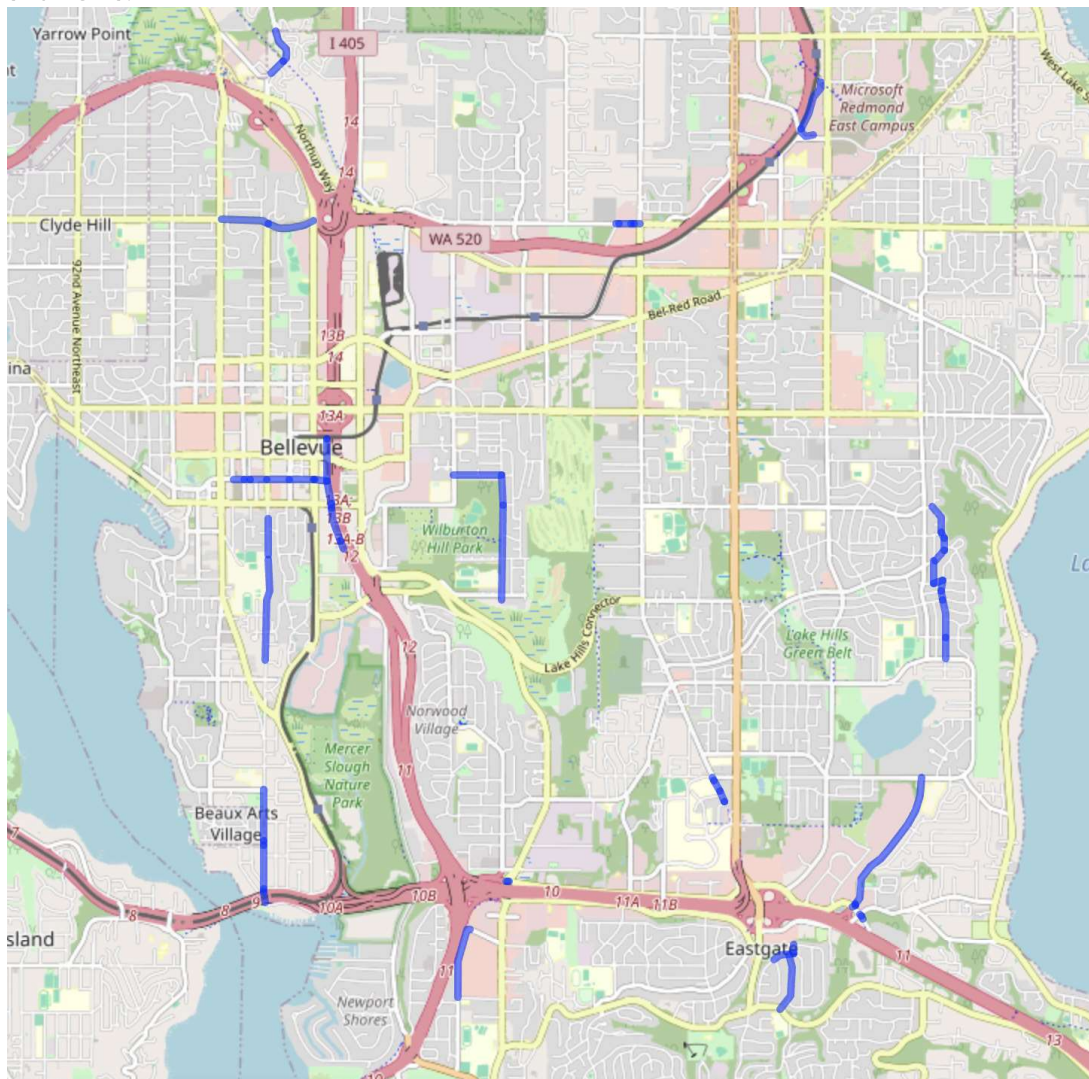
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Dear Commissioners,

I am a resident of Bridle Trails and bike commute to the Spring District. I also have the misfortune to utilize sharrows for part of my bike commute and strongly urge you to reject staff's proposal to downgrade Bike Bellevue section 6A from a two-way protected cyclepath to... paint.

Ride a bike on any of these sections in blue and you will quickly realize drivers do not understand sharrows:



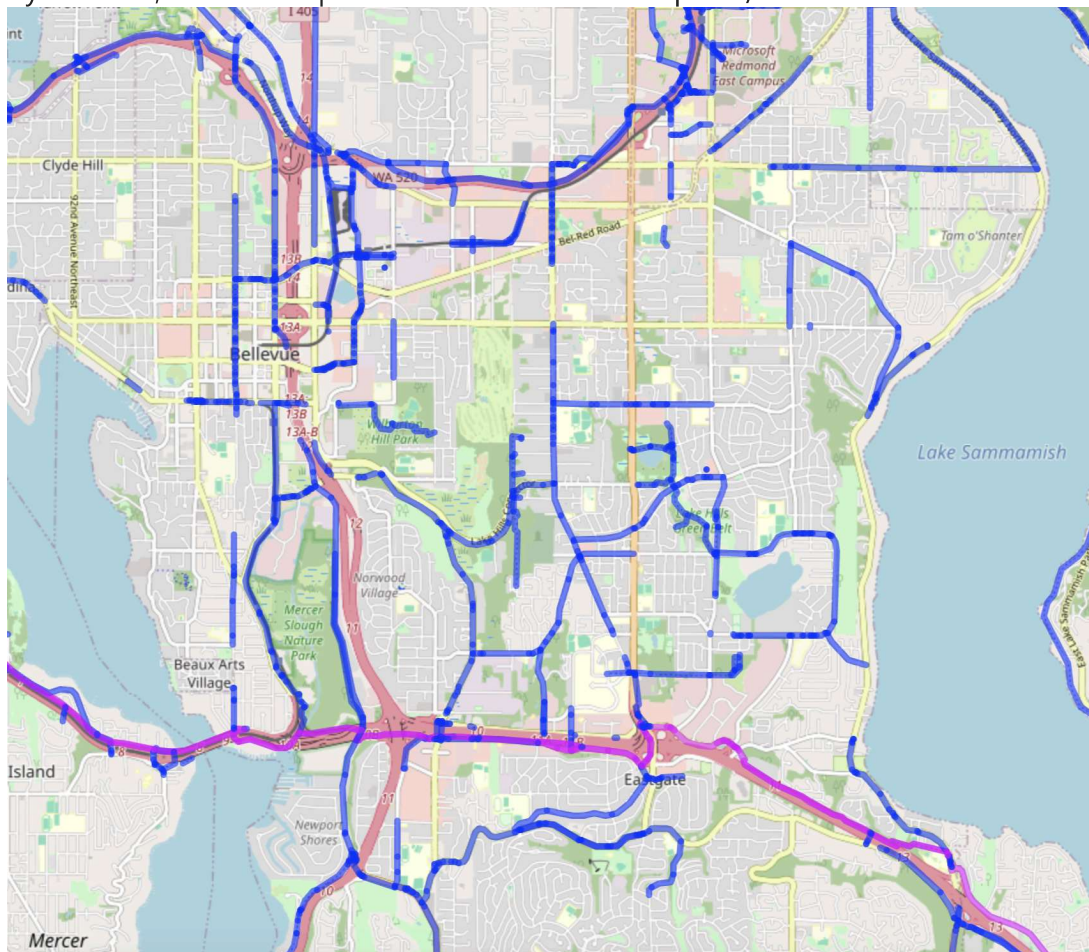
The reasons drivers do not respect sharrows are varied and well covered by the authors of this piece: <https://usa.streetsblog.org/2023/01/25/big-admission-i-was-wrong-about-sharrows>

However, I do want to call out something my (amateur) eye notices about the above map - the lack of sharrows in front of parks as proposed by staff. By my count, the only parks with sharrows providing any sort of access are:

- Enatai Neighborhood Park
- Wilburton Hill Park
- Spiritridge Park
- Hidden Valley Park

Notably, **sharrows are not used at parking lot entrances in any of these parks.**

By contrast, this is a map of bike lanes and shared paths/trails in Bellevue:



To my very amateur eye, this looks like a large number of parks in Bellevue are connected via some form of bike lane or segregated path. Of the parks listed above, 3/4 have access via a bike route better than sharrows, and two have bike paths directly crossing parking lot entrances.

By the city's own actions, this seems like a clear cut demonstration that it believes sharrows at park parking lot entrances are unsafe and bike lanes and shared use paths do not impose adverse impact on parking lots at parks.

Staff also raised the point of potential adverse impacts on a privately developed residential tower at NE 2nd Street & Bellevue Way NE.

This building's SEPA Environmental Checklist helpfully shows the level of thought they put into considering neighboring uses (staff correction in green):

Recreation

1. What designated and informal recreational opportunities are in the immediate vicinity?

Site is located in downtown Bellevue.
Downtown Park is adjacent (west) of the site.

When directly asked about potential users of the adjacent park during the approval process, the developers tried to evade the question. Given the proposed name of the project in that same application is "Park Row", it's clear they were aware of their fortunate location and the potential impacts that would involve.

Further, the developers estimate that less than 30 trips will be generated at peak PM hours:

6. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and non-passenger vehicles). What data or transportation models were used to make these estimates?

Less than 30 new PM peak hour trips. See Traffic Study prepared by TENW.

This is tiny even compared to the volume of traffic on NE 2nd. With at most one car per two minutes at peak, this can hardly be called an adverse impact. If it is, does the city owe compensation to the Spring District, which has many times the number of spots and far more peak traffic volume, yet is bounded on all sides by protected bike lanes? Does the city owe compensation to the numerous parking garage entrances behind the bike lanes on 108th Ave NE?

Further, it is clear with at most 10% of residents leaving the building by car per hour at peak, the developer expects a high number to take non-car modes of transit. Which means many of the residents of this building might very well use a two-way bicycle path to/from their building (or benefit from bikes not being on the sidewalk). Yet staff has presented no analysis showing the amenity value is less than the claimed adverse impact; for myself, I know the former would dominate the latter.

The city council has repeatedly asked the Transportation Commission to make its decisions with data. Yet when looking at the data, we see that the city has repeatedly rejected sharrows in dozens of cases in a variety of circumstances. And in cases of large, privately developed parking garages there are plenty of examples of them co-existing with bike lanes at far higher traffic volumes.

I strongly believe the use of Category 6 should be rejected in this instance as unsupported by data.

Based on the city's history of using bike lanes and segregated paths for parks access, I believe Category 3 (use of travel lane with trial) is most consistent with what the city believes to be best practice. Further, a trial would allow quantifying any adverse impacts, if they exist.

Sincerely,

Christopher Whelan

Written Communications, 8/6/24, Bike Bellevue - safer Bel-Red

L Dong <ledong91@gmail.com>

Sun 8/4/2024 5:04 PM

To: Council <Council@bellevuewa.gov>; Transportation Commission <TransportationCommission@bellevuewa.gov>; Singelakis, Andrew <ASingelakis@bellevuewa.gov>

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Hello,

I live on the Eastside and commute to Bellevue for errands, appointments, and social events. I do not own a car. I bike as an efficient and environmentally sustainable mode of transportation, but I often find it difficult to do so when I feel unsafe on roads designed for cars.

Removing Bel-Red Rd entirely

from consideration was a mistake that needs to be corrected. **To**

assuage community concerns, we should build and fully fund pilot bike facilities on Bel-Red Rd so that we can collect real-world data on usage, safety, and impact to vehicle throughput.

The commission's recommendations

have not always been in line with Council's guiding principles around safety ("*Reduce the frequency and severity of crashes and minimize conflicts between roadway users through bikeway design*")

and connectivity ("*Implement a connected network of bicycle lanes that facilitate access to major destinations*"). Sharrows on

NE 2nd St do not offer protection or added safety for bicyclists because, as staff themselves noted, sharrows are not infrastructure. Staff's Northrup recommendation to rely on private redevelopment for the delivery of bicycle facilities will, by their own

admission, leave significant gaps between isolated projects. **We**

must ensure that we deliver bike facilities that are in line with Council-approved principles of safety, connectivity, and equity.

Council action on March 25th

explicitly rejected the approach that motor vehicle lanes should never be reallocated for bicycle facilities. However, commission action on Bel-Red Rd, NE 2nd St, and other facilities indicates that this is how staff and the commission have interpreted Council

direction around "last resort" - as a direction to avoid reallocating motor vehicle lanes, even at the expense of rapid, safe bicycle facilities.

Council should give direction to

return to the original purpose of Bike Bellevue - infrastructure delivered rapidly to increase mobility and improve safety for all road users in line with the city's 2030 Vision Zero goal.

Please do your part in expanding mobility options and making Bellevue a healthier community for all.

Thanks for your consideration.

LD

Written Communications, 8/6/24, Bike Bellevue

Aspen Richter <aspend@gmail.com>

Mon 8/5/2024 9:37 AM

To: Council <Council@bellevuewa.gov>; Transportation Commission <TransportationCommission@bellevuewa.gov>; Singelakis, Andrew <ASingelakis@bellevuewa.gov>

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Councilmembers and Commissioners,

My name is Aspen Richter. I live in Redmond and I use my bike, public transit, and my car--in that order of preference--to visit Bellevue near Overlake and in Downtown to hang out, to shop, to eat out, and to go to the doctor.

I have been thoroughly disheartened by the ongoing lack of progress on Bike Bellevue. Here in Redmond, our City Council is steadily moving forward with plans to update the Redmond side of Bel-Red Road. In fact, our City Council will be voting on Aug. 6 to approve the design contract for the next phase of the project. To complete this project, they plan to remove an uphill car lane and add buffered bike lanes. This is incredibly helpful in increasing the safety and effectiveness of the bike network in Redmond, and shows courage and future-ready thinking on the part of the Redmond City Council and the Transportation and Public Works Departments.

In comparison, Bellevue has removed Bel-Red improvements from Bike Bellevue and has shied away from the necessity of reallocating from a 100% car-focused model to a shared-used model.

Redmond needs Bellevue to do its part to make a safe, reliable, accessible, dependable connection through this area. As a biker, I *want* to shop in Bellevue, but currently my willingness to do so is extremely low.

Please give direction to return to the original vision and purpose of Bike Bellevue: to update infrastructure to increase mobility and safety for all road users in line with the City's 2030 Vision Zero goal.

Sincerely,
Aspen Richter

Written Communications, 8/6/24, Bike Bellevue

Christina Huang <christinahuangji@gmail.com>

Sun 8/4/2024 10:55 PM

To: Council <Council@bellevuewa.gov>; Transportation Commission <TransportationCommission@bellevuewa.gov>; Singelakis, Andrew <ASingelakis@bellevuewa.gov>

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Hi,

My name is Christina H. and I live in downtown Bellevue near the downtown park. I walk everywhere to get around. I would like to bike if the streets were safer.

We should remove a car lane in both directions on Bellevue Way NE. The speeding, roaring sports cars on this road are a menace to the city and the people (like me) who live here and cross the road here.

Plus, I have some suggestions in support of Bike Bellevue:

Removing Bel-Red Rd entirely from consideration was a mistake that needs to be corrected. To assuage community concerns, we should build and fully fund pilot bike facilities on Bel-Red Rd so that we can collect real-world data on usage, safety, and impact to vehicle throughput.

The commission's recommendations have not always been in line with Council's guiding principles around safety (Reduce the frequency and severity of crashes and minimize conflicts between roadway users through bikeway design) and connectivity (Implement a connected network of bicycle lanes that facilitate access to major destinations). Sharrows on NE 2nd St do not offer protection or added safety for bicyclists because, as staff themselves noted, sharrows are not infrastructure. Staff's Northrup recommendation to rely on private redevelopment for the delivery of bicycle facilities will, by their own admission, leave significant gaps between isolated projects. We must ensure that we deliver bike facilities that are in line with Council-approved principles of safety, connectivity, and equity.

Council action on March 25th explicitly rejected the approach that motor vehicle lanes should never be reallocated for bicycle facilities. However, commission action on Bel-Red Rd, NE 2nd St, and other facilities indicates that this is how staff and the commission have interpreted Council direction around "last resort" - as a direction to avoid reallocating motor vehicle lanes, even at the expense of rapid, safe bicycle facilities. Council should give direction to return to the original purpose of Bike Bellevue - infrastructure delivered rapidly to increase mobility and improve safety for all road users in line with the city's 2030 Vision Zero goal.

Thank you so much!

Warmly,

Christina Huang

Written Communications, 8/6/24, Bike Bellevue

Jared Sager <jaredscottsager@gmail.com>

Sun 8/4/2024 6:56 PM

To: Council <Council@bellevuewa.gov>; Singelakis, Andrew <ASingelakis@bellevuewa.gov>; Transportation Commission <TransportationCommission@bellevuewa.gov>

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Hello, my name is Jared S. I live in Bellevue downtown and work near Redmond Technology Station. I use my bicycle combined with public transportation for all my trips. However, I run into challenges along my routes such as bike lanes appearing and then disappearing. This forces me to merge with pedestrians or into lanes of traffic where cars are not expecting me. Especially when I use Bel-red road to go to the dentist office, visit a friend, or try a restaurant, the lack of bike lanes or calming make the journey very stressful, reducing the trips I am willing to take. Please implement bike facilities along Bel-red, or at least temporary facilities to gather data.

Similarly, I feel that Northup Way should not rely on private redevelopment to create facilities. This will just lead to more disconnected segments of bike facilities which force cyclists to dangerously weave in out of traffic or pedestrians along the route. Instead, we need to reallocate vehicle lanes if we are serious as a city about creating reliably safe biking corridors and promote safety, connectivity, and equity.

Thank you,
Jared

Written Communications, 8/6/24, Bike Bellevue

Valentina Vaneeva <eittaf@outlook.com>

Sat 8/3/2024 7:56 PM

To: Council <Council@bellevuewa.gov>; Transportation Commission <TransportationCommission@bellevuewa.gov>; Singelakis, Andrew <ASingelakis@bellevuewa.gov>

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Hello Councilors, Commission members, and Transportation Director,

My name is Valentina, and I have been a resident of Bellevue for 7 years. I have already expressed my profound disappointment in the latest Transportation Commission decision on Bike Bellevue, but in light of the upcoming Council meeting on Tuesday, I feel like I need to do it again.

The Commission's decision does nothing to improve safety of existing users of Bel-Red Rd who are not driving. It also does nothing to reduce the amount of car traffic in Bellevue which is the major emission source in Washington State, and Bellevue is very unlikely to be an exception. Given that new housing construction is scheduled for Bel-Red, it is of utmost importance to provide people with opportunities to **not** drive.

One of the reasons Bike Bellevue has enjoyed so much public support (and consequent frustration) is presence of Bel-Red Rd in its plans. The original Bike Bellevue recommendations for it are not just about building bike lanes, but also calming traffic and improving safety for all street users, all that in time for 2030 which is the year when the City is supposed to achieve Vision Zero. And there are plenty of cyclists and scooter riders there already! Take a look:



Why Bel-Red Rd?
why-belred.tilda.ws

In short, if the City is serious about its street safety goals, its commitments to reduce emissions, and its stated goal of improving transportation for everyone and not just drivers, this decision cannot be accepted by the Council. **A single car lane should not be in the way of safer and cleaner future of our city!**

Written Communications, 8/6/24, Bike Bellevue

Raymond Zhao <rzhao271@gmail.com>

Sat 8/3/2024 3:54 PM

To: Council <Council@bellevuewa.gov>; Transportation Commission <TransportationCommission@bellevuewa.gov>; Singelakis, Andrew <ASingelakis@bellevuewa.gov>

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Dear Councilmembers, Commissioners, and staff,

I am Yuanmeng, a resident of Overlake Village in Redmond who visits Bellevue by public transit to shop and dine. I would like to bike around Bellevue, but I do not believe the current experience is safe. Several of my friends and coworkers already bike, and none of them enjoy biking on the roads in Bellevue, especially while downtown.

Firstly, there are certain roads a cyclist would need to take to even get to downtown or to visit shops and businesses along the way. For those living in Crossroads, and for those who will be living in Bel-Red, one of the less hilly options available to them is Bel-Red Rd. Thus, I believe that removing Bel-Red Rd entirely from the Bike Bellevue plan was a mistake that needs to be corrected. **To assuage community concerns, we should build and fully fund pilot bike facilities on Bel-Red Rd so that we can collect real-world data on usage, safety, and impact to vehicle throughput.**

A larger issue in general is that the commission's recommendations have not always been in line with Council's guiding principles around safety, with one principle being minimizing conflicts between roadway users through bikeway design. For example, sharrows on NE 2nd St would not offer protection or added safety for bicyclists. As staff themselves note, sharrows are not infrastructure. Instead, sharrows keep bikes and cars on the same lane, resulting in tension and conflict between the two groups, a lose-lose situation. Similarly, staff's Northrup recommendation to rely on private redevelopment for the delivery of bicycle facilities will, by their own admission, leave significant gaps between isolated projects. **We must ensure that we deliver bike facilities that are in line with Council-approved principles of safety, connectivity, and equity.**

Lastly, at your July 9th meeting, many Councilmembers spoke to the importance of funding the rapid implementation of Vision Zero infrastructure. The originally-proposed Bike Bellevue corridor treatments are exactly that: rapid, cost-effective treatments that not only deliver high-quality bicycle facilities, but are best-practice tools to calm traffic and improve safety for all road users. **Please maintain the emphasis on the rapid implementation of Vision Zero infrastructure by approving the original proposals for bike infrastructure on Bike Bellevue corridors.**

In the end, I believe that through the implementation of the originally-proposed Bike Bellevue corridors, more residents and visitors, including my friends, my coworkers, and I, would be willing to explore Bellevue's parks and local businesses not just by bike, but also by walking or rolling, simultaneously reducing car congestion for those driving around the city.

Thank you,
Yuanmeng

Sharrows are NOT bike infrastructure

RTKimzey <rtkimzey@gmail.com>

Wed 5/22/2024 9:48 PM

To:TransportationCommission <TransportationCommission@bellevuewa.gov>;Council <Council@bellevuewa.gov>

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Hello Bellevue City Council and Transportation Commission,

My name is Robin Kimzey and I frequently conduct business in Bellevue. I am writing in support of Vision Zero and the Bike Bellevue project.

At the last transportation commission meeting it was suggested that the city could just paint a couple of sharrows on the road and they have fulfilled their bike infrastructure requirements. Sharrows are not the answer. Ask yourself, What does it mean when there is a sharrow on the road? Ask a few friends or coworkers that same question and see if you get a consistent response. Also ask yourself and your friends, What streets do you consistently use that have sharrows on them? Are you ok with 2, 10, 20, or 50 cyclists on the road with you during rush hour or when you are rushing to get to a Dr.'s appointment? What kind of damage is going to happen when a 10 pound bicycle and a 3000 pound car slam into each other? Would you want your children or significant other riding a bicycle on a road with sharrows so that they can make it to an appointment or grocery store?

Sharrows are NOT viable bike infrastructure!!!

You can read this report to get the full story: <https://trid.trb.org/view/1393928>

TLDR; "Results suggest that not only are sharrows not as safe as bike lanes, but they could be more dangerous than doing nothing at all."

Please, table all discussions of sharrows. Do NOT even mention them again because they are in complete opposition to Vision Zero and safe bike infrastructure.

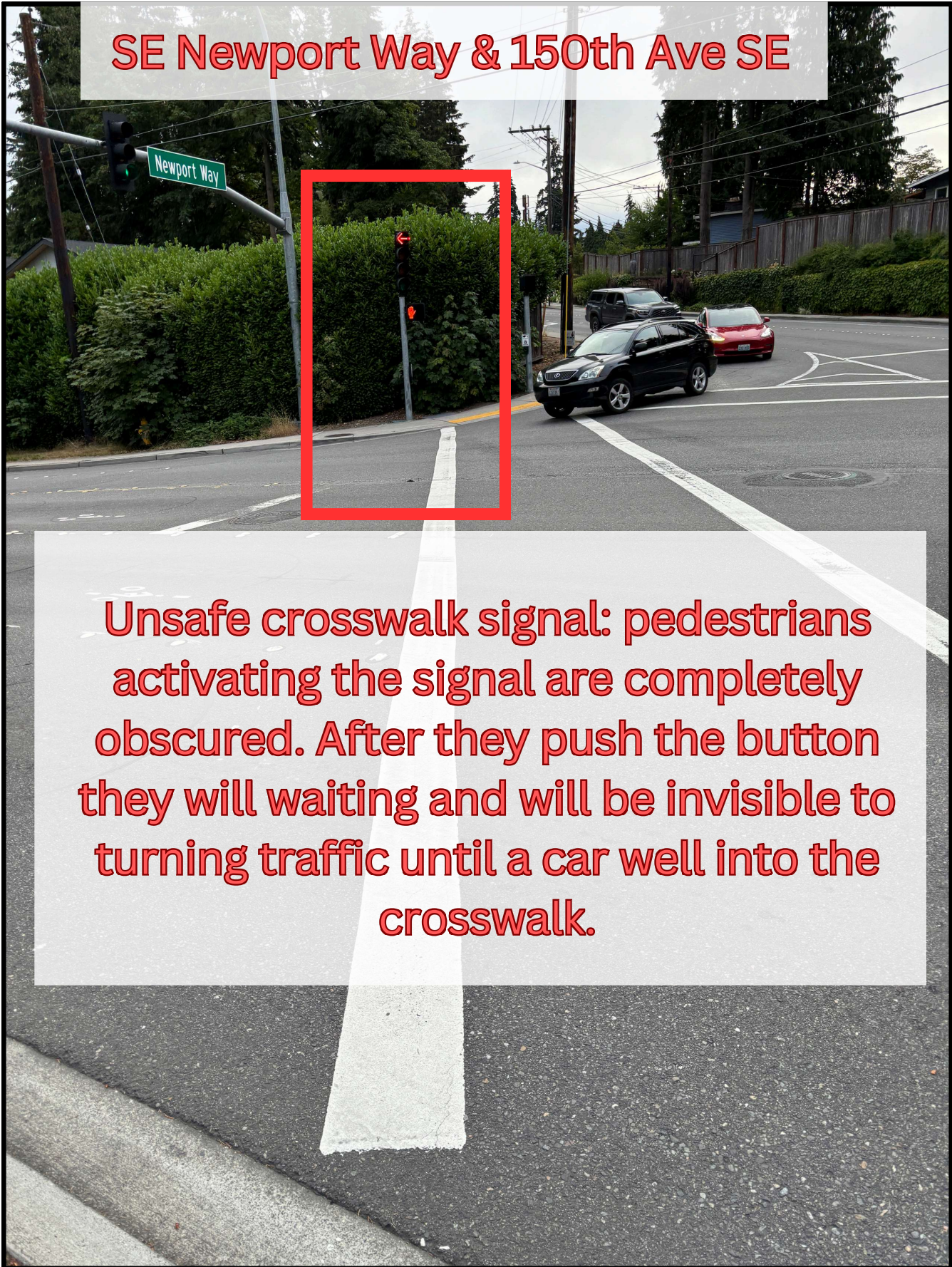
Each of you were elected or appointed to improve the lives of your city's citizens, sharrows do NOT help you achieve that goal. There are better choices than sharrows.

Choose Wisely,
Robin

--

If you're doing nothing wrong, you have nothing to hide from the giant surveillance apparatus the government's been hiding. - Stephen Colbert

SE Newport Way & 150th Ave SE



Unsafe crosswalk signal: pedestrians activating the signal are completely obscured. After they push the button they will be waiting and will be invisible to turning traffic until a car well into the crosswalk.

SE Newport Way and SE 150th Street

Michael May <michaelmay62@hotmail.com>

Mon 7/15/2024 12:42 PM

To: Robinson, Lynne <LRobinson@bellevuewa.gov>; Council <Council@bellevuewa.gov>; Council Office <CouncilOffice@bellevuewa.gov>; Singelakis, Andrew <ASingelakis@bellevuewa.gov>; Transportation Commission <TransportationCommission@bellevuewa.gov>

📎 1 attachments (5 MB)

SE Newport Way & 150th Ave SE Pedestrian Corridor.pdf;

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Dear Mayor, Councilmembers, and Transportation Director:

I would like to remind you of conditions I made the Transportation Department aware of 3 years ago with no actions being taken.

I've attached a graphic of an unsafe intersection in the Eastgate area of the city: SE Newport Way and SE 150th Street.

Pedestrians crossing SE 150th Street along SE Newport Way in the direction of Somerset are completely invisible and at risk of being killed.

It would be nice to ***safely*** use the wonderful pedestrian path along that stretch that was installed several years back. I am still baffled by its design.

To this day, I never use this crosswalk when attempting to access the path while running eastbound on SE Newport Way toward Somerset.

On westbound trips, cars turning right onto northbound SE 150th Street also do not yield even though from this direction pedestrians are completely visible.

Additionally, the whole length of the path from SE 150th Street to SE Allen Road is obstructed by blackberry canes so pedestrians must walk closer to southbound traffic on SE Newport Way. ***Please clear these within this week.***

I will wait for your response to a satisfactory solution (including modification to signaling and street construction). I expect it to be at a Department Director level as previous conversations with city staff have put the onus of safety on pedestrians and not vehicle operators.

Furthermore, why is the contact information for Department Directors not posted on the department homepage? Are you/they not mildly interested in communicating with your constituents?

Kind regards,
Michael May

Regarding bike proposals

Alia <aliawillingham@gmail.com>

Mon 5/20/2024 8:13 PM

To: Council <Council@bellevuewa.gov>; Transportation Commission <TransportationCommission@bellevuewa.gov>

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To the council and committee,

I understand that there is a proposal to replace Bike Bellevue with some painted pictures of bikes on the ground, aka sharrows. Despite being an avid biker and a driver, I actually had never known that those were intended to say anything meaningful to drivers. I clearly must have missed all those "calm traffic environment"s.

The council and committee seem to be trying to band aid over backing out of the well researched and supported Bike Bellevue plan. The only objections I heard the council made on Bike Bellevue is that they didn't trust the data their own government that they are responsible for produced and they felt Bike Bellevue wasn't safe enough for their children to... presumably commute to their work? Go on a casual fun ride through pavement and flooring stores? Neither of these are the flexes the council seems to think they are and in light of this proposal, they are outright insulting.

So, you don't trust your data from, and I can't stress this enough, the Bellevue employees that several council members predate by decades and thus were a critical part of the chain that hired said employees. Instead of identifying a clear gap and addressing it, you're going with a proposal with NO data?

So, you feel bike lanes meant to allow people to commute to businesses are not safe enough? Your solution is an obviously more dangerous proposal of a picture of a bike on small streets and NO bike lane on the most useful roads? We are smart enough to realize that you mean that Bike Bellevue was not useful to you and your family, but for the poors and the hippies -- or my family.

I'm not sure who you think you're fooling that sharrows somehow count as building bike infrastructure. It is worse than just spending no money on bike infrastructure because it has a low ROI. The city seems to be like a bad boyfriend who keeps saying he's totally going to propose but is actually just wasting your time. Either build something serious or don't. If you really think that the Bike Bellevue decision was right then you should own it. Don't bother with proposals that are not actually going to make routes safer. This is a waste of time.

We have real problems that tiny policies you can push through without catching public attention are going to do nothing to address. The more I pay attention, the more frustrated I get about the lack of progress on urbanization that is not optional. We don't get to put our heads in the sand and pretend we don't need housing. And if we need more housing in the same space, then we're going to have more traffic unless we provide non-car options for transportation. And to get non-car option use, the paths and lanes have to exist. Personally, I don't care what order you address these problems in. I just

care that Bellevue doesn't forfeit its history as a well planned city because council and city government is afraid to make a radical shift to handle this radical problem.

Please consider how you use your time and time of every commenter. Do better.

Alia



Arguments Against Vision Zero: A Literature Review

Henok Girma Abebe, Sven Ove Hansson, and
Karin Edvardsson Björnberg

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Abstract

Despite Vision Zero’s moral appeal and its expansion throughout the world, it has been criticized on different grounds. This chapter is based on an extensive literature search for criticism of Vision Zero, using the bibliographic databases Philosopher’s Index, Web of Science, Science Direct, Scopus, Google Scholar, PubMed, and Phil Papers, and by following the references in the collected documents. Even if the primary emphasis was on Vision Zero in road traffic, our search also included documents criticizing Vision Zero policies in other safety areas, such as public health, the construction and mining industries, and workplaces in general. Based on the findings, we identify and systematically characterize and classify the major arguments that have been put forward against Vision Zero. The most important arguments against Vision Zero can be divided into three major categories: moral arguments, arguments concerning the (goal-setting) rationality of Vision Zero, and arguments aimed at the practical implementation of the goals. We also assess the arguments. Of the 13 identified main arguments, 6 were found to be useful for a constructive discussion on safety improvements.

Keywords

Vision Zero · Nollvisionen · Criticism · Road Safety · Ethics · Systems Thinking

Introduction

The adoption of Vision Zero (“Nollvisionen”) in Sweden in 1997 represented a crucial shift in road safety management (Government Bill [1996/97:137](#)). Road safety work at the time was heavily influenced by utilitarian cost-benefit analysis and by an approach that considered failing road users to be the main cause of road accidents. In contrast, Vision Zero emphasized the responsibility of system designers and clearly prioritized safety over mobility and cost containment. It declared that the fatalities and serious injuries that result from preventable crashes are morally unacceptable. Moreover, it assumed that road users want health and self-preservation and that this is what the design and operation of the road system has to deliver. The moral appeal and relative success of Vision Zero has led to its acceptance in more and more countries, states, and cities around the world, and it has had a considerable impact also in other areas of public safety than road traffic (Mendoza et al. [2017](#); Kristianssen et al. [2018](#)).

However, the global proliferation of Vision Zero policies does not imply that it is without flaws. In fact, Vision Zero has sustained a fair amount of criticism, both in academic literature and in the public debate. So far, these criticisms have not been

investigated systematically. Therefore, in this chapter we aim to identify, categorize, and critically assess the arguments that have been put forward against Vision Zero. Our categorization of arguments is based on a desk-based review of academic research articles, reports, and policy documents from the last two decades. The documents were retrieved through searches in the bibliographic databases, Philosopher's Index, Web of Science, ScienceDirect, Scopus, Google Scholar, PubMed, and Phil Papers, and by following the references in the collected documents. Even if the primary emphasis was on Vision Zero in road traffic, our search also included documents criticizing Vision Zero policies in other safety areas, such as public health, the construction and mining industries, and workplaces in general.

Our analysis shows that the most important arguments against Vision Zero can be divided into three major categories: moral arguments, arguments concerning the (goal-setting) rationality of Vision Zero, and arguments aimed at the practical implementation of the goals. See Fig. 1.

Firstly, critics target the central moral assumptions behind Vision Zero, such as its uncompromising prioritization of safety and its assumption that deaths and serious injuries in the road traffic system are morally unacceptable. For instance, the ethical assumption behind Vision Zero has been criticized by authors who claim that it is morally acceptable that some people die on the road, since driving is a risky activity that they chose voluntarily to engage in. Moreover, it has been argued that the resources required to realize Vision Zero will have to be taken from other policy areas where they could be used to greater advantage from an ethical point of view. Vision Zero has also been accused of being paternalistic and unjust, and some of the measures proposed to realize it have been accused of threatening the freedom, autonomy, and privacy of road users.

Secondly, critics question the rationality of setting and working toward the goal to prevent all fatalities and serious injuries in traffic safety. It has been argued that such a goal is unrealistic and therefore irrational to pursue. Doing so is counterproductive, according to the critics, since the agents who are responsible for achieving it will become demotivated when they realize that no matter how great effort they invest, the goal will never be achieved. In addition, Vision Zero has been criticized for being too imprecise to be serviceable as a goal for public policy.

Thirdly, criticisms target specific operationalizations of Vision Zero that have been used in its practical application. The ways in which safety is measured in the application of Vision Zero to road system design has been criticized. Some critics have claimed that too little responsibility is assigned to system designers. Others maintain that system designers are assigned too much responsibility and that this will reduce drivers' sense of responsibility and make them drive more dangerously.

In section "[Vision Zero: What It Is](#)," we introduce Vision Zero and its central assumptions. Sections "[Moral Criticism](#)," "[Rationality-Based Criticism](#)," and "[Operational Criticism](#)" present and analyze the arguments that we have found in each of the three categories just mentioned. Section "[Conclusion](#)" summarizes our findings and identifies some arguments against Vision Zero that are, in our view, particularly worthy of further consideration and analysis.

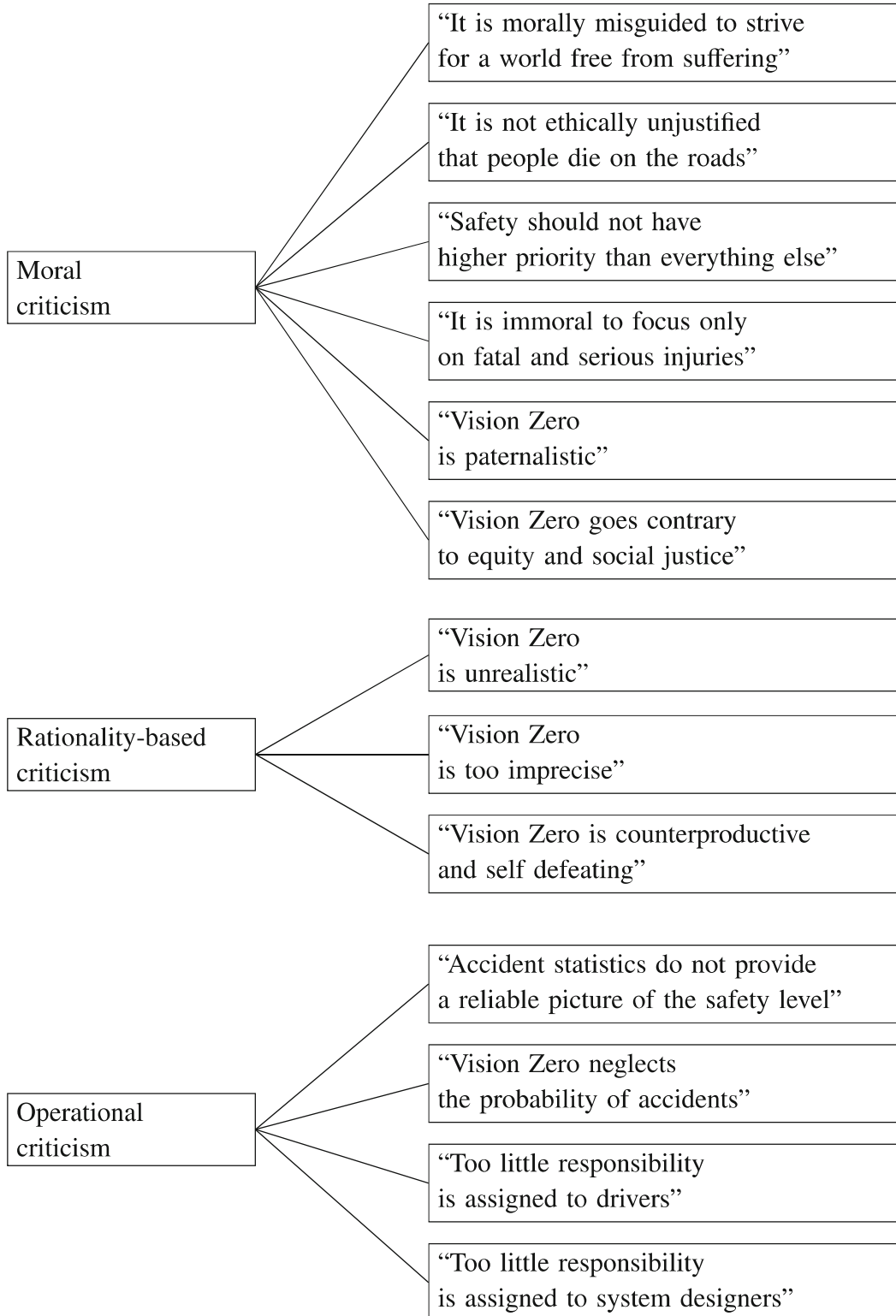


Fig. 1 The arguments against Vision Zero discussed in this chapter

Vision Zero: What It Is

A significant number of countries have adopted and are committed to Vision Zero. It was first adopted in 1997 when the Swedish parliament unanimously endorsed it as the country's traffic safety policy (Belin and Tillgren 2012). Currently, similar Vision Zero policies are in force in a number of other countries, including Finland, Norway, Denmark, the Netherlands, Germany, Poland, the UK (London), Australia, New Zealand, and Canada (see part II of this handbook). While New York was the first city to adopt the policy in the USA (in 2014), many other cities have joined the group since then (Mendoza et al. 2017). So, what is Vision Zero and how does it differ from the safety policies it came to replace?

Vision Zero as a Goal

According to the Swedish government, the long-term goal of road safety is that “no one should be killed or seriously injured as a result of traffic accidents in the road transport system” (Government Offices of Sweden 2016, p. 6). Despite the government's use of the term “vision,” it is clear from the preparatory work that Vision Zero is in fact a policy goal that is supposed to guide all road safety work in Sweden (Government Bill 1996/97:137). To reach the goal, which is not temporally specified, substantial adjustments of the road transport system will have to be made over an extended period of time.

As a policy goal, Vision Zero functions not only as a symbolic expression of the government's ambition to reduce the number of fatalities and serious injuries in the road system. The goal also guides and induces action toward achievement of the desired end-state. Using terminology from goal-setting literature, the goal is “achievement-inducing” (Edvardsson and Hansson 2005). As with most policy goals, Vision Zero coordinates action both temporally and between individuals and organizations. Vision Zero can be used by the national transport administration as a departure point for developing and implementing a series of safety measures over time in such a way that the desired end-state can more easily be reached. It can also be used to allocate resources among various sub-agencies or departments to the same effect. Based on Vision Zero, implemented road safety measures can be evaluated and adjusted, and responsibility for insufficient goal achievement can be established. Thus, Vision Zero functions as a normative framework against which road safety measures can be developed, implemented, evaluated, and adjusted (Rosencrantz et al. 2007; see also Edvardsson Björnberg 2021, in this handbook). In this effort, Vision Zero posits the fallibility of human beings as a starting point for the design and operation of roads and vehicles (Johansson 2009). But, importantly, Vision Zero is not only a goal but also a strategy.

Vision Zero as a Strategy

Vision Zero is a strategy that relies on both social and technological innovations in the process of approaching the goal of zero fatalities and serious injuries (Belin et al. 2012). Vision Zero differs fundamentally from the traditional approach to road safety management in terms of its “problem formulation, its view on responsibility, its requirement for the safety of road users, and the ultimate objective of road safety work” (Belin et al. 2012, p. 171).

Problem formulation and ultimate objective: In the traditional approach to road safety, traffic accidents were presented as the major problem to be solved, and individual road users were believed to be causally responsible for up to 95% of those accidents (Evans 1996). In contrast, Vision Zero puts focus not on the accidents per se but on the resulting fatalities and serious injuries. The difference between the traditional approach and Vision Zero can be clearly seen from the measures advocated by proponents of the two approaches. In Vision Zero, a road safety measure that leads to an overall decline in fatalities and serious injuries is preferable, even if it involves a greater number of accidents or minor injuries. This is, for instance, the main logic behind the shift from traffic lights to roundabouts in four-way intersections in most Vision Zero-committed countries, such as Sweden and the Netherlands (Mendoza et al. 2017). While roundabouts, as compared to traffic lights, tend to lead to a greater number of crashes, the reduced speed in roundabouts makes the crashes less severe, and the number of fatalities and severe injuries is considerably lower (ibid.). When it comes to road and street design, Vision Zero goes contrary to the traditionally dominant safety strategy of increasing space for vehicles through the construction of wider roads, wider lanes, straighter roads, and larger crossings (Bergh et al. 2003; Johansson 2009). Although these measures facilitate the flow of traffic and reduce the number of crashes, they often have negative effects on safety since “the most predominant effect of creating more space is an increase in driving speed, which means higher levels of kinetic energy in crashes” (Johansson 2009, p. 828).

Two prominent improvements in vehicle technology that have brought huge safety gains in Swedish roads are the introduction of seat belt reminders (SBR) and alcohol interlocks. A study by Krafft et al. (2006) of the driving behavior of 3000 Swedish drivers showed that “in cars without SBR, 82.3 percent of the drivers used the seat belt, while in cars with SBR, the seat belt use was 98.9 percent” (p. 125). Furthermore, “in cars with mild reminders, the use was 93.0 percent” (p. 125). From this, the authors concluded that installing seat belt reminders in all cars would have a dramatic impact on the number of fatal and seriously injured car occupants. Seat belt reminders are a prime example of a measure that aims at reducing the consequences rather than the probability of crashes.

Alcohol interlocks provide another important example of a technological innovation with huge safety benefits. Drunk driving is one of the major factors involved in crashes leading to fatalities and serious injuries. According to the WHO’s global status report (WHO 2018), between 5% and 35% of all road fatalities are alcohol-related. In Sweden and many other European countries, alcohol interlocks have been

introduced as a remedy to the problem of drunk driving. The technology is now widely employed in professional settings. In 2017, 97% of the busses operating in public transport in Sweden had an alcohol interlock (Sveriges Bussföretag 2018). The technology requires a driver to exhale into the machine and prevents the driver from starting the vehicles if a certain amount of alcohol is detected in their breath. Alcohol interlocks is one of many measures in traffic safety that have positive impacts both on the probability and the severity of crashes. Drunk drivers are more often involved in crashes, and these crashes also tend to lead to more serious injuries.

Vision Zero as New Responsibilities

In the traditional approach to traffic safety, the individual road user was identified as the most important causal factor in traffic accidents. Based on accident investigations, it was reported that road users' behavior was the cause of about 95% of traffic crashes (Evans 1996). Consequently, it was assumed that road users carry almost the whole responsibility for traffic safety, and it was often concluded that safety propaganda, rather than technical improvement, was the best way to deal with the problem.

However, these reports were based on a questionable approach to causality, and the conclusions were largely unhelpful in attempts to improve road safety. Although we usually prefer to think in terms of "the cause" of an accident or other event, the assumption of a single cause is in many cases a gross oversimplification. Events do not typically follow from one single cause. Instead, there are several causal factors, all of which contribute to the effect. Various practical considerations influence which causal factor we tend to call "the cause," for instance, how certain we are of its influence, its conspicuity, whether it could plausibly have been absent, and whether it could have been changed by human action (Hoover 1990). For instance, if you ask a bacteriologist what is the cause of cholera you can expect the answer "the bacterium *Vibrio cholerae*," but a public health expert will probably give an answer referring to the lack of proper sanitation. These causal descriptions are useful for different purposes. In the treatment of cholera patients, the answer mentioning the microorganism may be the most adequate one, whereas the answer referring to sanitary conditions is more useful for disease prevention.

In much the same way, most traffic accidents have causal factors pertaining both to the behavior of the driver and to the construction of the vehicle and the road system. For instance, a driver's decision to drive drunk is often a causal factor contributing to an accident. However, there are also various other causal factors, including the social conditions that led the driver to drinking too much, the lack of resources for treatment of alcoholism, and vehicle-related causal factors such as the lack of an alcohol interlock on the car in question. In discussions on how to reduce traffic accidents involving drunk drivers, the drivers' decisions were previously almost exclusively at focus, whereas the decisions by regulators and manufacturers to allow respectively market cars without alcohol interlocks have not been part of

the discussion. The situation was similar for other types of traffic accidents. (On causality and responsibility in road traffic, see also Hansson 2021b.)

One of the basic insights behind Vision Zero is that it is often inefficient to focus on the causal factors that have traditionally been called “the cause” of various accidents. Instead, the focus should be on the causal factors that are most accessible to interventions that improve safety. It then becomes clear that technological factors such as the construction of vehicles and roads are usually much easier to change than human behavior. This has led to a whole range of new technological solutions that have reduced the number of serious road accidents. Where individual road users fail to act or behave as they are expected to, due to factors such as negligence, incompetence, lack of knowledge, or health issues, the road system can be redesigned so that people do not die or get seriously injured even when mistakes are made. As noted by Johansson (2009, p. 827): “It is true, that 95% of all crashes or collisions depend on human error, but according to Vision Zero philosophy, 95% of the solutions are in changing roads, streets or vehicles.”

In consequence, Vision Zero has led to a new focus on the responsibilities of the governmental, regional, and local authorities that are involved in the design of the road environment, as well as the responsibilities of vehicle manufacturers. These two groups are called the system designers, and according to Vision Zero they shared the ultimate responsibility for traffic safety (McAndrews 2013; Government Offices of Sweden 2016). According to Tingvall (1997, p. 41), the road system designers “bear the responsibility to do everything in their power to make the system as safe as possible. . . they are also responsible for meeting the road user demands for road safety in the system.”

In part this is an institutional responsibility, carried by the agencies and companies that construct roads and vehicles. However, it also has an important component of professional responsibilities. The engineers and other professionals who perform the actual construction tasks have responsibilities, both individually and collectively, to make the choices that save lives and avert suffering. A comparison can be drawn with healthcare. Governments are responsible for organizing healthcare systems that save lives and preserve health. This is an institutional responsibility. At the same time, physicians, nurses, and other healthcare professionals have a responsibility – again, both individually and collectively – to make the choices that best serve the health and well-being of their patients.

The professional responsibilities in Vision Zero go beyond traditional blame responsibility (often called backward-looking responsibility), which assigns blame for causing a traffic safety problem. The main focus is put on task responsibility, which is concerned with who can do something about the problem. In Vision Zero, the overarching task responsibility falls on the system designers. But unavoidably, blame responsibility can also become involved. System designers can be held responsible for inactivity or misdirected activity that leads to fatalities or serious injuries that could otherwise have been prevented. (On responsibility ascriptions, see also Hansson 2021b.)

Responsibility is not a zero sum game. In other words, if one group takes on more responsibilities, then this does not mean that some other group has to become less

responsible. The fact that system designers assume new responsibilities does not relieve individual road users of their responsibility to drive safely and respect traffic regulations (Tingvall 1997). On the contrary, in Vision Zero, the moral responsibility of road users goes beyond what was traditionally expected of them. In addition to the duty of respecting and abiding by the traffic rules and regulations, the “moral responsibility of road users extends to the health of all road users in all situations—even those not anticipated or defined by the legislative and governing bodies. The moral responsibility of road users also involves making clearly stated and powerful demands on the designers of the system” (Tingvall 1997, p. 42).

Four Central Assumptions of Vision Zero

The above discussion suggests that Vision Zero builds on a set of important but controversial assumptions, all of which are necessary to justify the adoption and promotion of the policy.

Ethical Assumption: “It Can Never Be Ethically Acceptable That People Are Killed or Seriously Injured When Moving Within the Road Transport System”

Vision Zero is based on the ethical assumption that it is morally unacceptable that people get killed or seriously injured due to preventable traffic crashes. For the proponents of Vision Zero, any goal other than zero amounts to voluntarily permitting that people are killed or seriously injured on the road (Tingvall and Haworth 1999). This ethical basis of Vision Zero is the major justification for the adoption of the policy in many Vision Zero-committed countries and cities. Importantly, it has called established practices in safety work and transport decision-making into doubt. For instance, this applies to the use of cost-benefit analysis in road safety planning, since CBA often trades the safety of road users to promote other values. Moreover, monetary valuation of human life and the use of willingness to pay in determining the economic value of traffic safety measures are deemed morally problematic from a Vision Zero perspective (Hokstad and Vatn 2008).

From this point of view, the level of road fatalities and serious injuries is the product of our choices as a political society regarding which values we should prioritize. Fatalities and serious injuries are not deemed to be necessary costs. Instead, they show what price a society is willing to pay for mobility. This is a radical departure from the traditional approach to traffic safety, in which traffic fatalities and injuries are viewed as the necessary costs of using the road system (Belin et al. 2012). Unlike the traditional approach to traffic safety in which safety is usually compromised to promote mobility, Vision Zero considers such a compromise as an unsatisfactory situation that should be changed. According to Tingvall (1997, p. 56):

It goes without saying that human life cannot be exchanged for some gain. To give an example, if a new road, new car design, new rule etc. is judged as having the potential to save

human life, then the opportunity must always be taken, provided that no other more cost-effective action would produce the same safety benefit.

Empirical Assumption: Human Fallibility Is Unavoidable and Therefore Has to be Taken into Account in Traffic Safety Work

There is a long history from industrial safety of attempts to avoid accidents by identifying the workers who cause them and taking measures aiming at these individuals. However, this strategy has been found to be inefficient, since accidents are not limited to the actions of a special category of particularly accident-prone individuals. Therefore, industrial safety instead focuses on making operations “fail-safe,” or “inherently safe,” which means essentially that the prevalence of human mistakes is accepted and focus is put on minimizing the negative consequences following from such mistakes (Hansson 2010; Hammer 1980; Harpur 1958; Jones et al. 1975). A similar development has taken place in patient safety, where a “blame culture” looking for scapegoats has largely been replaced by a focus on how the probabilities and the consequences of such mistakes can be reduced (Rall et al. 2001).

Vision Zero can be seen as representing the same trend, applied primarily to traffic safety. Traditionally, the mistaken behavior of individual road users was taken to be the dominant cause of safety problems in the road traffic system. Consequently, traffic rules and regulations, education, training, licensing, and other mechanisms for behavioral change were emphasized, with the pronounced intention of promoting the required behavior and adjusting the road user to the road system (Belin et al. 2012). Vision Zero instead focuses on making the road system “fail-safe,” so that human mistakes do not lead to serious accidents. This approach is based on the simple observation that, in contrast to human nature, vehicle technology and road infrastructure are accessible to radical change.

Operational Assumption: The Ultimate Responsibility for Traffic Safety Should be Assigned to System Designers

This assumption has largely the same motivation as the previous one. From a Vision Zero perspective, the ultimate cause of accidents is taken to be the “imperfect system.” Therefore, it is the system that needs to be adjusted to the needs and capabilities of the individual road users, not the other way around. Since the problem of traffic safety is systemic in nature (Larsson et al. 2010), Vision Zero presumes that responsibility should be shared among the actors that directly or indirectly influence the safety of the system.

Empirical Assumption: Technology Can Solve Most Road Traffic Safety Problems

In most countries that have shown a significant improvement in traffic safety over the past few decades, the role of technology has been significant. The introduction of seat belts, seat belt reminders, airbags, automatic brakes, alcohol interlocks, motorcycle and bicycle helmets, and safer road and street designs have played and continue to play a key role in preventing fatalities and injuries. It is generally

believed that further progress can be achieved with new, innovative technologies. However, the use and application of most of the technologies that improve traffic safety has long been questioned and debated due to their impact on economy, freedom, autonomy, and privacy. Nonetheless, in countries committed to Vision Zero, a strong emphasis on the development and implementation of innovative technologies appears to be the next step. The Swedish Vision Zero recommends the use of the best available technology when addressing road safety problems, hence emphasizing the role of technological innovation in promoting traffic safety. In the USA, one of the three major strategies identified in *The Road to Zero: A Vision for Achieving Zero Roadway Deaths by 2050* (Ecola et al. 2018) is to accelerate the production and use of advanced technologies.

Moral Criticism

We will consider six moral arguments against Vision Zero. Four arguments claim that Vision Zero assigns too high priority to serious injuries in road traffic. These arguments are presented in order of decreasing strength of the claims that they make. We discuss the argument that Vision Zero is paternalistic and in section “[Vision Zero Goes Contrary to Equity and Social Justice](#)” the argument that it counteracts social justice.

“It Is Morally Misguided to Strive for a World Free from Suffering”

It has been argued that, because Vision Zero aims to achieve zero fatalities and serious injuries through the categorical prioritization of safety and health of road users, it seeks to create a risk-free society, which is considered problematic in various ways. Firstly, there is the argument that creating a risk-free society conflicts with individual liberty, interpreted as the freedom of individuals to choose what risks they wish to expose themselves to (see section “[Too Little Responsibility Is Assigned to Drivers](#)”). Ekelund (1999), for instance, criticized Vision Zero for aiming to eliminate all road traffic risks despite the fact that some people are willing to take more risks than others. In the context of public health policy, Fugeli (2006) similarly argued that Vision Zero is a luxurious quest of rich European countries to create a risk-free, perfect society. In his view, Vision Zero seeks to purify life and remove defects and risks, which will lead to undesirable consequences. What these authors seem to argue is that by adopting and pursuing Vision Zero policies society may well reduce suffering in the form of deaths and serious injuries caused by certain activities, such as driving, but it also denies people the opportunities of enjoying life to a fuller extent than what is possible under a Vision Zero regime.

Dekker et al. (2016) locate Vision Zero within the “Western Judeo-Christian salvation narrative,” i.e., “the notion that a world without suffering is not only desirable but achievable, and that efforts expended toward the goal are morally right and inherently laudable” (p. 219). This narrative understands human suffering

as the result of bad choices made by individuals. Consequently, suffering can be relieved by hard work and better individual choices. This is in line with much traditional safety work, according to which the causal responsibility for accidents is largely attributed to the individual. However, Dekker et al. argue, aiming to relieve suffering by focusing on individual choices invites gaming – both by individuals, who in employment settings may refrain from reporting injuries for fear of being blamed, and managers and CEOs, who may refrain from reporting incidents that may lead to the loss of bonuses – and creates more suffering in the end.

The claim that Vision Zero seeks to achieve a perfect society is not backed up by any evidence. We have found no indication of any such assumption in the written documentation on Vision Zero. On the contrary, a major assumption behind Vision Zero is the recognition that traditional approaches to traffic safety, criticized by Dekker et al. (2016), have failed in their relentless attempts to create a perfect road user. (Cf assumption 2 in section “[Four Central Assumptions of Vision Zero](#)”) Vision Zero differs from this approach in accepting the occurrence of mistakes, and hence even accidents, as an inevitable fact of life. This speaks strongly against the claim that Vision Zero aims to create a perfect society, free from any suffering. It is difficult to imagine a totally risk-free society, constituted of imperfect individuals who are by their own nature liable to make mistakes and act on the basis of wrong judgments. Furthermore, Vision Zero does not aim at eradicating all accidents and injuries but only those that will lead to “an unacceptable loss of health” (Tingvall and Haworth 1999). Non-serious traffic injuries are outside the scope of Vision Zero. Therefore, as was rightly indicated by Zwetsloot et al. (2013, 2017), the criticism that Vision Zero seeks to create a risk-free society is more of a misconception than a genuine argument against it.

In summary, the argument that Vision Zero errs in trying to create a perfect society is based on a blatantly incorrect description of Vision Zero, and not worth taking seriously. (Therefore, we do not see a need to discuss another assumption underlying this argument, viz., that attempts to move in the direction of a “perfect” state are condemnable.)

“It Is Not Ethically Unjustified That People Die on the Roads”

One of the underlying assumptions behind the adoption and promotion of Vision Zero policies is the claim that it is morally unacceptable that people die and get seriously injured due to predictable and preventable crashes. Therefore, Vision Zero is “presented as a more, or perhaps the only, ethically sound approach” (Elvebakk 2005, p. 18). However, Elvebakk argues, the mere ambition to prevent all fatalities and serious injuries cannot in itself justify the ethical superiority of Vision Zero because “there are not necessarily major differences between wanting to reduce the number of serious accidents as much as possible, and wanting to eradicate them altogether. It would seem that either way, the best one can do is one’s best” (Elvebakk 2005, p. 21). Moreover, “it is not necessarily *in itself* ethically unjustifiable to allow hundreds of people die in traffic every year. [...] Death is,

after all, a fact of life, and as a society we have to accept that people will die, for one reason or another” (Elvebakk 2005, pp. 24–25).

Elvebakk goes on to present examples of cases of fatalities and serious injuries in different aspects of human life, where the causalities, she argues, are often deemed morally acceptable because of the mere fact that those who died or were injured had voluntarily and knowingly chosen to engage in activities associated with considerable risk. Examples are deaths as a result of suicide, drug overuse, skiing, fishing, swimming, etc. Although these risky activities claim a significant number of lives every year, Elvebakk claims that “there are relatively few calls for regulation, as risk seems to be accepted as an integral part of the activity” (Elvebakk 2005, p. 25). For her, these different areas or activities, including road traffic, belong in the “private space,” where individuals often voluntarily and knowingly choose to engage in risky activities and accept responsibility for doing so. Elvebakk comments:

Proponents of vision zero prefer not to compare road traffic to these areas, but to other professional fields, where fatalities are typically not deemed acceptable. But, arguably, the road traffic system cannot be straightforwardly compared to these professional areas, as they belong to different spaces: road traffic is (for most of the drivers) not a professional space. (Elvebakk 2005, p. 25)

Allsop (2005) advances a quite similar view regarding the nature of the road system and road users’ responsibility. For him too, the road system is not a “closed system in which everything can be defined as someone’s contractual responsibility, but as part of everyone’s day-to-day lives, which they expect to be largely free to lead” (p. 15). Moreover, Allsop identifies an additional similarity between these other risky activities that people often engage in and road traffic: most of them serve the same purpose of fulfilling and giving meaning to human life. Most people who lose their lives due to involvement in one of these risky activities have engaged in it “to meet either social needs, or demands for goods, or desires for fullness of life” (ibid.). Using the roads, he says, serves similar purposes. He concludes that “neither in terms of rational socioeconomic policy nor in terms of human desire for fulfillment is it unacceptable in principle for use of the roads to involve some risk of death or serious injury” (ibid.).

These arguments do not take into account that most of those who are killed and seriously injured in road traffic did not wish to take any risks. They just had no other choice than to travel in the risky traffic system that we have. Furthermore, the assumption that a risk is unproblematic if it comes with a voluntarily chosen activity is quite problematic. On the face of it, humans may seem to choose risk-taking. However, people taking risks do not usually desire the risk per se, but rather something else that it is associated with. For instance, consider a person who chooses to bungee jump. Arguably, what she is looking for is not the risk of dying or being seriously injured, but rather an advantage that it is associated with, namely, the thrill, not the risk. If she had the choice of an otherwise exactly similar jump but with a safer cord, then she would presumably choose the safer alternative (Hansson 2013).

The same seems to be the case for dangerous behavior in road traffic, such as speeding and drunk driving. These activities are undertaken for various reasons, including the pursuit of thrill (in the case of speeding). The claim that people drive dangerously because of a wish to increase the probability that they will end up in a wheel chair or a coffin is not borne out by any empirical evidence or plausible argument. To this should of course the observation be added that most dangerous behaviors in road traffic impose risk on other road users. We therefore have good reasons to write off the argument that we might as well let people die on the roads since they have taken the risks themselves.

“Safety Should Not Have Higher Priority than Everything Else”

The adoption of Vision Zero was partly a reaction to the use of cost-benefit analysis (CBA) in transport policy and decision-making. (See Hokstad and Vatn (2008) and Hansson (2007) for elaborate discussions on the moral and philosophical issues associated with use of CBA.) Unlike CBA, Vision Zero does not promote the weighing of safety against other values in the traffic system. Life and health, it is claimed, “can never be exchanged for other benefits within the society” (Tingvall and Haworth 1999, p. 2).

Proponents of Vision Zero have claimed that it rectified a previous double standard for different transport systems. Safety had the highest priority in aviation and rail traffic, where accidents were treated as unacceptable events. In contrast, accidents in the road system were taken to be unavoidable and a price worth paying for mobility (Johnston et al. 2014). The high demands on airplane safety have seldom been criticized, and no attempts seem to have been made to systematically evaluate safety measures in that area with cost-benefit analysis. In contrast, the application of a similarly strict attitude to road traffic, which is promoted as part of Vision Zero, has attracted much criticism. Elvik (1999) maintained that the uncompromising prioritization of safety and health in the road traffic system would divert economic resources from other societal objectives to the promotion of road safety. Since resources are limited, he argued, this would reduce measures against other causes of death and injury in society, leading to an increase in general mortality. For similar reasons, Elvebakk maintained that from a utilitarian point of view, “rather than being a more ethical approach to road safety, vision zero is a less ethically sound basis for policy” (Elvebakk 2005, p. 24). Allsop (2005) argued that “the cold socio-economic logic of the human mind and the warm aspiration of the human spirit join their voices to say: no, they are not paramount, and yes, they can be traded. [...] Safety is for living: living is much more than just keeping safe” (p. 15).

Nihlén Fahlquist (2009) argued that Vision Zero could potentially be used to justify radical limitations of freedom of movement and individual autonomy and that it could lead to privacy infringements if inbuilt technologies and safety/surveillance cameras store data on drivers’ behavior.

This criticism is based on the assumption that Vision Zero implies that traffic safety always has a higher priority than everything else. That is a misunderstanding.

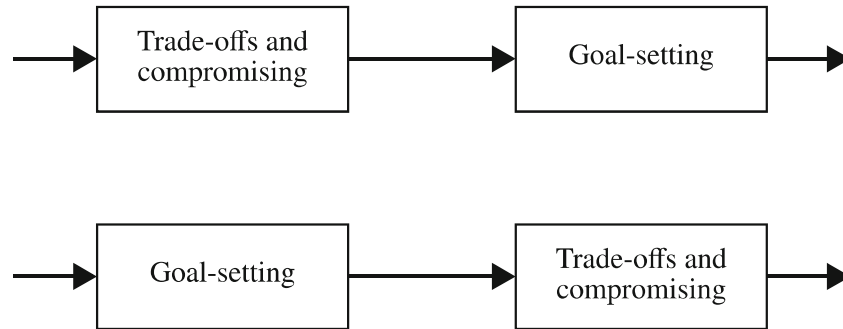


Fig. 2 Two approaches to goal-setting and compromising

Proponents of Vision Zero accept that it cannot immediately be fully implemented. If traffic safety had higher priority than everything else, then all road traffic would have to be stopped immediately and only be restarted to the extent that it could be undertaken with no risk of fatalities. However, contrary to proponents of CBA, defenders of Vision Zero do not treat trade-offs, for instance, between safety and economy as optimal and satisfactory states. Instead, they treat such trade-offs as temporary compromises that should as soon as possible be superseded by new arrangements ensuring improved safety.

This can be clarified by a comparison with other social goals. There are a large number of policy areas in which society has goals that are subject to compromises with other goals. However, the relationship between goal-setting and compromises is different for different areas. In some areas, the tradition is to work with goals that are believed to be fully attainable. Economic policies illustrate this practice. It would be highly desirable to eradicate unemployment, but economic and labor market policies are not conducted in terms of such goals. Instead, more realistic goals are used, in this case a reduction in unemployment that is considered to be compatible with other goals for economic policies. In other areas, goals are used that represent the most desirable state rather than a compromise. For instance, law enforcement policies do not aim at an economically optimal frequency of manslaughter. Instead, they are based on the assumption that every case of manslaughter is one too much. Similarly, agencies for workplace health and safety are not instructed to try to achieve an economically optimal frequency of fatal accidents on workplaces but to reduce their number as much as possible. The difference between these two approaches is shown in Fig. 2. Either we make compromises and adjustments first and then set the goals (as in economic policies) or we set goals first and make compromises afterward (as in law enforcement and workplace safety). Vision Zero can be seen as an attempt to transfer traffic safety from the first to second of these patterns. This does not mean that the avoidance of traffic fatalities will be the only social goal that is never subject to trade-offs. Instead, it means that Vision Zero will be one of several goals that are given so high priority that any trade-offs will be treated as temporary and unsatisfactory concessions.

In this perspective, the argument that Vision Zero crowds out all other social goals is essentially a straw man argument. However, since the relationship of Vision Zero

to other social goals is seldom sufficiently clarified, this is a criticism that has the virtue of giving rise to useful and clarifying discussions.

“It Is Immoral to Focus Only on Fatal and Serious Injuries”

One important point where Vision Zero differs fundamentally from traditional safety approaches is its problem formulation (Belin et al. 2012). As noted above, the traditional goal of road safety was to prevent accidents, regardless of how severe they were. In contrast, Vision Zero accepts that accidents are inevitable in a complex system filled with cognitively fallible individuals. Therefore, it is argued, the road system should be forgiving, and so constructed that predictable crashes do not have severe consequences. Notably, crashes are often not a result of conscious negligence of instituted traffic rules and regulations but of honest and minor errors of judgment (Elvebakk 2007). Another reason for emphasizing fatalities and serious injuries in road safety is, of course, that it is those accidents that bear the largest personal, social, and economic costs.

In a recent book criticizing the Vision Zero approach in Victoria, Australia, Morgan (2018) identifies some debatable aspects of Vision Zero’s emphasis on fatal and serious injuries. Singling out and focusing on such crashes, he argues, fails to take into account the magnitude of suffering caused by minor injuries and the economic cost associated with them. He claims that “fatal and serious injury crashes are only a small part of the total road safety/vehicle collision problem” (Morgan 2018, p. 48).

It is fairly easy for a defender of Vision Zero to address this argument. It is generally accepted that saving lives has a much higher priority than preventing accidents that will only lead to temporary impairments of health and mobility. Furthermore, it can be argued that the focus on severe accidents was a crucial factor for making Vision Zero realistic enough to be adopted as a national traffic safety policy in several countries. However, it should also be conceded that the avoidance of minor accidents cannot be given zero priority. Although there does not seem to be a need to give up the strong priority for avoiding fatalities and serious injuries, there is certainly a need to discuss how less serious accidents can be included in preventive work that has a Vision Zero framework as its major driving force.

“Vision Zero Is Paternalistic”

There is a long history of criticism against safety measures in road traffic that are perceived as restricting individual liberty. Legislation against drunk driving has been a major target of such criticism and so have seat belts and bicycle and motorcycle helmets (Jones and Bayer 2007; McKenna 2007). One major argument that is usually presented against the promotion of such safety interventions is that they tend to diminish individual autonomy and pose undue interference in an individual’s personal life. Much of this criticism has been couched in anti-paternalist terms

(Hansson 2021a). It has been argued that as long as no harm is done to others, individuals should be allowed to do what they voluntarily choose to do in road traffic. This type of criticism has repeatedly been directed at Vision Zero. Ekelund (1999) argues that people who so wish should be allowed not to use safety belts, helmets, or other safety technologies. Allsop (2005) maintains that Vision Zero is morally problematic due to the restrictions it imposes on individuals seeking to engage in activities that make their life complete and meaningful, even at the expense of losing their health and safety. Elvebakk (2015) has presented what is probably the most extensive criticism along these lines. She provided two major reasons why road traffic systems operating in accordance with Vision Zero will be problematic from the viewpoint of individual liberty.

The first reason is related to the responsibility ascriptions in Vision Zero. Traditionally, individual road users almost exclusively took the blame for accidents. Moreover, the road system was conceived as a private sphere of individual road users, where they could act and behave as they wanted, so long as they took responsibility for their actions and behavior (Elvebakk 2007). According to Vision Zero, however, it is the responsibility of the system designers to design a road system that takes into account the fallibility and physical vulnerability of road users. Individual road users will still be responsible for respecting traffic rules, but “if they do not live up to these expectations, the system designers must take measures” (Nihlén Fahlquist 2009, p. 391). This, Elvebakk claims, means that contrary to previous systems in which road users themselves could determine the level of risk they wanted to take, in Vision Zero only the system designers determine the level of risk in the system. This argument is obviously fallacious since it is based on the incorrect assumption that road users in a traditional system can choose the level of risk they are exposed to. Many of the people who have been killed on the roads drove as carefully and safely as they could but were hit by another vehicle that suddenly appeared in a place where it should not be. This applies not least to pedestrian and cyclist fatalities.

Elvebakk’s second argument is based on the observation that if the intention in Vision Zero is to bring down the number of killed and injured to zero, then system designers cannot allow road users to engage in “high risk activities” in the road traffic system. This observation is correct, and it is also true that proponents of Vision Zero have proposed and partially implemented measures that restrict the liberty to engage in high-risk activities on the road, such as speeding and drunk driving. The use of alcohol interlocks, seat belt locks, and intelligent speed adaptation (ISA) will have a significant impact on the safety of the road system. According to Elvebakk (2015, p. 301):

Although these technologies only reinforce existing regulation, they do in fact represent a considerable reduction of the individual road user’s actual autonomy: while a ban merely adds a legal risk to the existing risk of the action, a coercive technology – if successful – physically prevents the individual from carrying out the undesired action. Thus, to the extent that the measures are introduced to protect the road users performing the undesired action, they do take paternalism to a significantly higher level.

When evaluating this criticism, it is important to note that few if any of the measures proposed to implement Vision Zero are in fact paternalistic. For instance, Elvebakk commits a serious conceptual mistake when claiming that the introduction of alcohol interlocks is an expression of paternalism. According to the Global Road Safety Partnership (2007), the presence of even small amounts of alcohol in drivers' blood increases the risk of being involved in crashes. A recent report by the International Transport Forum shows that more than 273,000 annual deaths in the road traffic systems are alcohol-related (Vissers 2017). Obviously, a drunk driver poses a risk not only to her- or himself but also to other users of the road system. For instance, a report by the Centers for Disease Control and Prevention (1997, p. 104) indicates that "approximately one fourth of all traffic deaths among children aged <15 years involved alcohol and that in nearly two thirds of passenger deaths involving a legally drunk driver, the child was in the car driven by the legally drunk driver."

Alcohol interlocks, as well as speed limits that are also essential components of Vision Zero implementation, restrict the freedom of drivers to drive as they wish. However, the issue at play is not:

My freedom to drive as I like
versus
Public measures to protect me.

Instead it is:

My freedom to drive as I like
versus
Public measures to protect others on the roads and pavements.

Thus, criticism against Vision Zero for being paternalistic is largely misdirected. It is not paternalistic to prevent a person from engaging in an activity that exposes others to risks of death. It should be noted that even before Vision Zero, major reductions in the number of road traffic casualties had been achieved with non-paternalistic measures that restrict individual liberty. This includes requirements of licenses, speed limit laws, and drunk driving laws. Technological measures that further reduce the prevalence of speeding and drunk driving, such as alcohol interlocks and automatic speed adapters, certainly infringe on the liberty to behave in certain ways on the roads, but these measures are by no means paternalistic. It may be rhetorically efficient to defend the liberty to put others' lives in danger by labeling countermeasures as paternalistic, but this is certainly not a valid argument.

According to McKenna (2007), an important lesson from the experience with such interventions is that the perceived legitimacy of an activity and the associated intervention determine both the implementation and final success of the intervention. McKenna uses the example of how difficult it was to succeed with interventions against drunk driving in the past, when it was perceived to be a morally acceptable practice, albeit illegal. However, as the public perception of drunk driving shifted

from acceptance to considering it to be an antisocial activity, the preconditions for implementing interventions also changed; it became easier for law enforcement bodies to take “active steps to detect and deter drunk driving” (McKenna 2007, p. 2). As this shows, the perceived legitimacy of an activity can change over time. What is considered legitimate at one point in time may not remain so over time. In a study performed in Sweden, Norway, and Denmark, Eriksson and Bjørnskau (2012) investigated the public’s acceptance of three ICT-based traffic safety measures that have implications on the privacy and freedom of individual road users. The measures were speed cameras, intelligent speed adaptation (ISA), and event data recorder (EDR). The study indicated that awareness of the problem for which the intervention is used, the belief that one’s own actions could contribute to addressing the safety problem, belief in the fairness and effectiveness of the measure, and demographic factors influenced the acceptance of these measures. Generally, the study reported relatively high levels of acceptance for all three measures, despite their impact on privacy and freedom for the drivers concerned.

In summary, the argument that Vision Zero is paternalistic does not get off the ground, since the major restrictions on drivers’ behavior that have been proposed to implement Vision Zero are all non-paternalistic. (On paternalism and traffic safety, see also Hansson 2021a.)

“Vision Zero Goes Contrary to Equity and Social Justice”

Globally, the burden of road traffic fatalities and injuries is disproportionately borne by pedestrians, bicyclists, and motorcyclists, who account for more than half of all deaths on the road. It has now been established that road traffic injury is the leading cause of death for children and young adults aged 5–29 years. According to the WHO, a major reason for this is that road safety planning and decision-making usually ignore the interests of these groups (WHO 2018). In many parts of the world, vulnerable road users are forced to use the same roads as vehicles operating at speeds that can lead to fatality or a serious injury if a crash occurs. In addition to the inequitable distribution of risks between different groups of road users, the measures taken to address the problem of road safety can impact differently on different segments of a population. Safety interventions tend to be instituted mainly in areas where people can afford them, which means that investments in safety tend to favor the rich (Elvik 2003). Moreover, when road safety policies are implemented in areas distinguished by large socioeconomic gaps, there is a risk that the policies, rather than addressing the road safety issue equitably, will further exacerbate the unequal state of affairs. While such concerns are almost nonexistent in, for example, a Swedish context, much has been written about traffic-related inequity in the USA, mainly in New York City (NYC).

The most serious of these criticisms are directed against the continued use of intensive policing as a safety intervention in the Vision Zero regime. Lee (2018) argues that Vision Zero has become an essential part of systematic segregation and discrimination in the streets of NYC. In his view, Vision Zero has been repurposed to

serve a system of white supremacy that relies heavily on the policing of people of color to create a safe space for rich white people. These observations are made in relation to what he calls Vision Zero apartheid. Much of his criticism is directed toward the New York Police Department (NYPD) and the way they approach electric bike (e-bike) riders. Despite not causing many injuries, Lee argues, the City and NYPD have been using Vision Zero to police and ticket mostly immigrant delivery workers. To take an example, in 2017 over 923 e-bikes were confiscated from immigrant delivery workers and nearly 1800 e-bike criminal court summonses were issued, according to Lee (2018). Criminal court summons is particularly troublesome for immigrant workers, Lee notes, since if they do not show up in court, an arrest warrant will be issued for them.

Vision Zero, as initially developed in Sweden, clearly prioritized the prevention of fatalities and serious injuries and hence excluded minor injuries and noninjury crashes from consideration. The major justification was that it is impossible to avoid all crashes, given the fundamental fact that road users are cognitively fallible. The actual reality on the ground is very different, according to critics of Vision Zero in NYC. The police still target and penalize road users who commit low-level offenses that are not interesting from a Vision Zero point of view. Moreover, in the case of delivery workers on e-bikes, they do so despite lack of credible scientific evidence linking the use of e-bikes by the delivery workers to a serious loss of health (Lee 2018). According to Lee, the targeting of the delivery workers by the police is rather designed to “calm white fears of non-white bodies by using enforcement to impose punitive forms of racial and social control under the guise of public safety” (Lee 2018, p. 186). Thus, he continues, the policing strategy is just an extension and manifestation of systemic discrimination and bias against people of color and immigrants by enforcement agencies.

The enforcement strategies of NYC and NYPD must be understood against the background of the long history of policing in the USA, where a main strategy to prevent bigger criminal offenses has been through the intensive targeting and penalization of minor offenses (Lee 2018; Conner 2016). This policing strategy, called the “broken windows approach,” or “broken taillight policing” when applied in traffic safety enforcement, emphasizes the targeting of minor offenses with the view that this prevents people from engaging in major crimes. According to Conner, the continued use of this strategy has led to a situation:

where a violation relatively insignificant to safety is aggressively and subjectively enforced. The results are the disparate stopping, ticketing and arresting of drivers and bicyclists in predominantly African-American neighborhoods. Broken taillight policing criminalizes nonviolent and non-criminal behavior, and thus risks creating opposition to enforcement against dangerous driving. Further, because the summonses and arrests that result are tried in a racist criminal justice system, investigatory traffic stops are inherently inequitable. (Conner 2016, p. 16)

Conner further claims that it is impossible to achieve the Vision Zero goal without finding a proper solution to racial biases in police enforcement work and the justice system. This, it is rightly argued, is because the presence of racial discrimination in

police enforcement work will lead to the misdirection of scarce public resources, “perpetuating linked cycles of racial bias and ineffective traffic enforcement” (Conner 2016, p. 18).

Connected to the criticism of the disproportionate nature of police enforcement is the issue of procedural justice when it comes to decision-making in road safety work. Critics argue that decision-making on police priorities and strategies is performed in ways that exclude affected parties and their interests. Lugo (2015) identified four major problems that Vision Zero implementation in US cities should address in order to be successful. First, she argued that Vision Zero is a Eurocentric policy, copied from Northern Europe and implemented without taking local realities and voices in the USA into account. Second, Vision Zero’s heavy reliance on police enforcement not only fails to consider the history of police violence against people of color in the USA but also opens opportunities for the police to further apply their biases. Lugo stated:

White people may look to police as allies in making streets safer; people of color may not. . . It really doesn’t seem like Vision Zero was designed to admit the problems that are an unfortunate reality for many in this country, a reality that other groups are working very hard to bring to light. It’d be great to see the development of a street safety strategy that starts with a dialogue on what “safety” means and whose safety we have in mind, taking it for granted that we don’t all face the same safety problems. (Lugo 2015, p. 3)

The assumption that most people of color would not opt for increased policing as an intervention appears to have some empirical support. A case study on Portland City’s Vision Zero equity efforts by the Vision Zero Network shows that community stakeholders and partners who were consulted on the issue of policing were not in favor of “increased penalties and fines for traffic violations” or the use of “check-points and saturation patrols to control for DUIs,” mainly due to fear of police racial profiling (Vision Zero Network 2018, p. 3).

The third problem with the Vision Zero initiative that Lugo identified is what she calls combative issue framing. The presentation of Vision Zero as “the only ethical choice,” Lugo claims, is meant to shame politicians by suggesting that disagreeing with the vision is unethical. However, Lugo urged that this could also have detrimental “silencing effects” on already oppressed people.

I’ve seen a worrying tendency among bike advocates to dismiss those who disagree with them as NIMBYs, flattening opposition regardless of whether it comes from community members who lived through the ravages of urban renewal or privileged homeowners concerned about an influx of colored bodies into their suburban sanctum. Vision Zero strategists should show their respect for meaningful inclusion through welcoming intersectional perspectives. (Lugo 2015, p. 2)

Last but not least Lugo criticized Vision Zero proponents’ “emphasis on top-down strategy,” where the main responsibility to bring about the required change is delegated to policy makers and planners, overshadowing the importance of initial inclusion of other stakeholders in the policy process. According to Lugo, this

“creates well-known barriers to participation in agenda setting by the very users the projects. . . are intended to serve” (Lugo 2015, p. 2).

Similar concerns of exclusion of affected parties from decision-making are aired in Lee’s (2018) research on immigrant delivery workers:

Despite the sizeable presence of delivery cyclists, city officials and bike planners and advocates do not involve delivery cyclists in dialogue about street safety and design. Partly, planning processes typically privilege top-down technocratic decision-making that discounts the embodied knowledge of people and communities particularly marginalized ones. (Lee 2018, p .46)

These criticisms concern the way decisions are made and who is involved in the decision-making processes in Vision Zero. In modern democracies, deliberation by concerned stakeholders on a proposed piece of legislation or policy action is a requirement before the legislation or intervention is put into effect. If there are parties that could be affected by the legislation or action, then involvement and consultation of these parties is an important step that determines not only the legitimacy and acceptability of the legislation or action but also its success.

Generally, when discussing the issues of equity and social justice in Vision Zero, it is important to note, as mentioned briefly earlier, that some countries and cities committed to Vision Zero inherited a road traffic system that is highly characterized by inequitable distribution of benefits and burdens in the road system. These realities have two major implications for Vision Zero when it comes to ensuring the promotion of equity in traffic safety work.

First, it is essential to identify the sources, nature, and extent of past and present inequity and to determine how they now affect the promotion of equity in Vision Zero safety work. For instance, the US General Accounting Office (GAO) in 1983 and the United Church of Christ Commission for Racial Justice in 1987 both confirmed the primary role of race and economy in the distribution of environmental benefits and burdens in the USA. Later studies have also confirmed this to be the case (Bullard 1990; Bullard and Wright 2009). In such sociopolitical environments, it is important for Vision Zero efforts to recognize the impact that race and economy could have on the distribution of benefits and burdens in the road system. Discrimination on the basis of race or economy manifests itself, for instance, through lack of recognition for people’s concerns in public decision-making and also through denying them the opportunity to meaningful participation in decision-making processes on issues that affect their lives. Hence, according to social justice scholars (Young 1990; Schlosberg 2007), the correction of distributional inequity calls for consideration and inclusion of these components of justice, which have previously been ignored but are highly important in determining who gets what in a society. Generally, these theorists claim that distributional problems could not be grasped without recognizing other important aspects that determine the processes and outcomes of distribution. For instance, they present recognition and participation as important aspects of justice. It is argued that lack of recognition and exclusion from decision-making processes causes unfair distributive results. These considerations

are particularly important in countries and cities where race and economy have a large influence on the distribution of benefits and burdens. Moreover, promoting equity in Vision Zero could also require measures to correct past injustices and unfair distributions through mechanisms such as compensation, or reforming of legal and sociopolitical institutions that could have contributed to the inequitable distribution in the first place. In the USA, for instance, we currently see a growing call for compensating previously neglected areas through increased budgets for traffic safety work. Moreover, there is a similar interest in reforming public institutions such as enforcement agencies that have long and complicated relationships with people of color, minorities, and the economically disadvantaged (Morse 2015). It is also important that Vision Zero proponents design and implement strategies for equity and make sure that current safety work does not result in unfair distribution of benefits and burdens. Conner rightly comments that:

for all cities adopting Vision Zero, an intersectional and inclusionary equity analysis must permanently guide engineering, education and enforcement along the lines of age, gender, geography and socio-economic condition as well as race. Equity must become a fourth “E,” applied in a recurring process of analysis, implementation, and evaluation. Achieving equity in Vision Zero is not only a moral obligation; equity is a tool and tactic requisite to reach our goal. (Conner 2016, p. 18)

To conclude, the criticism against Vision Zero for perpetuating inequalities is valid, although not as a criticism against Vision Zero as such but as a criticism against implementation practices, in particular in places with an entrenched history of discrimination. As we see it, this is a criticism that should be taken seriously. Countries and cities committed to Vision Zero have the double burden of addressing the causes and ill effects of past transportation injustices and making sure that decision-making and policy implementation in the Vision Zero era result in an equitable and fair outcome for all.

Rationality-Based Criticism

A second category of arguments against Vision Zero concerns the rationality (rather than the moral justification) of adopting and pursuing the goal to prevent all fatalities and serious injuries in road traffic. We discuss the argument that Vision Zero is unrealistic and, thus, cannot be used to guide and motivate action toward the desired end-state of no fatalities or serious injuries. After that we discuss the argument that Vision Zero is too imprecise to guide action effectively. Finally, we address the argument that Vision Zero, partly because it is an unrealistic and to some degree imprecise goal, is counterproductive, or self-defeating.

“Vision Zero Is Unrealistic”

A common argument against Vision Zero is that it is a utopian or entirely unrealistic goal: no matter how much we try, we will never be able to reach a state where nobody is killed or seriously injured on the roads. When the Swedish government’s ministry memorandum on Vision Zero was sent out for referral in the late 1990s, a few of the consultation bodies brought up the issue of achievability. Among those critical to Vision Zero were the county council of Jämtland and Täby municipality, both of which argued that Vision Zero was unrealistic given the extensive economic and administrative resources that would be required to achieve the goal (Government Bill 1996/97:137, section “[Accident Statistics Do Not Provide a Reliable Picture of the Safety Level](#)”). A report published by the Swedish National Road and Transport Research Institute (VTI) in 2005 confirmed that similar views were held by local politicians in the mid-2000s (Roos and Nyberg 2005). In this study, in-depth interviews were conducted with 20 municipal politicians responsible for road safety work regarding their views on road safety and the implementation of Vision Zero measures. A core finding was that a majority of politicians considered Vision Zero to be important but unrealistic. However, the practical implications of holding such views were not clear-cut. A few of the interviewed politicians emphasized that it was meaningless to have a vision that was impossible to achieve. Others, however, maintained that Vision Zero was nevertheless the only morally acceptable goal to pursue.

The achievability of Vision Zero has been questioned also in the academic literature. In relation to workplace safety, Long (2012, p. 27) claimed that “absolute goals, regardless of their excuse as aspirations, break the first rule in the fundamentals of the psychology of goal setting – achievability.” In Long’s view, while adoption of realistic goals typically fosters trust in the achievability of the goal and primes the agent for success, adoption of overly difficult goals leads to skepticism and instead primes the agent for failure. Similarly, in his criticism of Vision Zero traffic safety policy in the State of Victoria, Australia, Morgan (2018) argued that the goal of zero fatalities and serious injuries is impossible to achieve. Based on case studies on fatal and serious injury crashes in six areas over the period of 2012–2016, Morgan concluded that even when the widespread use of vehicle technology (autonomous braking) is realized, “some 25% to 30% of all fatal and serious crashes are still unlikely to ever go away, even with reduced urban speed limits.” However, Morgan does not cite any publications providing details of these studies. In the absence of detailed data, it is not possible to assess to what degree they support his conclusions.

In the goal-setting literature, attainability is often put forward as a rationality criterion for goals (Edvardsson Björnberg 2008). Goals need to be achievable, it is argued, in order to have the capacity to guide and motivate agents toward the desired end-state expressed by the goals. Thus, the SMART criteria, a set of goal criteria commonly referred to in management literature, include the requirement that goals should be attainable. One of the main arguments supporting this conclusion is that goals that are utopian, or very difficult to achieve, risk becoming counterproductive.

That is, when the agent realizes that she will not be able to reach the goal, her motivation to pursue it will taper off. Instead of stimulating action toward goal achievement, the goal could make it more difficult to reach or approach the desired end-state (Hansson et al. 2016). (This argument is further discussed in section “[Vision Zero Is Counterproductive and Self-Defeating](#)”)

There are at least two possible counterarguments to the “anti-utopian objection” raised by Long (2012) and others. Firstly, although empirical evidence supports the conclusion that totally unrealistic goals can have a demotivating impact (see below), a binary categorization of goals as either realistic or unrealistic is too simplistic for most policy purposes. It fails to acknowledge that goal achievability often comes in degrees. A goal that is utopian in the sense of having a very small chance of ever being fully achieved can nevertheless be approached to a meaningful degree. Many of the political goals fought for throughout history, such as equality and freedom, are in fact goals that may never be fully achieved but can still be approached to a meaningful degree. Thus, Rosencrantz et al. (2007, p. 564) write:

ideological goals like these cannot be achieved once and for all, but will always have to be fought for. This does not prevent social and political movements from using ideals such as freedom and justice as goals. It does not seem constructive to claim that goals like these should never be set, but should be replaced by goals that are known to be fully achievable. The only demand of attainability that seems to be generally required is that goals should be approachable, i.e., it should be possible to increase the degree to which they are achieved.

Highly ambitious goals are commonly adopted, not only by political decision-makers; they also play an important role in private organizations. As an example, Kerr and LePelley (2013) discussed the introduction of “stretch goals” by General Electric’s then CEO Jack Welch in the early 1980s. Inspired by Japanese-style management techniques, Welch was convinced that highly ambitious goals should be adopted in order to stimulate creativity, exploratory learning, and “outside-the-box thinking” among the company’s employees. Since then, several other companies have introduced a similar approach to goal-setting, among them the US Southwest Airlines and Toyota (Sitkin et al. 2011).

Secondly, as argued in section “[It Is Not Ethically Unjustified That People Die on the Roads](#),” there may be ethical reasons why the goal of achieving zero fatalities and serious injuries should be retained, even if it may well be impossible to fully achieve. Some political goals are difficult to adjust without losing their moral appeal. Consider, for instance, the goals to abolish slavery or human trafficking. There are good reasons for arguing that, from an ethical point of view, no number of slaves or trafficking victims above zero is good enough for these societal ambitions. In our view, the same argument applies to Vision Zero. As long as there are measures that can be taken to reduce the number of fatalities and serious injuries in road traffic, Vision Zero can be considered a rational goal.

“Vision Zero Is Too Imprecise”

Goals typically need to be precise in order to have the capacity to guide and coordinate action effectively. Vision Zero has been criticized for failing also on this account. For instance, Lind and Schmidt (2000) argued that the strategy behind Vision Zero is vague and difficult to relate to, especially for actors at regional and local levels, since it has not been operationalized into more concrete targets and measures. One suggested solution to this problem is to introduce subsidiary goals in road safety work. This has been done in some Vision Zero countries, for example, Sweden, where the overall goal of zero fatalities and serious injuries was operationalized into the more precise sub-goal to reduce the number of road traffic fatalities to 220 by 2020. (With 223 dead on Swedish roads in 2019, the country was close to achieving this sub-goal (Transport Styrelsen 2020).)

Elvebakk and Steiro (2009) investigated how the Norwegian Vision Zero was interpreted and perceived among those working with transport and road safety in the country, including politicians, representatives of the National Public Roads Administration and the Council for Road Safety and Police, and NGOs. They concluded that:

the interpretative flexibility of the vision and relative lack of public debate have created a situation where actors focus on different aspects of the vision, and on different levels, from theoretical questions of ethics to specific practical questions of implementation. On the whole, it seems that the connection between the different levels of the vision are somewhat tenuous, and in this situation actors are relatively free to construct their own interpretation, rather than building one shared vision. (Elvebakk and Steiro 2009, p. 958)

A similar attempt to explore how Vision Zero is conceptualized and instantiated by key actors in Norway was made by Langeland (2009). Among other things, this study investigated how Vision Zero policy documents address the problem of conflicting goals and interests. One of the problems of adopting nonspecific goals, identified by the author, is that responsibility for addressing potential goal conflicts is transferred from the political level (where it arguably ought to be handled) to the administrative level, where different agencies may prioritize differently in the absence of clear political directions:

By keeping the zero vision on an abstract level, the actors may evade the conflicts that will arise when it is instantiated. The actors might find this beneficiary, as it gives them more leeway. When the zero vision is instantiated, conflicting interests and competing goals come to the fore. This may generate uncertainty for the parties involved. The more the zero vision is instantiated in terms of actual change, the more difficult it will become to ensure implementation. When the zero vision is instantiated through new policies, it will challenge goals competing with road safety. This will probably impede further realization of the zero vision. (Langeland 2009, p. 76)

There can be no doubt that lack of precision can decrease the action-guiding capacity of a goal. Imprecise goals can be difficult to follow. They can also be difficult to evaluate. However, the degree of goal specificity required for a goal to

guide and coordinate action effectively depends on the context in which the goal is implemented. For instance, in a context where the implementing agents have fairly good knowledge about what to do in order to reach or approach the goal, the goal does not have to be as precise as when such knowledge is lacking. Furthermore, it is important to recognize that trade-offs may have to be made between the action-guiding and motivating properties of a goal, since a goal that has a high degree of precision may not be particularly motivating and vice versa. In practice, the action-guiding and motivating aspects of goals often have to be balanced in goal-setting processes.

In general, goals that are implemented by another actor than the goal-setter require a greater degree of precision. Edvardsson and Hansson (2005) distinguish between three different types of precision: directional, completive, and temporal precision. A goal is directionally precise if it tells the agent in which direction to go in order to approach the goal. Completive precision means that it is in addition clear to what extent the goal should be reached. A goal is temporally precise if it includes a specified point in time when it should be achieved. Directional imprecision appears to be particularly deleterious, since it leaves the agent without a clear view of what to do in order to approach the goal. In organizational contexts, where goals are adopted and implemented by actors at different levels, imprecision typically also makes it more difficult to evaluate implemented measures and hold those responsible who have impeded goal achievement.

One could argue that the Swedish Vision Zero fulfills two of the three identified aspects of precision (Rosencrantz et al. 2007). Vision Zero is directionally precise, since it clearly states that there should be a reduction in the number of killed and seriously injured people on the road. It has completive precision, since it clearly aims to achieve a total prevention of fatalities and serious injuries. At the same time, the goal lacks in temporal precision; it does not indicate a precise point in time when it is to be fully achieved. However, although Vision Zero has both directional and completive precision, the emphasis on reduction of negative outcomes as an indication of safety has been criticized.

In a study of the formalization of the Swedish system designers' responsibilities between 1997 and 2009, Belin and Tillgren (2012) argued that, although the shift in responsibility ascriptions from individual road users to system designers presented a substantial change in road safety work, the change was nevertheless ambiguous. The reason for this was that it was difficult to get a clear idea of who the system designers were and exactly which of their activities ought to be regulated. Moreover, the authors suggested that, although there was a unanimous consensus on Vision Zero when it was formulated and legally adopted, conflicts of interests emerged during the implementation phase when different actors attempted to translate the vision into concrete action. This was particularly noticeable as perceptions of the costs and benefits of legislating on system designers' responsibility became more real to the stakeholders. These observations point to a fourth type of goal precision not covered by Rosencrantz et al.' (2007) tripartite definition of goal precision, namely, precision in the division of responsibility.

In summary, the empirical evidence indicates that the criticism of imprecision in the formulation of Vision Zero is apposite and also highly constructive. It shows that

an overarching goal like Vision Zero is in need of more precise sub-goals that add precision in the dimensions in which the overarching goal is not precise enough for action guidance. In the case of Vision Zero, it is important that such sub-goals specify the temporal component of precision, i.e., clarify when various task should be completed. In many cases, the division of responsibility is also in need of specification in sub-goals.

“Vision Zero Is Counterproductive and Self-Defeating”

Goals are typically adopted in order to achieve (or maintain) certain states of affairs. However, sometimes goals turn out to be self-defeating in the sense that instead of furthering the desired end-states, the goals interfere with progress, making it more difficult to achieve those end-states. As noted by Hansson et al. (2016), various mechanisms can contribute to making a goal self-defeating. We have found two major types of claims that Vision Zero goal is self-defeating, referring to economic and psychological mechanisms, respectively.

Elvik (1999) warned against economic self-defeating mechanisms of Vision Zero. Measures not subjected to cost-benefit calculations would become too expensive, and the policy would end up not only being economically counterproductive but also contributing to increased mortality.

An objective of eliminating a certain cause of death, like traffic accidents, may be so expensive to realise that it reduces resources available to control other causes of death and thus increases general mortality. (Elvik 1999, p. 265)

One of the basic assumptions underlying Elvik’s argument is that there is a causal relationship between income per capita and general mortality, particularly that there is a negative relationship between income and mortality. By disregarding CBA, Elvik argued, proponents of Vision Zero seek to invest in safety measures that do not generate returns on the invested capital, and this leads to a decline in income that would be required to prevent other causes of death in the society. Moreover, Elvik (2003) conducted an investigation into the efficiency of safety policies in Sweden and Norway and claimed to have found that the road safety policies in both countries were inefficient in improving road safety. His recommendation was that making policy priorities on the basis of CBA would lead to greater improvement of safety, than priorities based on Vision Zero.

Elvik’s economic criticism is based on a so-called risk-risk analysis, i.e., a comparison between two options, both of which are expressed in terms of risk. Some risk analysts have seen this type of comparison as a way to bypass the common psychological reluctance to value nonmonetary goods in money: “Converting all health outcomes into death-risk equivalents facilitates cost-effectiveness analysis by calculating the cost per statistical life equivalent saved, and it addresses concerns with respect to dollar pricing” (Viscusi et al. 1991, p. 34). The most common way to perform this conversion has been to employ the correlation between health and

wealth. Richer people tend to be healthier and live longer. Therefore, “the critical income loss necessary to induce one fatality” (Lutter and Morrall 1994, p. 44) has been calculated and used to translate regulatory costs into fatalities. Elvik’s analysis from 1999 is an example of this approach. However, this translation is based on highly uncertain assumptions (Hansson 2017). Since regulations also give rise to business opportunities, costs of regulation cannot be equated with losses in total income. Furthermore, the fact that people tend to live longer in richer societies depends on complex and largely unknown social mechanisms. In particular, there is a strong positive correlation between longevity and income equality. Any conversion of gross national product into gains in longevity is therefore severely misleading (Neumayer and Plümper 2016). There is no ground for assuming that an economic loss anywhere in the economy gives rise to a proportionate increase in total morbidity or mortality.

The second type of self-defeatance identified in the literature relates to the motivational, or behavioral, effects of Vision Zero. As noted above, goals are achievement-inducing not only because they guide and coordinate action toward the desired end-states. Goals can also help us achieve the desired end-states by inducing, or motivating, actions that bring us closer to the goals. This is an important aspect of goal-setting, commonly referred to in psychological and behavioral research. Significant empirical evidence supports the so-called goal-difficulty function, i.e., given certain conditions (such as that the agent has the ability to reach the goal and is committed to it), more ambitious goals will typically induce greater efforts by the agent (Locke and Latham 2002). This holds true up to a certain point where the discrepancy between the goal and the agent’s actual performance will be so great that the goal no longer has the capacity to create a corrective motivation to change the agent’s behavior toward the goal. If, at that point, the goal gives rise to frustration and resignation instead of inspiration and motivation, then the goal has become motivationally self-defeating (Hansson et al. 2016).

According to some critics, Vision Zero is a good example of a motivationally self-defeating goal. For instance, Long (2012) claimed that pursuing the goal of zero harm in the mining and construction industries has negative motivational consequences that ultimately lead to its own subversion and failure:

Unachievable goals drive frustration, cynism and negativity; that in themselves diminish effort, energy, resilience and persistence. Absolutes are not achievable with humans, only for machines and gods, and even machines decay and wear out in time. (Long 2012, pp. 24–25)

The stated reason why goals drive such frustration and negativity is that they prime people, in Long’s case employees of the mining and construction industry, for failure:

Zero harm language is not neutral and leaders should be far more aware of how such language ‘primes’ workers psychologically and culturally [...] This is the problem with zero harm language, it’s non-motivational, noninspirational and counterintuitively primes workers for failure. (Long 2012, pp. 30–31)

Fugeli (2006) similarly claimed that a public health policy based on Vision Zero thinking is problematic because it promises and demands “too much” (p. 268) and eventually leads to a distressed, dangerous, and sick society. He argued that Vision Zero’s “obsessive preoccupation with risk” will create a situation where “life becomes surrounded by dangers that the zero missionaries will rescue us from” (p. 268). According to Fugeli, “the Zero-vision demands not merely zero risk, it desires zero deviation from the ideal state of mind and body... Before the Zero-vision a wise furrow, sorrow, shyness, big rump, falling penis—were regarded as natural phenomenon belonging to the mixed state of being human. In the light of the Zero-vision these occurrences become medical deviations claiming restoration by hormones, drugs and knives.” In this way, he says, the Zero Vision also contributes to the generation of injustice by dividing and ruling the society for the interest of the educated elites who have “the power to define the golden standards of human life and health and to point derisively at what we will not endure and whom we will not tolerate.” However, as far we can see, this is criticism of a straw man. We are not aware of any proponents of Vision Zero who would subscribe to this interpretation of what it means.

There is another way in which Vision Zero has been criticized for being self-defeating, namely, by creating a safety culture within the organizations responsible for implementing the goal that is not conducive to the goal’s achievement. Sherratt and Dainty (2017), for instance, argued that Vision Zero, instead of promoting safety, fosters the development of a non-learning culture in which discussions and debates about safety are eliminated. This, they argued, can lead to the “zero paradox,” i.e., by adopting and working toward Vision Zero, fatal or serious life-changing accidents actually become more likely. However, judging by the intense and mostly highly constructive debates that Vision Zero has given rise to in traffic safety organizations around the world, it is difficult to see how this could be an impending danger.

In summary, none of the proposed mechanisms that would make Vision Zero counterproductive and self-defeating has been shown to have any impact in practice. Furthermore, the success in many countries of safety work based on Vision Zero speaks against the existence of any strong such mechanisms.

Operational Criticism

We have identified four operational arguments, i.e., arguments concerning the practical methods applied in implementing Vision Zero. The first of these concerns the use of accident statistics and the second the (allegedly insufficient) use of probabilistic information. The last two arguments concern Vision Zero’s distribution of responsibilities. According to one line of argument, more responsibility should be assigned to the road users. According to another, responsibility should instead be further shifted toward system designers.

“Accident Statistics Do Not Provide a Reliable Picture of the Safety Level”

In safety work based on Vision Zero, the degree of safety is measured and evaluated in terms in the number of fatalities and serious injuries that occur. Several authors have criticized the use of this measure (Reason 2000; Long 2012; Dekker 2017). According to Long (2012, p. 18):

Zero harm, if set as a goal is an avoidance goal. One knows goal success by the absence of something rather than the presence of something. Avoidance goals are not only not positive but are not inspirational (Moskowitz and Grant 2009). Avoidance goals tend to be punitive in nature. Performance goals are much more positive and successful. In the framework of understanding motivation and learning leaders should be talking much more in cultural discourse about ‘keeping people safe’ than ‘preventing harm’. Later discussion shows how such discourse ‘primes’ others. Why does the safety community think that avoidance goals are so inspirational?

We are not aware of any evidence or plausible argument supporting the contention that avoidance goals are not inspirational. Furthermore, it is difficult to find a goal that cannot be expressed in either way. In WW2, the resistance movements in the countries occupied by the Nazis were fighting for the “avoidance goal” not to be under occupation, which could also be described as the “positive goal” to live in a free country. Vision Zero is usually expressed as the “avoidance goal” that no road user should be killed or seriously injured on the road, but it can also be expressed as the “positive goal” that everyone travelling on the roads should travel safely. Ergo, if there is a problem with avoidance goals, then it seems to be solvable with a simple reformulation.

However, there may be more to this. According to Reason (2000, p. 4), the fact that safety is often “defined and measured more by its absence than by its presence” is a safety paradox. He argued that the standard definition of safety, freedom from risks and dangers, fails to take into account the substantial features of safety. For him, safety is better presented if it is positively defined as the ability to deal with risks and hazards so as to avoid damage or losses while still achieving one’s goals. However, even more problematic than the way safety is defined, he argued, is that safety is measured in terms of the number of accidents or incidents: “An organisation’s safety is commonly assessed by the number and severity of negative outcomes (normalised for exposure) that it experiences over a given period” (p. 5). According to Reason, this is problematic for two reasons. First, it fails to recognize that there is only a weak relationship between an organization’s “safety health” and the registered negative outcomes, as chance plays a significant role in the occurrence of accidents.

As long as hazards, defensive weaknesses and human fallibility continue to co-exist, unhappy chance can combine them in various ways to bring about a bad event. That is the essence of the term ‘accident’. Even the most resistant organizations can suffer a bad accident. By the same token, even the most vulnerable systems can evade disaster, at least for a time. Chance does not take sides. It afflicts the deserving and preserves the unworthy. (Reason 2000, p. 5)

Second, he argued, a decrease in accident rates does not necessarily mean that an organization's safety culture is improving. Such a decrease can be the result of instituting mandatory safety technologies or systems that resulted in an early improvement in safety. In most organizations accident rates decline rapidly in the beginning, and "then gradually bottom out to some asymptotic value" (p. 5). Once the asymptote is reached, says Reason, "negative outcome data are a poor indication of its ability to withstand adverse events in the future" (p. 5). He claims that although the presence of high accident rates implies a bad state of safety, low asymptotic values do not necessarily show good safety even though that is how such values have usually been interpreted. Such an erroneous interpretation, he indicates, is the cause of most safety paradoxes and poses practical implications that could negatively impede the promotion of safety.

Similar criticisms have been put forward by Dekker (2017), who also discussed problems associated with defining the goal of Vision Zero in terms of its "dependent variable," i.e., reduced accident outcomes, rather than independent variables that positively or negatively affect the negative accident outcome. According to Dekker, this is one of the reasons why little is known about what activities and mechanisms underlie the reduced negative outcomes achieved by Vision Zero-committed companies. For Dekker, a reduced negative outcome could just be the result of the fraudulent manipulation of the dependent variable (accident statistics), especially if improved statistical outcomes are associated with positive incentives.

Defining a goal by its dependent variable tends to leave organizations about what to do (which variables to manipulate) to get to that goal. Workers too can become too skeptical about zero sloganeering without evidence of tangible change in local resources or practices. (Dekker 2017, p. 169)

Dekker also claimed that the emphasis on the eradication of accidents often denies the real suffering of the individual workers by inviting data manipulation, stigmatization of workers involved in accidents, and the suppression of bad news. This can result in a work environment that considers mistakes as "shameful lapses, moral failures or failures of character in practice that should aim to be perfect" (Dekker 2017, p. 243). According to Dekker and Pitzer (2016), the reason why many industries face the plateauing of safety performance and, at times, get exposed to surprise fatal accidents is to be found in the very nature of the organizational structure and practices put in place to manage safety. Based on a review of relevant safety literature, they argued that organizational structures characterized by "safety practices associated with compliance, control and quantification" (p. 7) are prone to plateauing and surprise accidents. This, they say, is because in such organizations safety performance close to zero can lead to "a sense of invulnerability," deflection of resources into unproductive or counterproductive initiatives, continued application of obsolete practices, and the suppression of reporting of accidents that actually occurred in the organization.

These authors are right that in general, even if deaths or serious injuries are the main targets, measuring their occurrence may not be the best way to evaluate safety.

This is because safety is concerned with the risk of future accidents, which may be of a different type. This is important in industries where rare but very large accidents are the major concern, such as nuclear reactors and many chemical industries. For instance, if day-to-day workplace safety is high in a nuclear reactor – no slippery floors, safe procedures for welding, low radiation exposure, etc. – this does not prove that the risk of a nuclear meltdown is also very low. The measures needed to prevent such an accident are quite different from those needed for more mundane workplace safety issues, and their success is not guaranteed by a low frequency of workplace accidents. The nuclear industry is rather extreme in this respect, but on most workplaces there is a need to carefully analyze the possibility of rare accidents or “surprise accidents.” Arguably, this is less important in road traffic than in most other areas of safety work, due to the exceptionally high yearly toll of fatal accidents that provide ample statistical material for priority-setting. However, rare but large accidents such as the collapse of a bridge or a hillside road, or a tunnel fire, surely need to be taken into account even if they do not show up in the accident statistics. Taken as a reminder of this, the criticism referred to above is relevant and should be taken into account in applications of Vision Zero.

“Vision Zero Neglects the Probability of Accidents”

Morgan (2018) argued that Vision Zero is based on a simplistic account of risk because risk is understood solely in terms of the severity of crashes and does not take into account the likelihood that crashes will occur. He writes:

The safe system approach looks at only half the equation—it does not concern itself with likelihood. . . The safe system premise that safety is everything . . . inevitably leads to this illogicality: mobility has no value and crash likelihood is not a consideration. . . I think it takes a distorted view of humanity and a messianic view of one’s own understanding of life to put the safe system approach to speed management. (Morgan 2018, p. 90)

Not only is Vision Zero based on a flawed definition of what risk is, Morgan argues, it is also a system that does not trust drivers as it seeks to impose a population-wide measure on actions to be committed by one in ten people. In comparison to Vision Zero, speed design principles such as the 85th percentile would render better results since they involve a level of trust in drivers. He claims that “the only benefit of the safe system approach to speed management is that it paves the way for the whole sale proliferation of automated speed cameras, as urged by the safe system manifesto” (Morgan 2018, p. 91).

This criticism is based on the assumption that Vision Zero implementation is focused exclusively on the severity of accidents and does not take their probabilities into account. This assumption is not correct. Many of the measures promoted in Vision Zero have large effects on the probability of accidents. For instance, alcohol interlocks and speed limitations reduce the risks of all kinds of accidents, and roundabouts and central barriers reduce the risk of serious accidents. Probably the

most clear examples of measures that reduce the severity of accidents without reducing their probability are seat belts and bicycle helmets, both of which were introduced long before Vision Zero.

“Too Little Responsibility Is Assigned to Drivers”

Ekelund (1999, pp. 44–45) argued that Vision Zero’s responsibility ascription is counterproductive, since it puts too great emphasis on the responsibility of system designers. This, he argues, may lead to more reckless behavior by road users. The argument is part of Ekelund’s defense of the traditional emphasis on individual responsibility of road users, which he sees as an expression of the freedom of individuals to choose their own goals in life and decide which risks are worth taking:

By passing a new law for instance about bicycle helmets, instead of leaving the decision to the individual, the responsibility of individuals for their own safety is undermined. This will in practice send a signal: ‘You do not need to find out yourself about risks and make your own decisions. We have already found out the risks and made the decisions for you.’ By extension, this can induce people to make the assumption that everything that is not forbidden is safe. It will just not be worth the trouble to keep oneself informed about risks, since the government has probably already investigated the conditions of safety. This may very well result in an increased prevalence of careless behavior. (Ekelund 1999, p. 18, authors’ translation)

Hence, according to Ekelund, if a government introduces safety legislation against certain dangers, then this will lead the public to be less cautious in relation to other risks. If this were so, then we should, for instance, expect that seat belt legislation has made people more willing to climb dangerous ladders and that the extensive legislation on aviation safety should have induced people to skate on thin ice and swim in strong currents. He provides no evidence of this effect, and we are not aware of any reason to believe that it exists.

However, there are reasons to be concerned that safety legislation can lead to less responsible and more careless behavior *in the specific context* to which the legislation in question applies. For instance, it is much more plausible that measures to increase traffic safety will make drivers feel safer and therefore behave less cautiously, than that these measures will decrease the use of safety equipment in sport activities.

Grill and Nihlén Fahlquist (2012, p. 121) asked if there were “reasons to believe that ascribing responsibility for accident prevention to system designers will in fact make drivers feel less responsible for their driving and so less cautious?” They argued that there are indeed areas where a shared responsibility could mean less responsibility for each party, such as when a certain safety device implanted in a vehicle takes over a task that would have been performed by the driver, had the safety device been absent. They presented examples from aviation where the airplane operator’s familiarity with safety devices had led to inattention and complacency (Perrow 1999, pp. 152–154). In road traffic, they argued, similar effects could

result from safety devices that take over a certain task from the driver and work continuously through the whole journey, such as a collision avoidance system: “Technical systems that are very sophisticated and where almost all safety hazards are guarded by automatic systems can erode the operator’s feeling of responsibility” (Grill and Nihlén Fahlquist 2012, p. 121). In their article, the authors discussed the introduction and application of alcohol interlocks as a manifestation of the responsibility of system designers and refuted the criticism that the use of interlocks will make drivers irresponsible. In their view, the use of alcohol interlocks will not diminish the responsibility of the drivers because the interlock does nothing more than establishing the sobriety of the driver; it merely establishes whether the driver is sober before she can start the engine.

This test has no direct effect on the driving experience. It does not at all guarantee that the driver is a good one or that the safety of the driver and of other road users is automatically protected. There are many other safety features and conveniences in cars that do make drivers more passive, such as automatic transmission, cruise control and automatic braking systems. The interlock, on the other hand, only prevents people above a certain degree of intoxication from driving and is itself passive during the journey. (Grill and Nihlén Fahlquist 2012, p. 122)

In conclusion, it seems reasonable to assume that some but not all measures taken to reduce the occurrence of severe injuries in road traffic can have negative effects on drivers’ sense of responsibility. This is therefore a criticism that should be taken seriously, as attention to it can improve the efficiency of a Vision Zero strategy.

“Too Little Responsibility Is Assigned to System Designers”

According to Vision Zero, system designers should take the overall responsibility for designing a road system in which fatalities and serious injuries will not occur. Road users are still expected to abide by traffic safety rules and regulation. Failure to follow safety rules and standards could have legal implications. Unlike the individual road users, however, no legal responsibility for safety has been assigned to system designers so far, despite the fact that they have the overall responsibility for the safety of the road system.

Belin and Tillgren (2012) have studied attempts made in Sweden during the years 1997 to 2009 to make system designers formally responsible. Based on evidence collected from official documents, they looked into the progress of the legislative process intended to formalize the responsibility of system designers. They argued that the process of formalizing the designer’s responsibility involves a long and complicated process and that there are important factors that limited the government’s attempts to realize it. Unlike the initial process that led to the adoption of Vision Zero by the Swedish Parliament, in which the different stakeholders almost unanimously supported the policy, the process of formalizing the responsibility of system designers was characterized by conflicts of interest. These conflicts resulted from the perception that the benefits and costs associated with formalizing the

responsibility of system designers were not fairly distributed. This, Belin and Tillgren argued, is in turn a result of a narrow conception of system designers as involving just “the state, the municipalities, and individual road administrators” (p. 94). They argued that “in such a case, we have moved to a position where the benefits are distributed to all road users, while the costs are concentrated among road administrators” (p. 94) and hence resistance against formalizing responsibility among those who perceived that they would receive an unfair share of the burden. The study also identified other factors that prevented the realization of legal responsibility for designers. These included the difficulties associated with changing the traditional responsibility ascription for traffic safety, which is well rooted in both national and international laws, the implementation of other government efforts that had similar effects as that of regulating the responsibility of designers through law, and processes and efforts at other government levels. As an example of the latter, they indicated the positive impact that the process of regulating government agency vehicles and transport services had had on enhancing the responsibility of system designers. The regulation of road administrators’ safety responsibility through an EU directive also meant that Swedish road system designers were legally responsible for at least parts of the road network, i.e., the trans-European road network that passes through Sweden. In conclusion, based on the abovementioned reasons, the authors questioned if the attempt at formalizing the responsibility of the system designers was at all necessary. The implementation of other measures that have increased the responsibility of designers shows that “formal legislation is only one policy instrument among others and a formal legislation might not even be the most appropriate way to secure a higher degree of responsibility from the system designers” (p. 100). In fact, the government declined a proposal to introduce formal responsibility. The responsibility of system designers still has no other formal basis than the ethical code of conduct developed in Tingvall (1997).

According to McAndrews (2013), however, the effectiveness of relying only on ethical codes is questionable since a code depends on “the experts’ self-regulation” and does not generate any leverage for compliance. A study by Van der Burg and Van Gorp (2005) seems to confirm McAndrews’s analysis. These authors investigated how engineers involved in the design of trailers understood their moral responsibilities. They found that the engineers’ conception of responsibility was limited to the narrow perspective of respecting the traffic laws and designing an economically efficient and physically strong product. They did not seem to consider themselves responsible for finding technological solutions that would improve traffic safety beyond the legal requirements.

As far as we can see, it is not possible to draw any firm conclusions on whether or not a system of accountability for designers of road traffic systems would contribute to improved traffic safety. However, the issue is relevant and worth close attention as additional experiences of Vision Zero implementation accumulates. It should definitely be counted as one of the constructive and useful themes of critical discussion.

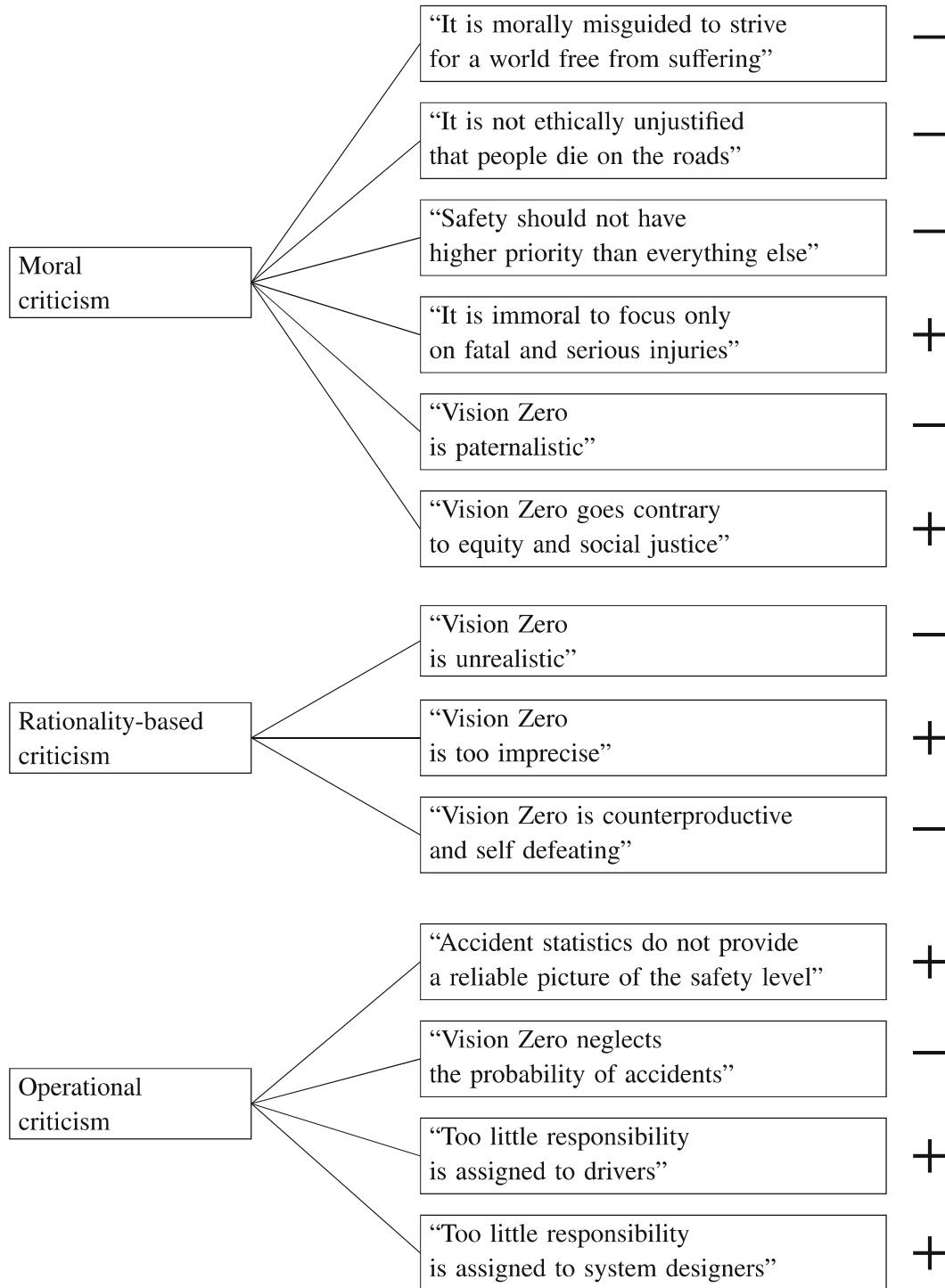


Fig. 3 A summary of our assessments of the arguments discussed in this chapter. The arguments that we found to be useful for a constructive discussion on safety improvements are marked +, whereas the others are marked —

Conclusion

We have discussed and evaluated 13 arguments. We found that five of them fail because they are based on misrepresentations or misconceptions of Vision Zero. See Fig. 3.

“It is morally misguided to strive for a world free from suffering.” – The goals and ambitions of Vision Zero are much more modest than what these critics claim.

“Safety should not have higher priority than everything else.” – Vision Zero does not include any such claim of absolute priority.

“Vision Zero is paternalistic.” The risk-taking behavior on roads that has to be eliminated according to Vision Zero involves risks for others than the persons who take the risk. Therefore, Vision Zero is not paternalistic.

“Vision Zero is counterproductive and self defeating.” None of the proposed mechanisms that would make Vision Zero counterproductive and self-defeating has been shown to have any impact in practice. Furthermore, the many successes of safety work based on Vision Zero speak against this argument.

“Vision Zero neglects the probability of accidents.” On the contrary, measures that reduce the probability of accidents have a central role in Vision Zero and its implementation.

Two of the arguments are based on correct descriptions of Vision Zero, but they are nevertheless non sequitur arguments:

“It is not ethically unjustified that people die on the roads.” – The proponents of this argument claim that deaths on the roads are acceptable, since people have chosen to risk their lives by travelling on the roads. This argument is fallacious, since most people who are killed on the roads did not wish to take any risks. They just had no other choice than to travel in the risky traffic system that we have.

“Vision Zero is unrealistic.” This criticism is based on a too far-reaching requirement on policy goals. In order for a goal to be rational and useful, it has to be approachable, but it does not necessarily have to be realistic in the sense that it is known beforehand that it can be fully realized. Vision Zero is no doubt approachable to a very high degree.

Finally, we found six of the arguments to be at least in part constructive. They should all be further analyzed and taken into account in future traffic safety work:

“It is immoral to focus only on fatal and serious injuries.” – There are strong moral reasons to give much higher priority to the elimination of fatalities and severe injuries than to the avoidance of lesser injuries and material damages. However, the critics are right that there is a need to pay more attention to how less serious accidents can be included in safety work that has Vision Zero as its major driving force.

“Vision Zero goes contrary to equity and social justice.” Although this does not apply to Vision Zero in general, the proponents of this argument have been able to show that in some places, Vision Zero activities have increased the burdens of transportation injustices. This is, therefore, a criticism that should be taken seriously and leads to careful evaluations of both procedural and distributive justice in Vision Zero activities.

“Vision Zero is too imprecise.” The critics are right that Vision Zero usually does not come with a precise time plan for what to do and when. It is necessary to complement it with more precise directives and sub-goals, but this has not always been done.

“Accident statistics do not provide a reliable picture of the safety level.” The critics are right that the yearly statistics on deaths in road traffic do not inform us of the risks of rare accidents with many fatalities, such as the collapse of a bridge or a hillside road or a tunnel fire. Traffic safety work based on Vision Zero should pay increased attention to such risks.

“Too little responsibility is assigned to drivers.” Judging by the available evidence, some but not all measures taken to reduce severe accidents can have negative effects on drivers’ sense of responsibility. The risk of such effects should be included in the evaluation of traffic safety measures aiming to implement Vision Zero.

“Too little responsibility is assigned to system designers.” The critics are right that there are currently no means to hold system designers accountable for the design of the road system. It is at present unclear what difference a system of accountability could make or how it should be constructed. However, the issue of accountability should be part of our deliberations on the implementation of Vision Zero.

Cross-References

- ▶ [Liberty, Paternalism and Road Safety](#)
- ▶ [Responsibility in Road Traffic](#)
- ▶ [Vision Zero and Other Road Safety Targets](#)

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Re: Vision Zero is not without flaws

p johnston <pamjjo@msn.com>

Wed 7/3/2024 10:18 AM

To: Planning Commission <PlanningCommission@bellevuewa.gov>

Cc: Nieuwenhuis, Jared <JNieuwenhuis@bellevuewa.gov>; Transportation Commission <TransportationCommission@bellevuewa.gov>

 1 attachments (907 KB)

VisionZeroflaws.pdf.pdf;

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adding attachment

— *pamela johnston.*

From: p johnston <pamjjo@msn.com>

Sent: Wednesday, June 26, 2024 8:23 PM

To: Planning Commission <planningcommission@bellevuewa.gov>

Cc: Councilmember Jared Nieuwenhuis <jnieuwenhuis@bellevuewa.gov>; Bellevue Transportation Commission <TransportationCommission@bellevuewa.gov>

Subject: Vision Zero is not without flaws

vision zero flaws. see attached

Re: Thank you for the Bike Lanes

Nieuwenhuis, Jared <JNieuwenhuis@bellevuewa.gov>

Fri 6/14/2024 4:34 PM

To: Chris Loeffler <loefflerc@gmail.com>

Cc: TransportationCommission <TransportationCommission@bellevuewa.gov>

Hi Chris,

Thanks so much for sharing this with the council. I have cc'd our Transportation Commission as well.

Have a great weekend!

Jared

Jared Nieuwenhuis

Councilmember, City of Bellevue

O: 425.452.7810 | M: 206.399.3406

jnieuwenhuis@bellevuewa.gov | www.bellevuewa.gov

Bellevue City Hall

PO Box 90012 | 450 110th Ave. NE

Bellevue, WA 98009-9012

From: Chris Loeffler <loefflerc@gmail.com>

Sent: Friday, June 14, 2024 4:03 PM

To: Council <Council@bellevuewa.gov>

Subject: Thank you for the Bike Lanes

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

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

Hi,

After 6 years of working in downtown Bellevue, I finally felt comfortable biking with my 6 year old daughter from Downtown Bellevue to Mercer Island using the bike lanes on 108th Ave NE.

Here is a photo of us on the tandem bicycle.

Thank you and please keep building more bike routes.



Chris Loeffler

Keep Bike Bellevue Corridor 6A

Julia Hodges <juliamhodges@gmail.com>

Sun 5/19/2024 2:15 PM

To:McDonald, Kevin <KMcDonald@bellevuewa.gov>;TransportationCommission <TransportationCommission@bellevuewa.gov>

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

Hello Mr. McDonald,

As a mother to a young toddler, who uses bicycling as a mode of transportation, removing Bike Bellevue Corridor 6A is incredibly disappointing. My son will not be able to go to Inspiration Playground because cars don't give a crap about sharrows. Sharrows are not safe to ride on with young children on bicycles. Cars do not slow down, don't give us three feet of space, and honk. Removing this section removes accessibility to this destination that Bellevue is so proud of. I was very excited about this segment because I could imagine taking my son to the park, safely crossing the now calm NE 2nd street to share an ice cream cone from Molly Moon's, and even having access to Main street and the plentiful delicious restaurants for brunch/lunch. I cannot think of a small-business, family-focused area accessible by bike like what was originally proposed, and if this segment was built in its originality, Bellevue would be able to be an example to other cities, who are also focusing on bike focused infrastructure.

Please keep Corridor 6A, it really would benefit everyone.

Julia Hodges

NE 2nd St - Bike Bellevue

Edith Wu <eyw5037@gmail.com>

Tue 5/21/2024 9:03 AM

To:McDonald, Kevin <KMcDonald@bellevuewa.gov>;TransportationCommission
<TransportationCommission@bellevuewa.gov>;Council <Council@bellevuewa.gov>

Some people who received this message don't often get email from eyw5037@gmail.com. [Learn why this is important](#)

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

Hi Kevin, Transportation Commission, Council,

I heard that staff is recommending throwing away the safe, protected, 2-way bike lane design on NE 2nd St in front of the Downtown Park in favor of sharrows.

Sharrows are worthless and do nothing. Lance Armstrong might be able to keep up with cars doing 25-30 MPH, but not normal people. Please give us actual safe bike lanes, not platitudes.

Edith (Bellevue resident for 20 years)

Spring Blvd is not an alternative to Bike Bellevue

kyle@sosufamily.net <kyle@sosufamily.net>

Wed 4/17/2024 5:02 PM

To:TransportationCommission <TransportationCommission@bellevuewa.gov>;Council <Council@bellevuewa.gov>

[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 just read the new article from [The Urbanist](#) regarding Bellevue's work to pursue funding and complete the design for Spring Blvd. As someone who often drives to Bellevue and wants to bike more, I'm always happy to hear news about Spring Blvd progressing.

However, the article provides clear points about how Spring Blvd cannot be a replacement for bike facilities on BelRed Rd and Northup Way.

- Spring Blvd will not be complete before Bellevue's 2030 Vision Zero target
- People will still use BelRed Rd and Northup Way for some trips even after Spring Blvd's completion
- Therefore, Spring Blvd cannot prevent all fatalities/serious injuries that would otherwise occur on BelRed Rd and Northup Way.

Bellevue [has a dashboard](#) for all serious injuries and fatalities that have occurred on its roads between 2011-2022. But, here's a list of events on these roads:

BelRed Rd

- A speeding driver crashed into a fixed object
- Three instances of a turning driver that did not yield right of way when turning left and was then hit by another car
- A driver entering the street being hit by a car already going straight
- A driver making a U-turn and being hit by another car
- A pedestrian struck by an impaired driver
- A pedestrian struck by a driver going straight
- A pedestrian struck by a driver turning right (driver failed to yield)

North/South roads at an intersection with BelRed

- 124th Ave NE – Pedestrian **fatally struck** by a driver turning right
- 132nd Ave NE – Pedestrian struck by a driver turning left
- 140th Ave NE – Pedestrian **fatally struck** by a driver (both a driver turning left and going straight are listed)
- NE 24th St – Pedestrian struck by a driver going straight

Northup Way

- A speeding driver crashed into a fixed object
- A bicyclist struck by a driver turning left
- A turning driver that disregarded a traffic signal struck by another driver

I would also like to point out that there have most likely been many other collisions resulting in more minor (but still significant) injuries, and it's highly likely that most of these have not been recorded by the city. In the Eastside Urbanism community, we had to do a lot of digging and contact multiple members of staff to find a way to report collisions and near-misses. We only recently found a way to do this, and it's safe to assume that this process is not widely known.

Design changes need to be made on BelRed Rd and Northup Way for the safety of all road users, and to achieve Vision Zero. Bike facilities and intersection changes are a great way to make these roads safer. Protected bike lanes directly help people on bikes, but they also provide a buffer for pedestrians and can act as traffic calming, reducing car collisions. By all means, study the options, but I believe that it will be necessary to remove a vehicle lane to make these roads safe.

I urge you to move forward with all Bike Bellevue corridors, and to continue making the High Injury Network safer.

Kyle Sullivan

Ne 2nd Bike corridor

Betsi Hummer <betsihummer@yahoo.com>

Mon 4/29/2024 4:36 PM

To:TransportationCommission <TransportationCommission@bellevuewa.gov>

[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 participated in the Bellevue Breakfast Rotary Club All In For Autism 5k Run.

The run started at Downtown Park east to 112 on NE 2nd, south on 112th and north on Bellevue Way.

I recommend you all bike the proposed NE 2nd route at 5pm on a weekday.

2 blocks in, you encounter a steep hill. It gains 100 ft in 2 blocks, from 106th to 108th.

I believe the Transportation Commissioners should ask staff to review this proposal. I do not believe it meets the criteria. Councilmember Nieuwenhuis mentioned his criteria is would his wife and daughter be comfortable. I believe the answer is no.

Runners and walkers in the April 28 event were surprised at the steep hill right at the beginning. They all had the option to walk and even that was strenuous for many of them.

I cannot imagine any amateur rider considering using this particular route - it is not comfortable or safe.

I recommend it be removed from consideration.

Betsi Hummer 425.591.4784 betsihummer@yahoo.com



Old Bellevue/Bike Bellevue

Old Bellevue Merchants Association <oldbellevuemerchants@gmail.com>

Tue 5/21/2024 10:11 AM

To:TransportationCommission <TransportationCommission@bellevuewa.gov>

Cc:Council <Council@bellevuewa.gov>

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

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Dear Bellevue Transportation Commission,

It is the Old Bellevue Merchants Association understanding that the Transportation Department of the City of Bellevue has been working on a proposal for a Bike Lane along that portion of NE 2nd between 100th Avenue NE and Bellevue Way that would close down one of the lanes to motorized vehicles. Converting this roadway to one-way eastbound would be severe. The Old Bellevue area is already heavy with traffic.

The City of Bellevue staff is proposing a different redesign of the Bike Lane at that location. They are proposing to use sharrows and we support this proposal. Adding sharrows as a solution is a win for all.

We recommend supporting this staff recommendation to add sharrows on this portion of NE 2nd (Corridor 6A) between 100th Avenue NE and Bellevue Way.

Thank you.

Kind regards,

Terri Young, Secretary

Old Bellevue Merchants Association Board

www.visitoldbellevue.com



Study Session Tuesday 8/6/24, Bel-Red Road

Barbara Hughes <barbara_hughes@hotmail.com>

Sun 8/4/2024 4:07 PM

To:Council <Council@bellevuewa.gov>

Cc:TransportationCommission <TransportationCommission@bellevuewa.gov>;Singelakis, Andrew
<ASingelakis@bellevuewa.gov>

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

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I note that there is a Bike Bellevue Study Session on Tuesday. I am writing to express my concern (if I am reading it correctly) that the Transportation Director proposes to override the legitimate vote of the Commission which was to push **Bel-Red Road** to Category 6.

In my opinion, further studies by the Transportation Director are a waste of Bellevue taxpayers money. There is little point in having a Transportation Commission if their decisions are overridden by staff. The Commissioners, along with many other Bellevue residents and businesses, have spent a significant amount of time reading, researching and considering this project and the legitimate result was that the Commissioners voted no. Additionally, you the Councilmembers decided that removing road lanes for bike lanes was to be a last resort.

Any further study is both wasteful and unnecessary. It is not a prudent use of limited resources.

Respectfully, I am asking you all to respect the decision made by the Transportation Commission to push Bel-Red Road to Category 6.

Thank you,

Barbara Hughes
Bridle Trails, Bellevue 98005

Old Main / Bike Bellevue Proposal

Simon Sefzik <simons@pistolcreek.com>

Tue 5/21/2024 2:24 PM

To:TransportationCommission <TransportationCommission@bellevuewa.gov>

Cc:Council <Council@bellevuewa.gov>

You don't often get email from simons@pistolcreek.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,

I am emailing you to comment on the [staff proposal](#) to redesign Corridor 6A of Bike Bellevue – the part of NE 2nd between 100th Ave NE and Bellevue Way – with sharrows. I support this staff recommendation as an effective measure to balance safe bicycling and low traffic volumes. Converting this area to a one-way eastbound roadway would worsen traffic and inconvenience many. Please support this option and do not eliminate road lanes.

Thank you.

Simon Sefzik
Pistol Creek Company

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Opposition to bike lanes on Bel-Red and Northup

Carol Dearth <hello@livablebellevue.com>

Fri 7/12/2024 9:31 AM

To:TransportationCommission <TransportationCommission@bellevuewa.gov>

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

Dear Transportation Commission,

Please do not replace travel lanes with bike lanes on Bel-Red Road or Northup Way – and remove these major arterial corridors from consideration for bike lanes as we have a great alternative in Spring Blvd. With the growth that is being planned in Wilburton and Bel-Red, we need to preserve these important roads to accommodate growth in traffic and keep our communities moving. Please focus on completing the multi-purpose path on Spring Boulevard, which is safer and would comply with the city's Vision Zero goals, while bike lanes on major arterials like Bel-Red Road and Northup, which have high levels of traffic and many driveways, would increase the likelihood of collisions.

Further, instead of removing travel lanes on 140th Avenue, or moving this project to the Transportation Facilities Plan as staff recommend, please refresh existing sharrow markings in the short-term and consider using existing right-of-way at Highland Park to create a multi-purpose path without reducing vehicle capacity in the long term. There is plenty of right-of-way to create safe bike lanes without removing travel lanes and making traffic worse than it already is along these major corridors.

As we look to shape the future of our city, please save the streets we depend on for mobility and expand the bike network at the same time by making reasonable and careful decisions about where we place bike lanes.

Carol Dearth
Lake Hills

Re: Bel-Red changes disappointment

Marcin Juraszek <mail@marcinjuraszek.com>

Sat 7/20/2024 7:45 PM

To: Council <Council@bellevuewa.gov>

Cc: TransportationCommission <TransportationCommission@bellevuewa.gov>

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Hello again!

Just today, a few days after sending the previous email about how doing anything with Bel-Red road in Bellevue to make it safer for everyone has been shelved, despite all the science and data showing it's one of the most dangerous roads in our City, I run across a stark contrast with how the City of Redmond is proceeding with transforming their portion of the very same road to make it safe, accessible and comfortable for all users - driving, rolling and driving.

<https://www.redmond.gov/2151/Buffered-Bike-Lanes---Bel-Red-Rd-WLSP--->

*This project will add buffered bike lanes on Bel-Red Road from West Lake Sammamish Parkway to NE 30th Street. **This will be accomplished by restriping the road to remove the second uphill travel lane.** The project will replace existing degraded stormwater pipes and portions of the roadway will be repaved. In addition to rechannelization, curb ramps will be upgraded to current ADA standards.*

How is it that just across the border with Redmond removing a travel lane for the benefit of all can be done, but the moment you cross into Bellevue that's impossible?

And Bel-Red is just one example. There're so many more!

Here's the border between Bellevue and Redmond on 140th Ave NE:



I think you can guess which part is in which city. The same picture could be taken on 132th Ave NE, and 116th Ave NE. Bike lanes on the Redmond side, and nothing on the Bellevue side.

How about 156th? The awesome new pedestrian and cycling facilities alongside the new Microsoft Campus will abruptly end the moment you enter Bellevue. Where's on the other end Redmond is working on extending them all along 156th Ave to NE 51st St.

I don't want to sound like a broken record, but **we have to do better!** And other cities around us show **we can do better!** So please, do better ...

Regards,

Marcin Juraszek

From: Marcin Juraszek <mail@marcinjuraszek.com>

Sent: Tuesday, July 16, 2024 7:00 PM

To: council@bellevuewa.gov <council@bellevuewa.gov>
Cc: TransportationCommission <transportationcommission@bellevuewa.gov>
Subject: Bel-Red changes disappointment

Hello,

Just run across this article in the urbanist: <https://www.theurbanist.org/2024/07/16/bellevue-wont-study-bel-red-road-changes/> and I'm writing to express how confused and disappointed I am by the decision to de-prioritize any and all safety improvements along Bel-Red corridor, including even studying what could be possible and what the impact of those could be. It's saddening to see the Transportation Commission giving way to powerful individuals and companies and their lobbying power, against established scientific research and countless real-life examples of how it IS possible to make our streets safe if only we were brave enough to do it.

One sentence from Vice Chair Drew Magill quoted in the article especially caught my attention:

But also, we have corridors that are right next to it: you have Spring Boulevard, you have Northrup [Way] and then the 520 trail, so you have options, right?"

I would love to point out that the very same corridors could be used as an argument pro changes to Bel-Red - there's SR520 right there for cars to use as an east-west corridor! Curious how that's never considered or even mentioned, but somehow asking pedestrians and people on bikes to go out of their way not to inconvenience cars is not being questioned at all.

We need strong leadership in Bellevue. I urge you to step up. The best time for that was yesterday. The second best time for that is Today.

Regards,
Marcin Juraszek



Bellevue Won't Even Study Bel-Red Road Changes to Protect People Biking - The Urbanist

Safety-focused changes to busy Bel-Red Road, an unavoidable corridor for many Bellevue residents, were taken off the table by a 3-2 vote of the Bellevue Transportation Commission last week.

www.theurbanist.org

Study Session 8(a) Comp Plan Update Transportation Provisions

Kevin Wallace <kwallace@wallaceproperties.com>

Wed 5/8/2024 1:55 PM

To: PlanningCommission <PlanningCommission@bellevuewa.gov>

Cc: Council <Council@bellevuewa.gov>; TransportationCommission <TransportationCommission@bellevuewa.gov>; Singelakis, Andrew <ASingelakis@bellevuewa.gov>; King, Emil A. <EAKing@bellevuewa.gov>

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

Dear Planning Commissioners,

I write to request that you restore **TR-27**, which calls for monitoring of traffic growth on collector arterials and taking measures to keep volumes within reasonable limits; and amend **TR-56** to:

“Travel lanes shall only be repurposed for other uses such as parking, transit or pedestrian and bicycle facilities as a last resort.”

You are about to embark on the most radical increase in density in the city’s history. The proposed increases in Wilburton and Bel-Red are truly eye-popping, and call for growth that will strain every service the city provides, but especially transportation. As one of five metropolitan cities in Central Puget Sound, enabling this growth to occur in Bellevue is of critical importance to our region’s goals for housing and jobs, but the growth must be realistic, and it cannot happen if our transportation system is gridlocked.

Bellevue is a suburban city that depends on arterial roadways to move cars, freight, and bus transit. To continue to thrive it is critical that we push to expand all modes of transportation -- transit, ped/bike, highways, roads and technology – without reducing any of them. Looking at roadways specifically, suburban Bellevue, with its dynamic, retail-focused economy is heavily dependent on having a functioning road network that brings in shoppers and workers, and enables our residents to get around, by car, truck and bus. It is critical that we continue to maintain and expand the city’s street capacity to serve our present transportation needs and to enable the future growth called for in the Comprehensive Plan.

This is why the staff’s proposal to delete TR-27 and amend TR-56 is so troubling. In effect, the Comp Plan would say, “there’s no need to study traffic volumes on Bellevue’s arterials or keep volumes within reasonable limits” (deletion of TR-27) and “transportation staff has free license to convert road lanes to bike lanes whenever they conclude that *either excess capacity exists or that eliminating the road lane optimizes person throughput along a corridor*” (proposed TR-56). If these vague terms are adopted we’ll be constantly fighting a battle to prevent road diets throughout the city.

This is not rational or feasible, and flies directly in the face of the Council direction to only convert road lanes to bike lanes “as a last resort.” Staff are already trying to neuter the Council motion by concluding “specific Council direction with regard to repurposing travel lanes applies only to Bike Bellevue corridors”. If that was the intent, the Council would have clearly said “but our motion only applies to the Bike Bellevue corridors.” Instead, they said:

- “I think it is time to take removing travel lanes out of the discussion”
- “We need more and better roads”
- “I would not support getting rid of car lanes”
- “We are suffering from having roads not redone and not worked on with all the development that is coming”

- “I agree that removing road lanes should be our last, last, last resort.”

If Bellevue is to continue to grow and achieve the land use goals in the Comprehensive Plan it is critical that we adhere to a principal of *at least maintaining the existing roadways we have*. Citywide, road lanes should only be removed “as a last, last, last resort.” If our shared goal remains to expand all modes of transportation, the city can expand the bike network by placing bike lanes next to roads and in priority corridors like Eastrail, without removing road lanes at all. We can also expand the road network by completing arterial roads like Spring Boulevard with complete streets that include road lanes, bike lanes and sidewalks. This may take a little more time and effort, but it’s worth it, and is essential to maintaining Bellevue’s vibrant economy while we continue to grow.

Please adhere to the Council’s motion, and their principled stand for the preservation of Bellevue’s road network, by restoring TR-27 and modifying TR-56 in the manner I propose above.

Thank you.

Kevin Wallace

Wallace Properties, Inc.
330 112th Ave. NE #200
Bellevue, WA 98004
(425) 278-6363 (Direct)
(425) 802-5701 (Cell)

Strong Support for Expanding Bike Lanes and Routes in Bellevue, WA

Misha Trushnikov <bydyww@gmail.com>

Fri 5/24/2024 3:38 PM

To:TransportationCommission <TransportationCommission@bellevuewa.gov>;Council <Council@bellevuewa.gov>

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

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

Dear Bellevue Transportation Commission and City Council Members,

I am writing to express my strong support for the addition of more bike lanes and routes in Bellevue, WA. The development of a well-connected bike network is critical, not just for cycling enthusiasts but for everyday residents and children who could rely on bicycles as a practical means of transportation. Currently, the fractured bike infrastructure limits this potential, catering primarily to serious cyclists. By investing in a comprehensive and interconnected bike network, we can unlock the potential for a much broader segment of our population—potentially 9 out of 10 people—to use bikes for their daily commutes and errands.

Many European cities have already realized that reliance on cars is a dead-end approach to creating healthy and sustainable urban environments. They have invested heavily in alternative transportation means, including extensive bike networks. In King County, significant investments have been made in the light rail and the EastRail bike trail system. It is crucial for Bellevue, given its strategic location between the East Side and Seattle, to connect these major investments into a singular, cohesive network.

Bellevue's unique position in a wealthy and progressive region gives us an unprecedented opportunity to lead by example. If we fail to invest in the future of transportation, we risk missing out on setting a powerful precedent for the rest of the country. Our region has the resources and the innovative spirit to demonstrate what a forward-thinking, bike-friendly city can achieve.

I urge you to prioritize the expansion and connection of bike lanes and routes in Bellevue, creating a more accessible, healthy, and sustainable city for all.

Thank you for your consideration.

Sincerely, Mikhail Trushnikov
Long time resident of King County and Redmond, WA

Re: Open Letter: Please implement Bike Bellevue in full

Arman Bilge <abilge@uw.edu>

Thu 4/11/2024 4:33 PM

To: Council <Council@bellevuewa.gov>; Transportation Commission <TransportationCommission@bellevuewa.gov>

Cc: eastsideurbanism@gmail.com <eastsideurbanism@gmail.com>

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Our [open letter](#) requesting that Bike Bellevue be implemented in full now has 214 signatories total. Below are the new names and comments since my last email:

Jeryas Bazuzi (I live/work/shop in Bellevue)
Maria Camila Castro (I live/work in Bellevue)
Michael Cupp (I shop in Bellevue)
Jamie Day (I shop in Bellevue)
Adelle Dimitui (I live/shop in Bellevue)
Gabriel Borges Fernandes (I work in Bellevue)
Stanley Gregg, Gregg's Cycle (I work/shop in Bellevue)
Michael Loveless (I live/work/shop in Bellevue)
Douglas Maitelli (I live/work/shop in Bellevue)
Ben Matthews (I live/shop in Bellevue)
Max (I shop in Bellevue)
Wentao Ni (I live/shop in Bellevue)
Steven Pestana (I live/work/shop in Bellevue)
Jennifer Phan (I work in Bellevue)
Robert Ruby (I live in Bellevue)
Jorge Santos (I work/shop in Bellevue)
Joshua Strain (I live/work/shop in Bellevue)
Anthony Arkadiy Tseytlin (I live in Bellevue)
David Wasserman (I live/shop in Bellevue)
Abraham Willner-Martin (I live/shop in Bellevue)

Today biking between Crossroads area and Downtown Bellevue sucks. There are no good options - everything puts me in the path of high-speed cars and I feel like I'm taking my life in my hands.

Jeryas Bazuzi

jeryas@bazuzi.com

I live/work/shop in Bellevue

I ride my bike to my job and other places. It's environmental friendly, keeps healthy habits in the society/bellevue community, reduces traffic.

Maria Camila Castro

camilacg30@gmail.com

I live/work in Bellevue

Biking to Bellevue, around Bellevue, and through Bellevue is something I do at least once a week on long weekend rides from Seattle. It's a great city and there is some good infrastructure surrounding the city but has major gaps/sections that make biking in Bellevue dangerous. If the bike Bellevue plan continues as previously proposed, I would feel safe being my wife and family to Bellevue by bike. The start of the light rail will make biking to Bellevue even easier. The hard part will be navigating Bellevue the city due to major gaps in safe cycling infrastructure.

Michael Cupp

cuppmj89@gmail.com

I shop in Bellevue

I'd like to safely ride my ebike to businesses in Bellevue

Jamie Day

day,jamie@gmail.com

I shop in Bellevue

I'm in support of making our roads for accessible for pedestrians and cyclists! I have a bicycle but have not biked in Bellevue myself due to the optimization of streets for cars (additionally, I have already been hit by a car in downtown when I was a pedestrian crossing a crosswalk). We need more protection for people who want to not use cars!

Adelle Dimitui

aifdimitui@gmail.com

I live/shop in Bellevue

I want to be able to bike to work securely from Kirkland. Specifically the 405 lid connecting the corridor with the link station is a must for me.

Gabriel Borges Fernandes

gabriel.borges.fernandes@gmail.com

I work in Bellevue

In favor of increased cycling options and safety

Stanley Gregg, Gregg's Cycle

sgbikerdr@aol.com

I work/shop in Bellevue

Better bike lanes will improve safety for bikes and cars. Get the bikes out of car lanes and in to there own space.

Michael Loveless

michael.g.loveless@gmail.com

I live/work/shop in Bellevue

Better commute for people

Douglas Maitelli

dougmaidelli@gmail.com

I live/work/shop in Bellevue

I have no way to safely bike West-East from my house and I've been considering buying a car. With this project cancelled I am more likely to buy a car and contribute to the worsening of our streets and environment.

Ben Matthews

benmatthews48@gmail.com

I live/shop in Bellevue

I ride bikes regularly, and see bike lanes as an essential part of last-mile transportation for those who can't use cars. I feel that bike lanes will become even more important with the light rail expansion.

Max

maxtbrooke@gmail.com

I shop in Bellevue

I feel like easier biking makes me feel more connected to the community.

Wentao Ni

wentaoni1@gmail.com

I live/shop in Bellevue

I want the city to be safer and healthier and support all ways of getting around.

Steven Pestana

steven10pestana@gmail.com

I live/work/shop in Bellevue

To increase safety for all cyclists.

Jennifer Phan

ohyouphancy@gmail.com

I work in Bellevue

I live in Bellevue and frequently commute via bike and am frustrated that there are no contiguous corridors connecting any two parts of the city. Everything requires traffic merges onto arterials at some point or another.

Robert Ruby

rruby@gmail.com

I live in Bellevue

Cycling is important for all of us

Jorge Santos

jmsantos@meta.com

I work/shop in Bellevue

I would like to be able to safely bike to work and downtown from my townhouse with my family. Similar to many parts of Europe and Asia.

Joshua Strain

joshua.a.strain@gmail.com

I live/work/shop in Bellevue

Bellevue needs better bicycle infrastructure, for reasons of safety, environment, recreation and for commuting

Anthony Arkadiy Tseytlin

antsdude@hotmail.com

I live in Bellevue

I actively work to enable multimodal transportation networks that serve all ages and abilities. I would like to see my community continue to support making Downtown Bellevue more oriented around its future investments in rail and other transportation solutions.

David Wasserman

david.wasserman.plan@gmail.com

I live/shop in Bellevue

To protect the safety of everyone using our roads

Abraham Willner-Martin

whovianchick@me.com

I live/shop in Bellevue

On Mon, 25 Mar 2024 at 16:37, Arman Bilge <abilge@uw.edu> wrote:

Our open letter requesting that Bike Bellevue be implemented in full now has 194 signatories total. Below are the new names and comments since my last email:

Carlo Alcantara (I shop in Bellevue)

Mark Anable (I shop in Bellevue)

Quincy Conduff (I live/shop in Bellevue)

timmy douglas (I live/work/shop in Bellevue)

Tracy Durnell (I shop in Bellevue)

Sergey Eremenko (I work/shop in Bellevue)

Demian Godon (I shop in Bellevue)

Stefan Gramatovici (I live/work/shop in Bellevue)

Nick van den Heuvel (I work/shop in Bellevue)

Jeremy (I work/shop in Bellevue)

Joshua Kapilian (I work/shop in Bellevue)

Robin Kimzey (I shop in Bellevue)

Ryan Kraner

Ian Matic (I live in Bellevue)

Jeffrey Mendoza (I live/work/shop in Bellevue)

Priyanka Mitra (I live/work/shop in Bellevue)

Norm Morrison (I work in Bellevue)

Brenden Pelkie

Willow Sells (I work/shop in Bellevue)

Paul Son (I work/shop in Bellevue)

Nicholas ton (I live/work/shop in Bellevue)

Walker John Wolfe (I live/work/shop in Bellevue)

Hanoch Yeung (I live/work/shop in Bellevue)

Tom Zhang (I work/shop in Bellevue)

I prefer to bike in Bellevue when possible and come in from Seattle.

Carlo Alcantara

alcantara.carlo@gmail.com

I shop in Bellevue

I ride through Bellevue to visit family and commute to work. I want this to be a safer option for me and others.

Mark Anable

marka@outlook.com

I shop in Bellevue

I want people to have more safe and accessible cycling options for fun and commuting around the area. I think that cycling is a great alternative to cars when it is an option but currently it's not as safe as it could be, reducing accessibility. I think the current initiative is a good step towards improving things in Bellevue.

Quincy Conduff

conduffql@gmail.com

I live/shop in Bellevue

want safer bike options for me and my family

timmy douglas

mail@timmydouglas.com

I live/work/shop in Bellevue

I have had trouble getting places I wanted to by bike in Bellevue, including Crossroads. We need a bike network across the eastside -- I live in Kirkland and Bellevue is close enough to bike to, but not currently safe enough to bike to.

Tracy Durnell

tracy.durnell@gmail.com

I shop in Bellevue

I commute by bike from Kirkland Juanita area

Sergey Eremenko
sergey.eremenko@gmail.com
I work/shop in Bellevue

yes

Demian Godon, n/a
dgodon+bellevue@gmail.com
I shop in Bellevue

The people of Bellevue want more bikes and transit, as indicated at the most recent local election, where bike lane opponents have been thoroughly defeated. A vocal minority tries to use non-democratic means, including complaints against well-intended city employees. This is not right.

Stefan Gramatovici
stefangramatovici@gmail.com
I live/work/shop in Bellevue

Bike network gaps in Bellevue need to be connected.

Nick van den Heuvel
nicholas.vdheuvel@gmail.com
I work/shop in Bellevue

I live in downtown Bellevue and walk everywhere for my daily needs, but it's a bit scary cause some of the roads are too wide and the cars go too fast. I would love to see some of those lanes repurposed into bike lanes.

Christina Huang
christinahuangji@gmail.com
I live in Bellevue

I commute by bicycle to downtown Bellevue and find that especially in the downtown core cycling infrastructure is almost non-existent. In many areas there are six or more lanes for cars, but nothing for cyclists. I often end up just riding on the sidewalk, which annoys some pedestrians. Finally, paint does not protect cyclists. Thanks for your attention.

Jeremy
jpketton@gmail.com

I work/shop in Bellevue

My offices were recently moved from Seattle to Bellevue. The creation of better more visible bike infrastructure ensures that my colleagues and I can get to work safely without worrying about safety.

Joshua Kapilian

jhckapilian@optimum.net

I work/shop in Bellevue

Bike Bellevue is a great step in the right direction to make Bellevue a more inclusive and healthy city.

Robin Kimzey

rtkimzey@gmail.com

I shop in Bellevue

Better bike lanes for all.

Ryan Kraner

kranerryan_11@yahoo.com

We need bicycle infrastructure to support the upcoming light rail.

Ian Matic

ianmatic68@gmail.com

I live in Bellevue

I would like to have more safe bike routes available in Bellevue.

Jeffrey Mendoza

jlm@jlm.name

I live/work/shop in Bellevue

My husband bikes to work and I want him to be safe; we recreationally bike through Bellevue together and would do more shopping via bike if it were safer.

Priyanka Mitra

malamitra07@gmail.com

I live/work/shop in Bellevue

I cycle to work and would benefit from the additional safety offered by bike lanes

Norm Morrison

morrison@pobox.com

I work in Bellevue

I frequently ride through Bellevue and better bike connectivity would make this safer, as well as more convenient for drivers as I would not need to take the full lane to be safe.

Brenden Pelkie

bgpelkie@gmail.com

When I got a job in Bellevue a year and a half ago, we chose to move to a spot just off the I-90 trail where I could commute by bike and make most trips in my life without driving a car. This should come as no surprise, but the combination of physical activity, time outside, and increased sense of "connection" to where I live, which came with this change, significantly improved my life.

The latter point -- the sense of "connection" -- deserves a much more extensive explanation than we have time for here, especially since it is one of the most important points against certain anti-bike-infrastructure arguments. Reasonable cycling infrastructure allows for an ability to connect to the places you are travelling to and through in a way that no amount of perfect car infrastructure ever will. On a bike, it is easy to slow down to offer someone help, to read a sign, to check out a shop, or try a new restaurant. All of this contributes to make travelling by bike a much more communal experience than travelling by car, incentivizing trips out which otherwise wouldn't have made sense - - trips where my partner and I shop at businesses and restaurants which we otherwise wouldn't have visited.

Specifically (and selfishly), I support Bike Bellevue because every corridor covers areas I have tried to or do travel to on bike. The implementation of these bike corridors would drastically improve trips I already take, and open up new areas of Bellevue that I currently avoid visiting after having tried to bike there.

Less specifically and less selfishly, I support Bike Bellevue because both my experiences and those of many others show how individuals and communities can be positively impacted by having access to robust cycling infrastructure. I have been incredibly lucky in being able to set myself up so that my shopping, doctors' visits, hobbies, and work, are all just a walk or bike ride away, and I believe more folks deserve the same opportunity.

These are, I think, the most "human" reasons to support Bike Bellevue, but these are far from the only reasons I support Bike Bellevue, and ask you to act with alacrity in expanding Bellevue's cycling network.

Willow Sells

rose.antique@gmail.com

I work/shop in Bellevue

I regularly bike into Downtown Bellevue from Seattle for work and for fun and have enjoyed many of the improvements over the years. Biking on the other side of 405 has been at times harrowing and the residents and visitors alike deserve a safe and complete network. We all want a healthy and livable city for all and it's time for Bellevue to invest and lead on these initiatives.

Paul Son

paul.son@outlook.com

I work/shop in Bellevue

Less cars on road good

Nicholas ton

Nicht@gmail.com

I live/work/shop in Bellevue

This enables safe use of travel throughout Bellevue via clear and obvious bike routes that would both encourage and protect bike travel.

Walker John Wolfe

walkerwolfeofficial@gmail.com

I live/work/shop in Bellevue

I want to be able to bike to more places in Bellevue and get others on bikes in this wonderful city.

Hanoch Yeung

hanochyeung@gmail.com

I live/work/shop in Bellevue

On Fri, 22 Mar 2024 at 14:45, Arman Bilge <abilge@uw.edu> wrote:

On behalf of Eastside Urbanism and 170 signatories, I am sending you our [open letter](#) urging the City of Bellevue to implement Bike Bellevue in full, including the corridors on Bel-Red Rd, Northrup Way, and 140th Ave NE.

Most of the signatories wrote additional comments which I have included below the letter. Please take a minute to read in their own words why this project is so important to them.

Thank you for your time and on-going efforts.

Arman

Dear Mayor Robinson, Deputy Mayor Malakoutian, City Councilmembers, and staff:

We – residents, workers, visitors, businesses, and organizations of Bellevue – find that there is already a great need for improved bicycle facilities in Bellevue, and that Bike Bellevue is the best way to meet this need. We believe this for the following reasons:

People in Bellevue deserve to be safe on our streets. Many of the Bike Bellevue corridors are currently unsafe for anyone outside of a car. Although people walking and biking are involved in just 5% of collisions, [they are involved in nearly 50% of crashes that result in a serious injury or fatality](#). In addition to helping cyclists, protected bike lanes also improve safety for pedestrians by acting as a buffer between car traffic and sidewalks. Sidewalks on roads such as Bel-Red are narrow and directly border traffic that is often traveling at 40 MPH or even faster.

Bike lanes help local businesses. Intuitively, it is much easier to visit a business near your home if you don't have to worry about driving and parking a car. Compared to drivers, [cyclists spend similar](#) or even greater amounts of money at businesses. Indeed, many [studies show](#) that adding bicycle facilities [in North American cities](#) results in [positive impacts](#), such as increased sales and additional jobs, or at least ["non-significant" effects](#).

Bike lanes must form a network. Existing facilities such as Spring Blvd. and 120th Ave. NE are great successes, but the current bike network doesn't serve large areas of the city. For example, the Crossroads neighborhood has no bike connection to the western parts of the city. Dozens of businesses and services are along future Bike Bellevue corridors, meaning that today they are only accessible by car for the vast majority of potential customers.

Bike Bellevue prepares the city for growth. Modeled analysis in Bellevue's latest Comprehensive Plan update shows that the city's population could more than double by 2044. Much of this growth will be in the Bike Bellevue project area, near light rail and other transit. Bike Bellevue's connections to Eastrail and Sound Transit's 2 Line will help workers, customers, and visitors from around our region access key destinations in the city. Building these areas to be accessible without a car will prevent car traffic being added to our roads.

Bike Bellevue advances existing City policy. The city has committed to creating a Complete Streets network by adopting TR-25, TR-63, TR-109, TR-110, and TR-144 in the 2015 Comprehensive Plan. These goals include promoting walking and bicycling and reducing transportation emissions – including by repurposing car travel lanes. In fact, the Mobility Implementation Plan specifically calls for bicycle facilities on Bel-Red Road and Northup Way. The Bike Bellevue project is built upon strong policy that supports full implementation and funding in advance of the city's 2030 Vision Zero target.

It is clear that an expanded, connected bicycle network will have many benefits for current and future Bellevue residents, visitors, and businesses. Bike Bellevue needs to be implemented in full, including facilities on Northup Way, Bel-Red Road, and 140th Ave. NE. These are locations that

people want to visit, and everyone should be able to get there safely – no matter how they do so.

Sincerely,

Brandon Adams (I live/work/shop in Bellevue)
Justin Adams (I work/shop in Bellevue)
Ashutosh Agarwal (I live/work/shop in Bellevue)
Dan Arildson, Investor - Bellevue Brewing Spring District (I live/shop in Bellevue)
Alia Atwell (I live/shop in Bellevue)
Andrew Au, Mera (I work/shop in Bellevue)
Ryan Avery (I work in Bellevue)
Kathryn Bakalova (I shop in Bellevue)
Andy Baker (I work/shop in Bellevue)
christy bear (I live/work/shop in Bellevue)
Brian Beck (I shop in Bellevue)
Arman Bilge (I live/work/shop in Bellevue)
Kian Bradley (I shop in Bellevue)
Maxwell Brooke (I shop in Bellevue)
Justin Bruening (I shop in Bellevue)
Charlie Brummitt (I shop in Bellevue)
Patrick L Burke (I live/work/shop in Bellevue)
Scott Cao (I live/work/shop in Bellevue)
Jialiang Cao (I work in Bellevue)
Anna Cavender (I work/shop in Bellevue)
Nimish Chandiramani (I shop in Bellevue)
Ishan Chaudhuri (I live/shop in Bellevue)
Oliver Chen (I work/shop in Bellevue)
Derek Chou (I work in Bellevue)
Janning Chow (I shop in Bellevue)
Spencer Clark
Eden Cohen (I work/shop in Bellevue)
John Considine
Steven Crawford (I work in Bellevue)
Christian Cuddington (I shop in Bellevue)
Nick D'Alo (I shop in Bellevue)
Parth Davé (I work/shop in Bellevue)
Kaleena Devine (I shop in Bellevue)
Scott Devoid (I work/shop in Bellevue)
abby dillinger-lee, Shakti Bodywork of Bellevue (I live/work/shop in Bellevue)
Stein Dolan (I live in Bellevue)
Frederick Dong (I live/work/shop in Bellevue)
Sean Dooher (I shop in Bellevue)
Phillip Dougherty, Eastside Urbanism (I shop in Bellevue)
Kurt Dresner, Liveable Kirkland (I work/shop in Bellevue)
Steve Dupree (I live/work/shop in Bellevue)
Eric Edmond (I shop in Bellevue)
Michael Ellis (I shop in Bellevue)
Philip Emmette (I work/shop in Bellevue)
Steve Fantle, Bellevue Green & Clean (I live/shop in Bellevue)

Theodore Freeman, PNW Transit Fans (I shop in Bellevue)
Jennifer Frohlich (I live/work/shop in Bellevue)
Peaches Gall (I shop in Bellevue)
Lara Gardner (I live/shop in Bellevue)
Brandon Gilbert (I shop in Bellevue)
Robin Gitelman (I shop in Bellevue)
Matan Goldman (I work/shop in Bellevue)
Garrett Goudy (I work in Bellevue)
Sumit Gouthaman (I shop in Bellevue)
Douglas Graebner
Kirk Griffin (I shop in Bellevue)
David Paul Guiland (I work/shop in Bellevue)
Wm Salt Hale (I shop in Bellevue)
Dylan Hanson (I work/shop in Bellevue)
Brian Hare (I shop in Bellevue)
Aryn Harmon (I shop in Bellevue)
Raymond He
Anthony Hevia (I live/work/shop in Bellevue)
Rebecca Hoberg (I work in Bellevue)
Mike Hone, Kryki Sports LLC - Mercedes-Benz Cycling Team (I live in Bellevue)
Allison Howes, Indivisible Eastside - WA (I live/work/shop in Bellevue)
Michael Hsu (I work/shop in Bellevue)
Christina Huang (I live in Bellevue)
Tina Huang (I live/shop in Bellevue)
Domingo hui (I shop in Bellevue)
Kim Huntress-Inskeep, Transit Trekker (I shop in Bellevue)
Ammar Hussein (I live/shop in Bellevue)
Joshua Ingram
Gavin Jeans (I live/work/shop in Bellevue)
Paul E Johnson (I live/shop in Bellevue)
Curtis Johnson, CMJ Web Services LLC (I live/work/shop in Bellevue)
Marcin Juraszek (I live/work/shop in Bellevue)
Francois Kaepelin (I shop in Bellevue)
Loraine Kanervisto (I shop in Bellevue)
Andrew Kiggins (I work in Bellevue)
Jacquelyn Kimzey (I shop in Bellevue)
Bill King (I shop in Bellevue)
Jonah Kowal (I live/work/shop in Bellevue)
Korey Krauskopf (I work/shop in Bellevue)
Martin Kusch (I work/shop in Bellevue)
Connor Lack (I live/work/shop in Bellevue)
Debbie Lacy, Eastside For All (I work in Bellevue)
Michael Leach (I shop in Bellevue)
Kimberly Leon (I work/shop in Bellevue)
Kyle Lexmond (I work in Bellevue)
Ning Li (I live/shop in Bellevue)
Charlie Liban (I work/shop in Bellevue)
Ruth Lipscomb (I live/shop in Bellevue)
Mark Littrell (I live/shop in Bellevue)

Natalie Littrell (I live/work/shop in Bellevue)
Kelly Lloyd (I shop in Bellevue)
Aubin Lohier (I work/shop in Bellevue)
Brendan Long (I live/work/shop in Bellevue)
Cyrus Lopez (I live/work/shop in Bellevue)
Jennifer Lutz (I work in Bellevue)
Dave Machado (I live/work/shop in Bellevue)
Chris Maines (I shop in Bellevue)
Ben Mainwaring (I work in Bellevue)
Aidan Malone (I work/shop in Bellevue)
Jamie Marconi (I live/work/shop in Bellevue)
James Martin (I live in Bellevue)
John H McKain (I live in Bellevue)
Betty McNiel (I live in Bellevue)
Annemarie Dooley MD, Cascade Kidney Specialists PLLC (I work in Bellevue)
Di Mo (I work/shop in Bellevue)
Julian Mydlil (I work in Bellevue)
Harper Nalley (I shop in Bellevue)
Jonathan Newcomb (I work/shop in Bellevue)
Jordan Newport (I work/shop in Bellevue)
Peter Nguyen, Eastside Urbanism (I live/work/shop in Bellevue)
Nathan Odell (I shop in Bellevue)
Robert Orleth (I live/work/shop in Bellevue)
Andrew Pardoe (I live/work/shop in Bellevue)
Daniel Park (I shop in Bellevue)
Chris Paslawski (I live/shop in Bellevue)
Joshua Phua (I shop in Bellevue)
Jan Rey Pioquinto (I live/shop in Bellevue)
Kat Pipkin (I live in Bellevue)
Christopher Randels, Complete Streets Bellevue (I work/shop in Bellevue)
Samuel Rapoport (I shop in Bellevue)
Monica Reichert (I work/shop in Bellevue)
Aspen Richter (I shop in Bellevue)
Guillermo Rivera, Eastside For All (I work/shop in Bellevue)
Michael Roberts (I live/work/shop in Bellevue)
Paul Rometsch (I shop in Bellevue)
Girish Sabhnani (I shop in Bellevue)
eric schiller (I shop in Bellevue)
Jer Schmidt (I shop in Bellevue)
Sereana Seim (I shop in Bellevue)
Kyle Seymour (I work in Bellevue)
Anton Shablyka (I shop in Bellevue)
Armand Shahbazian (I shop in Bellevue)
Adam Sheldon (I work/shop in Bellevue)
Robert Shen (I live/work/shop in Bellevue)
Fred Shih (I live in Bellevue)
Julian Shirland
James Short (I work/shop in Bellevue)
Kathryn Shroyer (I shop in Bellevue)

Nikita Shumakov (I shop in Bellevue)
Alex Stepanov (I live/work/shop in Bellevue)
David Stygstra (I shop in Bellevue)
Walker Sutton (I shop in Bellevue)
Robert Svercl (I shop in Bellevue)
Tor (I live/work/shop in Bellevue)
Austin Tran (I work/shop in Bellevue)
Luke Travis (I shop in Bellevue)
Ian Tubbs (I live/shop in Bellevue)
Cara Tyler (I shop in Bellevue)
Matthew Vavricek (I live/shop in Bellevue)
Carlos Villavieja (I live in Bellevue)
Nan Wang (I live in Bellevue)
Max Wang (I shop in Bellevue)
Christopher Whelan (I live/work/shop in Bellevue)
Patrick White
William Whitehouse (I shop in Bellevue)
Katherine Whitman (I live/work/shop in Bellevue)
Julian Wilhelmsen (I shop in Bellevue)
Andy Wong (I work/shop in Bellevue)
Wenjun Wu (I work/shop in Bellevue)
Tyler Zender (I live/work in Bellevue)
Michael Zhao (I shop in Bellevue)
Evan Zhong (I live/shop in Bellevue)
ANNA ZIVARTS
Jon Zulanis (I live/work/shop in Bellevue)
Sasha Zurek (I work/shop in Bellevue)

I commute via bike from my home in Woodridge to my office in the Spring District.

Brandon Adams
brandon.adams@me.com
I live/work/shop in Bellevue

the only way to achieve our climate goals and reduce congestion is to end car dependency by investing in viable alternatives to driving

Justin Adams
adams.justin.p@gmail.com
I work/shop in Bellevue

I support access to transport that does not require me to use my car.

Ashutosh Agarwal
ashutoshbiking@msgs.anonaddy.com

I live/work/shop in Bellevue

I have twice been hit by cars in Bellevue as a pedestrian and as a bicyclist. Bellevue's future transportation needs will not be met by cars alone. Bikes and eBikes don't mix well with pedestrians or cars. The answer is protected lanes for bikes.

Dan Arildson, Investor - Bellevue Brewing Spring District
darilds@gmail.com

I live/shop in Bellevue

I choose my businesses to visit by what I can bike to. I would like more and safer options.

Alia Atwell
aliawillingham@gmail.com

I live/shop in Bellevue

Because I want a safe bike commute. every other day I see news on twitter about drivers striking bicyclists day and night on unsafe streets. Enough is enough. make it possible for me to get to work without fearing for my life!

Ryan Avery
ryanbarryavery@gmail.com

I work in Bellevue

To make Bellevue more safe for cyclists and more bikeable

Kathryn Bakalova
bakalovaa@gmail.com

I shop in Bellevue

I commute to work in Bellevue via bicycle. While I am able to make it work, many of my colleagues do not have a safe or comfortable route to do the same. If Bellevue is to reach its economic development goals, the connected network in Bike Bellevue is a necessary part of making that possible.

Andy Baker
bicievino@gmail.com

I work/shop in Bellevue

yes

christy bear

christy2@softbear.com

I live/work/shop in Bellevue

Better bicycle infrastructure and public transportation is the only real way to grow our cities continuing to build more lanes for traffic just doesn't scale. Bike Bellevue is an excellent opportunity to build out a new bike network for the eastside.

Kian Bradley

kiandbradley@gmail.com

I shop in Bellevue

Expanding access to more than just cars improved the system for everyone

Justin Bruening

jubruening@gmail.com

I shop in Bellevue

I find it frustrating to bike in downtown Bellevue

Charlie Brummitt

brummitt@gmail.com

I shop in Bellevue

I frequently traverse Bellevue on my bicycle. Bicycle improvements are necessary for the safety of Bellevue citizens like my family and I, as well as others who traverse through Bellevue on bicycles

Patrick L Burke

burkepatrick@comcast.net

I live/work/shop in Bellevue

I'm a biker that lives in Bellevue. I don't like how unsafe it is to bike in Bellevue, especially around Bel-Red area. I wish we have better bike networks at least comparable to Redmond.

Scott Cao

scottcao@meta.com

I live/work/shop in Bellevue

I ride bikes to Bellevue for commuting daily. Expecting more bike lane coverage for safer and better riding experience.

Jialiang Cao

mintyck@gmail.com

I work in Bellevue

Better bike lanes would improve access to the city, make safer and more fun places for people to live work and play, reduce traffic, promote sustainability, and promote health. Please continue your awesome work on better bike lanes for Bellevue and inspire the neighboring cities of Kirkland and Redmond to do better too!

Anna Cavender

anna.cavender@gmail.com

I work/shop in Bellevue

Over the last few years, the bike improvements in Bellevue have made a HUGE difference to how safe me and my partner feel when we visit Bellevue, and it's directly resulted in more trips there. I support this petition because we've benefited directly, there's a lot more to do, and Bellevue can be a wonderful place when more people can bike and walk safely in the downtown core.

Nimish Chandiramani

nimishchandiramani@gmail.com

I shop in Bellevue

I used to bike to work regularly, but had to stop after two close calls.

Ishan Chaudhuri

ishanrc@gmail.com

I live/shop in Bellevue

I regularly (2-4 times a week) bike to Bellevue for work and occasionally (every 1-2 weeks) for recreation. If there was a better bike network I would be able to visit destinations more comfortably.

Oliver Chen

oliverch@uw.edu

I work/shop in Bellevue

As someone who often commutes into Bellevue by bike for work, I know first-hand how dangerous it feels to be in Bellevue outside of a car. I strongly feel that Bike Bellevue would significantly improve things not only for people on bikes, but also for people in cars and on public transit, as well as local employers and businesses.

Derek Chou

dchou@flexport.com

I work in Bellevue

1. I don't enjoy car dependency. I want more viable options.

I don't have depth perception, so learning to drive was challenging. Prior to that, I commuted via bus to the full time jobs I've had in Seattle (which took hours each way) and cycled and walked to the part time jobs I've had on the east side, but that limited my income prospects and cut substantially into my personal care time. My experiences are not unique, so let's build for inclusivity.

2. I don't feel safe using incomplete infrastructure. I want more protection.

I am not a cycling aficionado, so separate and protected bike lanes and sidewalks would really help drivers, cyclists, other rollers, and pedestrians feel safer getting around. After having a kid, I noticed that pushing the stroller next to arterial-speed traffic upset my baby. Taking the baby out on walks should be pleasant, but it's an infrastructure-led experience. Other parents freak out at their kids for wandering out into parking lots, so I see that it's normal for modern day parents to teach kids to fear cars as we put disproportionate onus on children to avoid cars instead of putting more onus on drivers to prioritize the well-being of vulnerable road users.

3. I don't feel that car infrastructure is economically sustainable. I want our communities to invest in amenities with higher returns.

I am not a traffic engineer and I am open to being educated, but I would be shocked if a city block's worth of car infrastructure costs less than a city block's worth of bike path and/or sidewalk. Compare how much earth needs to be moved to create a tolerable gradient for each, how much material is used, how much paint is used and the complexity of markings, signage and signals. Compare the maintenance costs from wear and tear for each, then compare the cost to repair damage from stray automobiles versus stray bicycles, other rollers, and pedestrians. We get more of what we build for. Let's build for more cost-effective sustainable transportation options.

Janning Chow

janningchow@gmail.com

I shop in Bellevue

I used to work in Bellevue and commuted by bus+bike. Even the short ride to/from Bellevue Transit Center and the Google office at 112th and 12th is often unnecessarily "exciting" for cyclists.

Spencer Clark

spencer@spengy.net

Yes

Eden Cohen

eden.d.cohen@gmail.com

I work/shop in Bellevue

I believe we can have better cities

John Considine

jconsidine1317@gmail.com

I'm a cyclist and I like to live.

Steven Crawford

pcvcrawfords@hotmail.com

I work in Bellevue

One of the reasons I moved back to Seattle was for better bike infrastructure. I still visit Bellevue, but not as often as I would if the downtown area was more bike friendly. I hope the city will invest in making Bellevue a fun and safe place to ride bikes!

Christian Cuddington

ccuddington@pm.me

I shop in Bellevue

Safe and accessible bike lanes/paths are critical to any city's infrastructure, but must be executed well. Bellevue is minimally equipped for bicycles. Given the increasing population density, bikes offer alternative transportation for the masses. Also, given the light rail expanding throughout the Eastside, the additional bike network would improve the public's access to the new stations.

Nick D'Alo
nickdalo@gmail.com

I shop in Bellevue

Safe cycling infrastructure is key in allowing people to cycle. Cycling is fun, efficient, and environmentally sound. There's a reason why, given the infrastructure, Amsterdam sees 65% of trips done by bicycle.

Parth Davé
ash.parth.dave@gmail.com

I work/shop in Bellevue

I am an avid cyclist that lives in Issaquah (which is an incredibly bike friendly town), biking safety should be a priority in all our communities. Some of our lives depend on it.

Kaleena Devine
monkeyherder133t@gmail.com

I shop in Bellevue

I believe that the city, and especially it's leadership in the council and Mayors office, have an ethical and moral obligation to ensure that the most vulnerable road users (pedestrians and cyclists) are given safe facilities to get around the city.

Scott Devoid
sdevoid@gmail.com

I work/shop in Bellevue

Because Bellevue needs to prioritize pedestrians, bikes and mass transit over cars. It will make Bellevue a safer, happier, more modern place to live!

abby dillinger-lee, Shakti Bodywork of Bellevue
abby4382@hotmail.com

I live/work/shop in Bellevue

I live in Bellevue. I ride bikes with my family in Bellevue. It improves my quality of life.

Stein Dolan
steind@hotmail.com

I live in Bellevue

I love biking and commuting on bike and I want to feel safe when doing so

Frederick Dong

frederick.dong.2002@gmail.com

I live/work/shop in Bellevue

I ride my bike as my primary form of transportation due to the fragmented and infrequent public transit on the east-side. However, I've begun to dread whenever I see a "Welcome to Bellevue" sign as it is almost immediately followed by a complete drop off of bike infrastructure. There's a lot of businesses I'd love to patronize in Bellevue (Mox, Ginga Furuhon Plus, Crossroads Mall, Mayuri, great restaurants, and more), but I currently avoid doing so as it's too dangerous to bike to them and the public transit is greatly insufficient. Bellevue residents, workers, and visitors deserve to have safe, green ways to get around the city.

Sean Dooher

sean@dooher.net

I shop in Bellevue

Safe non-car infrastructure is important for myriad reasons

Phillip Dougherty, Eastside Urbanism

phillip.f.dougherty@gmail.com

I shop in Bellevue

Liveable Kirkland supports Bike Bellevue because many Kirkland residents would love to cycle more to Bellevue instead of driving. Allowing Kirklanders to visit our neighbor to the south by bike relieves motor vehicle congestion, improves air quality, and improves the lives of both Kirklanders and Bellevue residents!

Kurt Dresner, Liveable Kirkland

kurt.dresner@gmail.com

I work/shop in Bellevue

Downtown Bellevue and Bellevue overall could be a very bikeable city with more dedicated routes and lanes

Steve Dupree

stannius@gmail.com

I live/work/shop in Bellevue

Bellevue needs better bike and pedestrian infrastructure. This isn't 1970. We know that cars are loud and dangerous and dirty. Promoting walking and biking will build a healthier, safer, more pleasant environment.

Eric Edmond

ericed3022@gmail.com

I shop in Bellevue

I bike in Bellevue

Michael Ellis

me@michaelellis.ca

I shop in Bellevue

Bellevue needs a safe, equitable network of multi-modal transportation options to position the city for future growth and success. The era of a car-centric city must be put in the rear view mirror.

Steve Fantle, Bellevue Green & Clean

sfantle101@comcast.net

I live/shop in Bellevue

Even though I don't bike, bike lanes will benefit me because of fewer cars on the roads, the ability for me to cross roads more safely, and allow corridors such as Bellevue Way to be more reliable for transit.

Theodore Freeman, PNW Transit Fans

evergreentransitadventures@gmail.com

I shop in Bellevue

I love biking and wish I could do more of it in my town that I live and work in, but I don't feel safe on the roads.

Jennifer Frohlich

jen_crane@yahoo.com

I live/work/shop in Bellevue

Because I support safe pedestrian and bicycle infrastructure in all communities that I participate in

Peaches Gall

housepage@gmail.com

I shop in Bellevue

Bellevue needs to take steps to reduce car dependency by giving people viable options to get around, as well as improve safety on our roadways for all users. This will make our city more livable, sustainable, and improve affordability.

Lara Gardner

laragarbage@gmail.com

I live/shop in Bellevue

I currently feel unsafe biking in Bellevue which prevents me from shopping at the small local businesses in the Bellevue area

Brandon Gilbert

brandonrgilbert@gmail.com

I shop in Bellevue

Bike lanes will encourage more people to bike and will keep bikers safe!

Robin Gitelman

rgitelman@gmail.com

I shop in Bellevue

Yes

Matan Goldman

goldman.matan@gmail.com

I work/shop in Bellevue

Separated bike infrastructure is important for bike safety.

Garrett Goudy

garrett.goudy@hotmail.com

I work in Bellevue

Friend in Seattle posted this and I won't say no to better bike infra

Douglas Graebner

dgraebner1@gmail.com

Improved bikeways are better for all

Kirk Griffin

kirk.griffin@outlook.com

I shop in Bellevue

I'm concerned about my safety while commuting, and for the safety of Bellevue's children

David Paul Guillard

Hardwater1000@gmail.com

I work/shop in Bellevue

Cities are safer when travel options are less-enclosed and conducted at human-powered speeds.

Wm Salt Hale

altsalt@gmail.com

I shop in Bellevue

Bike Bellevue provides safer streets for all road user, sustainable growth for the city and is economically responsible.

Dylan Hanson

hanson.dylan.c@gmail.com

I work/shop in Bellevue

Biking is my main form of transport. Combined with the bus, I can get anywhere in King County. I love to visit Bellevue for food and shopping, but there is currently a dearth of safe, connected bike infrastructure.

Aryn Harmon

achcello@gmail.com

I shop in Bellevue

Everyone has the right to travel safely

Raymond He

rayhe921@gmail.com

I love biking and would love to use bikes as my primary mode of transportation, but that is not currently possible in Bellevue. I support this petition because I want to see Bellevue grow in the right direction

Anthony Hevia

anthony@hevia.dev

I live/work/shop in Bellevue

I work at Meta and work sporadically in the Bellevue office, and I almost always bike at least part of the way there. There are some awesome parts, but there are also a lot of gaps in the network. There doesn't even seem to be a decent route from the Spring District to the I-90 trail. If there were a better network, I would be more inclined to bike over to Bellevue for other purposes (shopping, a meal, or just for the fun of it.) I might also be more likely to take a full-time position based in Bellevue. Bellevue has the opportunity to make itself awesome in this regard, and I fully support it.

Rebecca Hoberg

rahoberg@gmail.com

I work in Bellevue

Increase road safety for all cyclists

Mike Hone, Kryki Sports LLC - Mercedes-Benz Cycling Team

mikehone@gmail.com

I live in Bellevue

Our group supports safe streets for pedestrians and cyclists in Bellevue. This will be enhanced by the proposals of Bike Bellevue.

Allison Howes, Indivisible Eastside - WA

steering@indivisibleeastside.com

I live/work/shop in Bellevue

I feel safer as a pedestrian if there are fewer cars.

Christina Huang

christinahuangji@gmail.com

I live in Bellevue

I have never had a driver's license and have long depended on transit, biking, and walking to get around. I do visit Bellevue occasionally but it is not really hospitable for someone who can't drive, so it's not a high priority when I have errands or shopping to complete, or when I am looking for recreation. Just two days ago I decided against a visit to Bellevue because there was no reasonable transit or biking option between the two places I wanted to visit -- which I would have done in the middle of the day, and thus probably visited a local business to eat. I'm far from along in being unable to drive, and I know that bike infrastructure makes our public travel routes much more safe for all users of that public space. A robust bike network is an important piece of safety and mobility for all people. I haven't even touched on the necessity of helping people who want to drive less do that with reasonably ease and safety, for the sake of mitigating climate change, but that's another key here. Finally, with Link opening in the near future, Bellevue would miss an enormous opportunity for adapting its public space to provide real multi-modal mobility options for residents and visitors alike.

Kim Huntress-Inskeep, Transit Trekker

kimberly.kinchen@gmail.com

I shop in Bellevue

Car oriented street design have a negative impact on my safety, health, and economical stability.

Ammar Hussein

ammar.atef45@gmail.com

I live/shop in Bellevue

Because Bike infrastructure massively improves the livability and sustainability of cities

Joshua Ingram

Joshdavidingram@gmail.com

I was, and know someone who was in a car collision on a bike. I want to be able to get around by bike without fearing for my life.

Gavin Jeans

gdjahns@outlook.com

I live/work/shop in Bellevue

Because I'm tired of having to drive a car and sit in traffic to run short errands that could so easily be done by bike if it were more comfortable to do so. Tired of urban areas that prioritize cars to the point they feel like loud polluted highways.

Curtis Johnson, CMJ Web Services LLC

cmjstealth@hotmail.com

I live/work/shop in Bellevue

In order for the City of Bellevue to grow into an inclusive city it needs to address its lack of bike facilities that connect the city. Other agencies, King county and City of Redmond, are building facilities that need the City of Bellevue to address its lack of facilities to see the full benefit. I also live and ride a bike in the city of Bellevue.

Paul E Johnson

paul_emmett_johnson1@hotmail.com

I live/shop in Bellevue

Because I want to be able to live without a car and not feel like second tier citizen of Bellevue

Marcin Juraszek

mail@marcinjuraszek.com

I live/work/shop in Bellevue

I support Bike Bellevue because the infrastructure that it highlights will help reduce congestion, improve our quality of life, and reduce greenhouse gas emissions

Francois Kaepelin

fkaepelin@gmail.com

I shop in Bellevue

I believe that folks should have access to safe and networked bicycle infrastructure in Bellevue. I often bike to Bellevue to visit friends and get food with them at local restaurants. The infrastructure updates proposed by Bike Bellevue would greatly improve the safety and quality of bike commuting in that area!

Loraine Kanervisto
loraine.kanervisto@gmail.com
I shop in Bellevue

Commuting in and around Bellevue is heady mixture of danger, death, dismemberment, confusion, angst and pleasure (in no particular order)

Andrew Kiggins
kiggins@google.com
I work in Bellevue

I need better bike lanes and sidewalks.

Jacquelyn Kimzey
jacquelyn24k@gmail.com
I shop in Bellevue

Better bike infrastructure will increase bike usage which is better for traffic, environment, pedestrian, and more.

Korey Krauskopf
koreyk@outlook.com
I work/shop in Bellevue

I work in downtown Bellevue and commute by bike. The most dangerous part of my 12 mile commute is the last few blocks through Bellevue.

Martin Kusch
martink436@gmail.com
I work/shop in Bellevue

I want to have safe routes to cycle to destinations in Bellevue. I cycle more than I drive, and would like to visit businesses in Bellevue but the lack of bike infrastructure often makes it too unsafe to visit Bellevue by bike. Transit is often not as flexible or as fast as biking, and driving means coordinating with my partner (we share a car), fighting traffic while driving there, and finding/paying for parking. I plan to bring my bike on the 2 Line frequently to make it easier to visit locations farther from the light rail stations, and Bike Bellevue will make it safer and more convenient to do this. Bellevue, let me in!!

Michael Leach
leachmichaeldavid@gmail.com
I shop in Bellevue

I frequently bike around the greater Seattle area and knowing that certain areas have safe and consistent bike lanes greatly influences my decision to bike rather than drive or to bike vs stay home.

Kimberly Leon
kimberlyaleon@gmail.com
I work/shop in Bellevue

I'll be much more willing to bike instead of driving a car if I know I can safely stay on the bike lane for the most part.

Ning Li
ningli@vt.edu
I live/shop in Bellevue

My bicycle is my primary means of transportation. Without Bike Bellevue, I can't travel safely to many of my destinations in Bellevue.

Charlie Liban
charlie.liban@gmail.com
I work/shop in Bellevue

Because I want to be able to get around by bike for my own physical and mental health and to cut down the pollution that comes from driving my car. Our vibrant green city would be a lovely place to get around by biking or walking -- IF there were safe ways for me to do it.

Ruth Lipscomb
ruthlipscomb@comcast.net
I live/shop in Bellevue

It is necessary. Bellevue has been a dangerous city to ride through as long as I remember. Since I was a student at the UW we avoided it and since I have lived here over 20 years and ridden throughout the area I ride around Bellevue rather than through it. With cities like Seattle showing that businesses do not suffer when lanes are reduced and cities like Redmond wanting to connect

their own bike routes with ours it is very important for the city to move forward with this. Teachers who commute to Bellevue schools would appreciate the plan being implemented as originally defined.

Mark Littrell

marklittrell@hotmail.com

I live/shop in Bellevue

As someone who enjoys riding my bike and have family members who ride frequently I would like to see the expansion of safe biking in our community.

Natalie Littrell

littrellfamily@yahoo.com

I live/work/shop in Bellevue

I support bike transportation. It needs to be safe.

Kelly Lloyd

KELLYCOONLLOYD@GMAIL.COM

I shop in Bellevue

City policy prevents my work from having enough parking spaces and I don't want to waste my life waiting for infrequent buses. Since the city is preventing any other viable transportation method, the least you could do is have a connected, safe bike network.

Brendan Long

self@brendanlong.com

I live/work/shop in Bellevue

I want our city to be more bike accessible and walkable. It's too car-focused right now.

Cyrus Lopez

bikes@unixy.org

I live/work/shop in Bellevue

I travel from Bothell to Bellevue to teach at Bellevue High. Cyclists need more support to safely execute travel throughout the region. I am trying to do my part to minimize my carbon footprint.

Jennifer Lutz

lutz.j@comcast.net

I work in Bellevue

Complete streets support more than just cars and other more sustainable modes of transportation deserve dignity and safety in our community.

Dave Machado

drm@meta.com

I live/work/shop in Bellevue

I want to be able to access more shops and friends safely by bike. Having been hit by a car in Bellevue already, I dread traveling there.

Chris Maines

maines.chris@gmail.com

I shop in Bellevue

People have a human right to mobility, and a right to not get killed or maimed by drivers

Ben Mainwaring

mainwaringb@meta.com

I work in Bellevue

I commute from Redmond to work in the Spring District. Usually I'm on a road bike, but I also own a cargo bike, and run errands on my way to/from work. The Bike Bellevue project would give me more options on how I get to/from work, and would give me easier access to shops along the bel-red corridor. Mox Boarding House, the Asian Family Mart Plaza, Overlake Village, are all places I usually go with my car that would be convenient by bike. Instead, when I'm on my bike I just take the 520 trail back to Redmond and shop there instead, due to better bike infrastructure.

Aidan Malone

malone.a.27@gmail.com

I work/shop in Bellevue

I'd like to be able to safely bike to locations within my city.

Jamie Marconi

jamie.marconi@gmail.com

I live/work/shop in Bellevue

I support transportation infrastructure that provides opportunities for everyone not just motor vehicles and also strongly support transportation safety for all.

James Martin

martinjt7@yahoo.com

I live in Bellevue

I've cycled in Bellevue since 1974. And I live right above the slowest project - W. Samm Pkwy.

John H McKain

johnmckain@me.com

I live in Bellevue

For improving our climate, health, and safety.

Betty McNiel

betty.mcniel@comcast.net

I live in Bellevue

I own a business in Bellevue and bike in Bellevue

Annemarie Dooley MD, Cascade Kidney Specialists PLLC

annemarie@wpsr.org

I work in Bellevue

I bike, the current system is unsafe and needs to be expanded and improved

Di Mo

modimo@meta.com

I work/shop in Bellevue

Expanding safe bike infrastructure saves lives, takes cars off the road, boosts the economy, and creates a more human and livable world

Harper Nalley

harpernalley@gmail.com

I shop in Bellevue

I don't want to keep risking my life on my commute. I want to spend more time enjoying what Bellevue has to offer despite the fact that I don't own a car.

Jonathan Newcomb

jonathan.r.newcomb+eastsideurbanism@gmail.com

I work/shop in Bellevue

I would love to be able to get around more of the Eastside on a bike, and I would also love for sidewalks to be further away from fast car traffic on big roads like Bel-Red.

Jordan Newport

jordannewport@google.com

I work/shop in Bellevue

Bellevue severely lacks bike infrastructure and on streets where there are bike lanes, it is just simply a painted suggestion that doesn't protect the cyclist.

Peter Nguyen, Eastside Urbanism

peterwin562@gmail.com

I live/work/shop in Bellevue

Typically commuting by bike from east Bellevue to downtown Bellevue because that is much more predictable than downtown traffic snarls.

Robert Orleth

robert@orleth.com

I live/work/shop in Bellevue

I bike in Bellevue and do not want to die commuting to and from work, running errands, or just having fun.

Andrew Pardoe

ap@uw.edu

I live/work/shop in Bellevue

As a cyclist, I frequently go through Bellevue which lack dedicated bicycle paths and infrastructure that are safe from motorists

Daniel Park
daepark@gmail.com
I shop in Bellevue

I spend most of my day in Bellevue and being able to use real bike infrastructure would make me feel safer and more efficiently accomplish my tasks.

Chris Paslawski
cpaslaw@gmail.com
I live/shop in Bellevue

Bellevue should have better alternative transportation.

Joshua Phua
joshuaphua1@gmail.com
I shop in Bellevue

For safe, accessible cycling infrastructure.

Jan Rey Pioquinto
janrey.pioquinto@me.com
I live/shop in Bellevue

Make streets safer for all

Kat Pipkin
missmarchypants@gmail.com
I live in Bellevue

As someone who often goes to and from Bellevue on a bike for volunteering and shopping, I can strongly attest that I would be much more inclined to shop and play in Bellevue more often if it had a safe bike network as Bike Bellevue is advocating

Samuel Rapoport
samrapoport3@gmail.com
I shop in Bellevue

Bike lanes and complete bike infrastructure forms important connections between homes and local businesses and promotes a healthy lifestyle for all ages.

Monica Reichert

foixamincozerat@gmail.com

I work/shop in Bellevue

I would like to be able to more safely and effectively ride my bike in Bellevue. When I am in a car in Bellevue, I want bikers and pedestrians to be safer from me. I want to see solo vehicle trips reduced to help with climate change.

Aspen Richter

aspend@gmail.com

I shop in Bellevue

I commute by Bike!

Michael Roberts

michaelroberts94@gmail.com

I live/work/shop in Bellevue

A bike friendly Bellevue would convince me to visit my friend in Bellevue more. It would also improve safety and mobility for many people which is just something I care about in general. Happy communities make a happy country!

Paul Rometsch

rometschpaul@gmail.com

I shop in Bellevue

Making a city bike/walk friendly is key to urban development and making it more accessible - people really need ways to access the city in ways other than sitting behind the wheels.

Girish Sabhnani

email2gk@gmail.com

I shop in Bellevue

I ride my bike to Bellevue and eat there

eric schiller

eric schiller@gmail.com

I shop in Bellevue

It is critical that we improve the safety of Bellevue's hostile roads. Cars are now a leading cause of death in the US, and it's something that didn't exist just a few decades ago. We created this problem, and we must fix it. It can't be fixed by maintaining the status quo.

Beyond safety, this will improve the livability of Bellevue for many residents. It will show that Bellevue is willing to make meaningful change for those who need it most. It will improve the connectedness of residents, reducing loneliness & improving mental & physical health.

Jer Schmidt

jschmidt.3800@gmail.com

I shop in Bellevue

I don't have a car, but I do spend money at businesses that I can reach by bike, walking, or transit. I have made decisions to NOT go to Bellevue because the bike infrastructure is either lacking or too dangerous. Please make it easier and safer for people to get to Bellevue by bike, and to get around Bellevue by bike. Prioritize people, not cars, including the people who walk, ride, and roll.

Sereana Seim

sereanaseim@google.com

I shop in Bellevue

Safe biking is good for people and good for the environment

Kyle Seymour

kwdseymour@gmail.com

I work in Bellevue

Biking is the great way to bring more traffic to local businesses!

Anton Shablyka

zx0fox@gmail.com

I shop in Bellevue

I bike to work in Bellevue. I enjoy taking my family on rides to get food in Bellevue. Right now both are hard as there is not sufficient dedicated bike paths and protected lanes for riding with younger kids safely.

Adam Sheldon

adam.sheldon@hotmail.com

I work/shop in Bellevue

Commuting safely from Seattle to Bellevue as well as recreational riding around the Seattle/Eastside metro area.

James Short

jwshort@meta.com

I work/shop in Bellevue

Good bike infrastructure is critical to safety, health, businesses, and the environment. Let's invest in continued safe bike infrastructure.

Kathryn Shroyer

kathrynshroyer@gmail.com

I shop in Bellevue

Because I support every opportunity for bike infrastructure improvement!

Nikita Shumakov

shumnik05@gmail.com

I shop in Bellevue

I currently bike and feel unsafe in many locations around Bellevue. More protected bike lanes (and more bike lanes in general) will force drivers to be more accustomed to them and hopefully increase bike safety. Also will reduce crashes with pedestrians from being forced to ride on the sidewalk

Alex Stepanov

alex.stepanov96@gmail.com

I live/work/shop in Bellevue

The Bike Bellevue project will prevent unnecessary injuries and deaths, improve access to businesses that are currently difficult to reach by bike, and form critical connections to the light

rail stations.

David Stygstra

david.stygstra@gmail.com

I shop in Bellevue

biking infrastructures needs to be improved

Walker Sutton

walker.c.sutton@gmail.com

I shop in Bellevue

I think Bellevue residents currently live in a place designed to cater to vehicles and the automobile lobby at the expense of the safety and well-being of everyone. Bellevue residents deserve to live in a place that is safe for them to walk, bike, roll, take transit, and drive, and Bike Bellevue is part of the solution that will get them there.

Robert Svercl

bobco85@gmail.com

I shop in Bellevue

Bike access is great for obvious reasons, like safety, pollution, health and equitable outcomes for people who are unable to drive.

But bike lanes are proven time and again to boost local business, see the recent Business Insider article or various university studies.

By creating a wide network of bike lanes well healed tech workers will commute and shop, cyclists will visit local cafes and families can enjoy a day together.

I bike year round, and travel farther by bike than car. I grew up in Bellevue, but the lack of access (and growing car traffic) means I can't visit crossroads or travel between downtown and outlying areas.

Bike lanes are cheap compared to car lanes, improve business and health outcomes.

Please build a future that scales with the planned density of a thriving Bellevue.

Tor

tulstein@hotmail.com

I live/work/shop in Bellevue

Interconnected bike lanes are a key part of reducing car dependence within Bellevue.

Austin Tran

austintran1@meta.com

I work/shop in Bellevue

Cars don't scale.

Luke Travis

luke.foobar@gmail.com

I shop in Bellevue

Bike and pedestrian safe streets are better for everyone.

Ian Tubbs

goneskiian@gmail.com

I live/shop in Bellevue

Bikes are our future

Cara Tyler

caralyn@gmail.com

I shop in Bellevue

I want to be able to ride my bike safely.

Carlos Villavieja

carlos.villavieja@gmail.com

I live in Bellevue

Better bike access is equitable for everyone.

Max Wang

maxwang051@gmail.com

I shop in Bellevue

As a bike commuter to the Spring District, Bike Bellevue would make it far easier to spend money at Bellevue businesses in Wilburton, Downtown, and Bel-Red while also improving safety for all vulnerable road users.

Christopher Whelan

topherwhelan@gmail.com

I live/work/shop in Bellevue

I regularly shop in and commute through Bellevue by bike. A bike network would greatly improve my safety and quality of life, and it would allow me to reach businesses I can't today. It's time to end car dependence in Bellevue.

William Whitehouse

william.f.whitehouse@gmail.com

I shop in Bellevue

I would like to be able to get around safely by bike instead of driving

Katherine Whitman

katherine.whitman@gmail.com

I live/work/shop in Bellevue

Because all of the data (environmental, financial, health, etc.) supports a reduction on car dependence than can only be realized with investment in safe, dedicated infrastructure for alternative transportation.

Julian Wilhelmsen

ja.wilhelmsen@gmail.com

I shop in Bellevue

I find the cycling infrastructure makes commuting + shopping easier in Seattle, especially the protected bikelanes that enable safe transit. Right now when I commute to Bellevue for work some days, I always choose to go by car and not by bike because many of the streets feel dangerous to me as a cyclist.

Andy Wong

totallyhappycrop@gmail.com

I work/shop in Bellevue

I commute from Seattle to Bellevue regularly by bike and there is no good connection to cross 405 on a bike

Wenjun Wu

wuwenjun1995@gmail.com

I work/shop in Bellevue

Though I live in Seattle currently, I frequently visit Bellevue (by car, transit, and bike) and I grew up in Bellevue. I would love to see better bike infrastructure throughout Bellevue to make biking/cycling a more viable option for transportation and/or recreation throughout not only Bellevue but the greater Seattle area.

Michael Zhao

michael.xin.zhao@gmail.com

I shop in Bellevue

I live in Bellevue and commute by bike to work. Bike Bellevue would make my commute significantly safer

Evan Zhong

evanzhong10@gmail.com

I live/shop in Bellevue

My doctors office and dentist offices are in Bellevue. I can't drive because of a disability but I can bike and a combination of biking plus transit is the best way for me to be able to get to medical and dental appointments.

ANNA ZIVARTS

annazivarts@gmail.com

Because Cyclists and Pedestrians deserve safety and robust multi modal transportation options. It makes our communities safer and helps our climate obligations.

Jon Zulas

jz3991+bikebellevue@gmail.com

I live/work/shop in Bellevue

Bellevue needs to get with the times and work towards a car-independent future. Bikes are perfect urban mobility vehicles for many people -- they can be used for many trips which require a car, but are much cheaper, healthier, and easier on the environment. They won't stop people from driving if they need to or choose to! People will bike if you give them safe infrastructure to do it on, and it will make everyone safer -- even people in cars, research shows! Businesses will get more foot traffic, the streets will be more livable and inviting, and people's lives will be saved. Not to mention, less cars on the roads can help stretch municipal budgets -- maintaining car infrastructure is extremely expensive, and every person you help get out of their car and onto a bike reduces the wear and tear on our roads dramatically. You win on all fronts when you build safe bicycle infrastructure!

Sasha Zurek

sashazurek@proton.me

I work/shop in Bellevue

Re: Request to Improve Cyclist Safety at NE 12th St & 112th Ave NE Intersection

Dylan Hanson <hanson.dylan.c@gmail.com>

Sat 7/13/2024 8:38 AM

To: Council <Council@bellevuewa.gov>; Transportation Commission <TransportationCommission@bellevuewa.gov>

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

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Dear Bellevue City Council and Transportation Commission,

I am writing again to express my serious concern about cyclist safety at the intersection of NE 12th St. and 112th Ave and the intersection of NE 12th St. and 116th Ave. NE following two near-miss incidents I experienced on Thursday, 7/11/24.

Between 4:20pm and 4:25pm on Thursday, my partner, friend, and I were returning from the Bellevue Farmers Market picking up some groceries, traveling eastbound on the 12th St. multi-use path when these near misses occurred.

- The first incident occurred crossing 112th Ave. After I started passing through the intersection, a driver approached the intersection heading south on 112th Ave. to make a right (westbound) turn onto 12th. Despite the red light for the driver and the pedestrian signal indicating our right to cross, the driver entered the crosswalk, only looking left (east) for westbound traffic. When the driver entered the crosswalk, they did not see my friend or partner and nearly collided with them.
- The second incident occurred at the following intersection while crossing 116th Ave. While I was approaching the intersection, the pedestrian signal indicated my right to cross while traffic on 116th had a red light. I saw that a car had entered the crosswalk, partially blocking my path, and the driver was again only looking eastbound while waiting to make a westbound (right) turn. Thankfully I noticed the driver's lack of attention and did not enter the intersection despite having the right-of-way. The driver proceeded to complete the turn without ever checking for crossing pedestrian traffic. Had I not been so observant of the driver's negligent behavior, I easily could've been struck by this motorist while proceeding through the intersection.

On an average week, I bike in Bellevue multiple times taking multiple different routes, yet these two intersections are consistently the most dangerous I encounter. Since the Bellevue Farmers Market started up in late May, I have taken this route in Bellevue eight times and these two sets of close calls (this email, and my last email) represent 25% of my rides along 12th St. resulting in a near-miss experience.

I mentioned in my last email implementing no-right-on-red as a data-backed solution for increasing safety for all road users. What is the progress on Bellevue implementing that safety solution for these two intersections? Bellevue has bold goals of achieving Vision Zero by 2030, and this is a simple solution to making that a reality. As the city council starts its budget discussions, I implore the council to put adequate funding toward Vision Zero and other road safety improvements like the relatively inexpensive rapid-build infrastructure that is outlined in the city's Bike Bellevue plan, and transit-

oriented development like making the K-Line as reliable, and efficient as possible with ample safe and connected access points.

Thank you for investing your time to make safer streets for all residents and visitors of Bellevue.

Best,
Dylan

On Fri, Jun 7, 2024 at 8:17 AM Dylan Hanson <hanson.dylan.c@gmail.com> wrote:

Dear Bellevue City Council and Transportation Commission,

I am writing to express my serious concern about cyclist safety at the intersection of NE 12th St. and 112th Ave. NE following a near-miss incident I experienced yesterday. Between 3:15pm and 3:45pm, while traveling westbound on the cycling path to the Bellevue farmers market, a driver traveling southbound on 112th, failed to stop at the designated stop line, approached rapidly to make a right (westbound) turn, and nearly collided with me. Fortunately, they saw me just in time and managed to brake hard, preventing a collision. On my return trip between 4:30pm and 5pm I experienced another hazard where I had the crossing signal to travel eastbound, and a driver (in a red Tesla) was obstructing the crosswalk, looking eastbound for a gap in traffic to turn right (west); thankfully for my safety there was no such gap and I was able to cross safely.

To enhance safety for all users of this intersection, is it possible to implement no right turn on red here? This bike path is one of the few separated bike facilities in the city and this intersection presents a major conflict zone and safety hazard for cyclists and pedestrians. The same car-pedestrian conflicts occur at 116th Ave NE too. In addition to southbound traffic turning west off these roads being a conflict, westbound traffic on 12th turning north presents a similar conflict, and a no right on red would prevent this. [One study](#) (among several) that supports this idea is from Toronto's Vision Zero work. Implementing a no right turn on red at these locations is an easy win for safety, and a positive infrastructure change for Bellevue to reach its vision zero goals by 2030.

Every week I ride my bike with my partner to the Bellevue farmers market coming from Kirkland via EasTrail and taking the Spring Boulevard connection to downtown. I plan on continuing to do this weekly because it is much better than waiting in traffic in a car or waiting for a bus. I would appreciate it if the city is able to make this ride safer for me and others like me.

I urge the city to take prompt action to address these safety issues. Ensuring safe crossings for cyclists and pedestrians is vital to support Bellevue's goal of Vision Zero by 2030.

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](#)

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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](#)

Request to Improve Cyclist Safety at NE 12th St & 112th Ave NE Intersection

Dylan Hanson <hanson.dylan.c@gmail.com>

Fri 6/7/2024 8:18 AM

To: Council <Council@bellevuewa.gov>; TransportationCommission <TransportationCommission@bellevuewa.gov>

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Every week I ride my bike with my partner to the Bellevue farmers market coming from Kirkland via EasTrail and taking the Spring Boulevard connection to downtown. I plan on continuing to do this weekly because it is much better than waiting in traffic in a car or waiting for a bus. I would appreciate it if the city is able to make this ride safer for me and others like me.

I urge the city to take prompt action to address these safety issues. Ensuring safe crossings for cyclists and pedestrians is vital to support Bellevue's goal of Vision Zero by 2030.

Best,
Dylan

--

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

Re: Council: FW: SE Newport Way and SE 150th Street

Michael May <michaelmay62@hotmail.com>

Wed 7/31/2024 10:47 AM

To: Robinson, Lynne <LRobinson@bellevuewa.gov>; Council <Council@bellevuewa.gov>; Council Office <CouncilOffice@bellevuewa.gov>; Singelakis, Andrew <ASingelakis@bellevuewa.gov>; Transportation Commission <TransportationCommission@bellevuewa.gov>
Cc: Long, Chris <CLong@bellevuewa.gov>; alisatorres@hotmail.com <alisatorres@hotmail.com>

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Good morning.

I am contacting you regarding the continuing pedestrian safety issues that remain at the intersection of SE Newport Way and 150th Ave SE.

While I thank you for your initial efforts, they continue to fall short.

I believe the Bellevue Transportation Department and Police Department need to revisit the site, revisit your mitigation efforts, and come up with real solutions.

On my morning run today (July 31, 2024), I encountered two vehicles while using the crosswalk. Please check your cameras between 7:25 a.m. and 7:30 a.m. I assume you have footage.

While running with my dogs on eastbound SE Newport Way, we entered the crosswalk on the southwest corner of SE Newport Way and 150th Ave SE. We had the walk signal.

- Before I could step foot in the intersection, I needed to hold my hand up in a dramatic stop gesture to get a vehicle's attention (Jeep) to yield before they could begin their turn from northbound 150th Ave SE onto westbound SE Newport Way.

While still with the walk signal and almost out of the crosswalk, a car (Subaru Outback) traveling westbound on SE Newport Way and turning right onto northbound 150th Ave SE almost ran me and my dogs over. Unless I gave a hard rap on their window (that gives you an idea of how close an encounter it was), we could have been, at a minimum, injured and, at worse, killed.

Again, as I have noted to the Transportation Department, this intersection is a hazard, has an incredibly poor design, and only serves the needs of vehicles. You can see that cars traveling westbound on SE Newport Way have no way of seeing pedestrians until the final moment. Trimming some bushes and making some adjustments to signaling are not solutions.

Also, please note that this is my formal notification for you to work with the Police Department on traffic enforcement. In my response to your email regarding Transportation Department mitigation efforts, it was suggested that the onus was on me to make the request. Please work together as departments and do not put the onus on city residents to advocate for their well-being and safety.

I will await new solutions to this ongoing life safety issue. First and foremost, I expect pedestrian priorities to be at the top. We don't get second chances. Two potentially deadly encounters in a matter of seconds is both ridiculous and unacceptable. I know you are capable of doing better.

Kind regards,

Michael May

From: Long, Chris <CLong@bellevuewa.gov>
Sent: Tuesday, July 23, 2024 5:23 PM
To: Michael May <michaelmay62@hotmail.com>
Subject: RE: Council: FW: SE Newport Way and SE 150th Street

Michael,

Great question about the pedestrian pushbuttons. We have been asked this question many times, especially during the height of the pandemic when people didn't want to touch anything. Our traffic signal system is very advanced and relies heavily on detection of pedestrians, bicycles and cars to be as efficient as possible. Our system works to keep the time needed to serve all the demand at the intersection as low as possible to help reduce delay. If we served the pedestrian movement every cycle, we would be wasting the time of people walking, biking and driving on the conflicting movements if there is no pedestrian present. The north leg of the subject intersection only sees about 24 pedestrian actuations (times a person hits the button) per day. We would waste a lot of time waiting for that pedestrian phase to end if we ran it every cycle. Another reason is that in a location like SE Newport Way and 150th Ave SE, if a the walk comes on every cycle, the neighbors in the area will hear the cuckoo and chirp of the walk indications every 60 seconds or so all night long.

For speeding concerns, you can submit a request for enforcement directly to the Police Department through their [Traffic Service Request](#) site.

Regards,
Chris

Chris Long, PE, PTOE – Assistant Director, Mobility Operations
City of Bellevue | Transportation Department
450 110th Ave NE, Bellevue, WA 98004
Desk (425) 452-6013
clong@bellevuewa.gov

From: Michael May <michaelmay62@hotmail.com>
Sent: Tuesday, July 23, 2024 4:05 PM
To: Long, Chris <CLong@bellevuewa.gov>
Subject: Re: Council: FW: SE Newport Way and SE 150th Street

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

Thank you for the detailed and thorough response, Chris.

A couple other comments.

First, (though I am sure there are reasons for it) I've never understood why there are buttons required for the walk signal rather than automatically providing a walk signal. I only bring this up because if you

are a pedestrian and you miss your window you may have to wait through another traffic signal cycle whereas cars get an automatic green.

Second, this is more PD related but on my daily runs along the path cars are travelling between 45-50 mph on that stretch of Newport Way near the South Bellevue Community Center. Perhaps some ticketing/emphasis patrols may slow folks down. The path is quite wide but it is pretty jarring to have someone driving that fast next to you.

Finally, I realize my initial message to the Council may have seemed a bit firm but I think that is because my first time discussing this issue three years ago, I felt as if the onus was put on me to be an attentive pedestrian rather than looking for ways to improve.

Thank you for taking the situation so seriously and going out to see the site. You and your team have affirmed my belief that Bellevue does listen to its residents.

Kind regards,
Michael

From: Long, Chris <CLong@bellevuewa.gov>
Sent: Tuesday, July 23, 2024 12:42 PM
To: michaelmay62@hotmail.com <michaelmay62@hotmail.com>
Subject: FW: Council: FW: SE Newport Way and SE 150th Street

Dear Michael May,

Thank you for sharing your concerns about safety for people walking at 150th Ave SE and Newport Way with City Council and the Transportation Department. I oversee our street and traffic signal maintenance and operations groups.

I visited the site last week to review your concerns, as did the manager of our traffic signal operations group. After discussing your concerns and what we saw with other staff, we've determined that there are some changes we can make to the traffic signal timing to improve safety for people walking. We will adjust the signal timing to remove the permissive westbound right turn (solid green light) when the pedestrian crossing light is active. Instead, the red arrow will be displayed, requiring people driving to stop first before they are able to turn.

Additionally, street maintenance staff went to this intersection and removed vegetation to improve the visibility of people walking. They trimmed back the laurel bush and removed some small volunteer maple trees on the northeast corner of the intersection of 150th Ave SE and Newport Way SE. They also mowed along Newport Way SE from Allen Road to 150th Ave SE, cutting the grass in the eastbound direction as part of our annual mowing program. Staff are scheduled to do hand-trimming work along the multi-purpose path on the north side of Newport Way between 150th Ave NE and Allen Road this week.

Thank you again for sharing your concerns with us. Please let me know if you have any further questions.

Regards,
Chris Long

Chris Long, PE, PTOE – Assistant Director, Mobility Operations
City of Bellevue | Transportation Department
450 110th Ave NE, Bellevue, WA 98004
Desk (425) 452-6013
clong@bellevuewa.gov

From: Michael May <michaelmay62@hotmail.com>
Sent: Monday, July 15, 2024 12:40 PM
To: Robinson, Lynne <LRobinson@bellevuewa.gov>; Council <Council@bellevuewa.gov>; Council Office <CouncilOffice@bellevuewa.gov>; Singelakis, Andrew <ASingelakis@bellevuewa.gov>; TransportationCommission <TransportationCommission@bellevuewa.gov>
Subject: SE Newport Way and SE 150th Street

Some people who received this message don't often get email from michaelmay62@hotmail.com. [Learn why this is important](#)

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

Dear Mayor, Councilmembers, and Transportation Director:

I would like to remind you of conditions I made the Transportation Department aware of 3 years ago with no actions being taken.

I've attached a graphic of an unsafe intersection in the Eastgate area of the city: SE Newport Way and SE 150th Street.

Pedestrians crossing SE 150th Street along SE Newport Way in the direction of Somerset are completely invisible and at risk of being killed.

It would be nice to ***safely*** use the wonderful pedestrian path along that stretch that was installed several years back. I am still baffled by its design.

To this day, I never use this crosswalk when attempting to access the path while running eastbound on SE Newport Way toward Somerset.

On westbound trips, cars turning right onto northbound SE 150th Street also do not yield even though from this direction pedestrians are completely visible.

Additionally, the whole length of the path from SE 150th Street to SE Allen Road is obstructed by blackberry canes so pedestrians must walk closer to southbound traffic on SE Newport Way. ***Please clear these within this week.***

I will wait for your response to a satisfactory solution (including modification to signaling and street construction). I expect it to be at a Department Director level as previous conversations with city staff have put the onus of safety on pedestrians and not vehicle operators.

Furthermore, why is the contact information for Department Directors not posted on the department homepage? Are you/they not mildly interested in communicating with your constituents?

Kind regards,
Michael May

FW: NE 2nd

McDonald, Kevin <KMcDonald@bellevuewa.gov>

Thu 5/23/2024 2:23 PM

To: Stash, Karen <KStash@bellevuewa.gov>; Helland, Brad <brad.helland@wsp.com>; Kurz, Jonathan <JKurz@bellevuewa.gov>; Magill, Drew <DMagill@bellevuewa.gov>; Marciante, Loreana <LMarciante@bellevuewa.gov>; Rebhuhn, Nik <NRebhuhn@bellevuewa.gov>; Ting, Albert <ATing@bellevuewa.gov>
Cc: Singelakis, Andrew <ASingelakis@bellevuewa.gov>; Stevens, Paula <PStevens@bellevuewa.gov>; TransportationCommission <TransportationCommission@bellevuewa.gov>

Hi Loreana, and including Commissioners for common awareness - staff will recommend to the TC tonight that we employ shared lane markings (sharrows) on NE 1st/2nd Street corridor (6A). The factors that support this recommendation include: Consistent with the MIP Performance Target of LTS 3 (speed limit 25, traffic volume 4K), supported by research, guidance and standards for sharrow application (National Association of City Transportation Officials (NACTO), Institute of Transportation Engineers (ITE), Manual on Uniform Traffic Control Devices (MUTCD), Bellevue Design Standards).

This shared lane application does not achieve the LTS 1 facility proposed in the Bike Bellevue Draft Design Guide. A few factors have led staff to recommend diverging from this draft document: Council direction to repurpose travel lanes as a last resort, potential conflicts with vehicle access to planned development at the corner of NE 2nd/Bellevue Way, complex traffic operation changes required at NE 2nd/Bellevue Way where directional bicycle lanes on NE 2nd east of Bellevue Way would transition to two-way cycle track west of Bellevue Way, no LTS 1 facility to connect to/from on the east (Bellevue Way).

Staff realize that the simple application of sharrows may not be sufficient to create an environment that people would appreciate. Therefore, we would seek to implement additional design considerations/components such as: bike route wayfinding signage, travel lane curbing modifications, sharrows more closely spaced than guidance, traffic operations at Bellevue Way (shorter cycle for peds and bikes), and a reduced speed limit to 20 mph.

As an example of a potential curbing modification, could replace "C" curb with yellow road buttons to allow for easier passing



In seeking a TC recommendation on the 6A corridor tonight, staff would appreciate the Commission provide accompanying recommendations for additional design considerations and components.

With regard to "data"...In categorizing this corridor (or other corridors) and recommending a facility type that may be different than the staff recommendation, what information would the Transportation Commission find to be most helpful?

For a performance evaluation of a potential pilot where a travel lane is repurposed, staff propose that we use the evaluation criteria similar to what we used for the 108th Ave NE corridor when it was a pilot, before the decision was made to make it permanent. What criteria we use to evaluate a pilot may not be exactly this (ie, some corridors including 6A would not include a transit evaluation), but would be similar and would require before/after data collection.

DEMONSTRATION BIKEWAY ASSESSMENT FRAMEWORK



Figure 1. New strategies for transportation require new measurements of success. Working with the Transportation Commission, City of Bellevue staff developed a performance-based assessment framework that measures results that can help inform choices for future projects.



Kevin D McDonald, AICP
Principal Transportation Planner
425.452.4558

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

From: Loreana Marciante <loeanamarciante@gmail.com>

Sent: Thursday, May 23, 2024 7:18 AM

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

Subject:

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

Kevin, we have a lot of comments on both sides for 6A. I hope today we walk through the data of BOTH options, and clearly see the pros and cons of each, side by side. I'd also like to hear what a pilot for the initial concept of a protected bicycle (within the direction of council) would look like for this corridor. How would we measure success or failure via data. Happy to chat if easier.

Thanks, Loreana

Sent from my iPhone

FW: Council: FW: On the recent decision to not study Bel-Red Road

McDonald, Kevin <KMcDonald@bellevuewa.gov>

Thu 7/18/2024 2:21 PM

To:TransportationCommission <TransportationCommission@bellevuewa.gov>



Kevin D McDonald, AICP
Principal Transportation Planner
425.452.4558

From: Stevens, Paula <PStevens@bellevuewa.gov>
Sent: Thursday, July 18, 2024 2:12 PM
To: McDonald, Kevin <KMcDonald@bellevuewa.gov>
Subject: FW: Council: FW: On the recent decision to not study Bel-Red Road

Hi Kevin – Paula forward to the Transportation Commission. -Paula

From: Singelakis, Andrew <ASingelakis@bellevuewa.gov>
Sent: Thursday, July 18, 2024 12:30 PM
To: Stevens, Paula <PStevens@bellevuewa.gov>
Subject: Fwd: Council: FW: On the recent decision to not study Bel-Red Road

Sent from my iPhone

Begin forwarded message:

From: Council Office <CouncilOffice@bellevuewa.gov>
Date: July 18, 2024 at 8:06:01 AM PDT
To: "Singelakis, Andrew" <ASingelakis@bellevuewa.gov>
Cc: "Adell, Dana M." <DMAzell@bellevuewa.gov>
Subject: Council: FW: On the recent decision to not study Bel-Red Road

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Forwarding this Council@ email as fyi.

Thank you,

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

From: Raymond Zhao <rzhao271@gmail.com>
Sent: Wednesday, July 17, 2024 10:49 PM
To: Council <Council@bellevuewa.gov>
Subject: On the recent decision to not study Bel-Red Road

Some people who received this message don't often get email from rzhao271@gmail.com. [Learn why this is important](#)

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Dear Bellevue City Council,

I am writing to express my concerns on the [recent decision to not study Bel-Red Road](#).

I am a resident of Redmond who works at Microsoft, and who currently takes the 2 Line and the B Line to shop, eat, and hang out with friends in Bellevue. I do not own a car, and prefer to use public transportation or walk to my destinations.

I find it disgraceful that the Transportation Commission took a defeatist approach and hesitated to even consider studying Bel-Red Road. I understand that many Bellevue residents, including the commissioners, drive, and that drivers hate congestion; I used to drive a car, myself. However, I feel as though the commissioners did not take the residents who choose to not drive, the residents who legally cannot drive, and all the residents who commented in-person at commission meetings, seriously. I feel as though the commission's doubts towards the possibility of a safer and more productive Bel-Red Road won them over, instead.

In reality, improving Bel-Red Road is not merely about whether or not adding in bike lanes or even wider multi-purpose sidewalks would cause ridiculous amounts of congestion, which a study could help with. Instead, it is firstly the acknowledgement that Bel-Red Road is an important corridor directly connecting Bellevue and Redmond, followed by the acknowledgements that improving multi-modal access on Bel-Red Road would mean improving access to travel between Bellevue and Redmond for people using any form of transportation, and that improving multi-modal access on Bel-Red Road would mean improving access to local businesses for all residents of Bellevue and Redmond, rather than incentivizing them to only go to city centers.

The Transportation Commission did make the first acknowledgement that Bel-Red Road is an important corridor, but they then used it to exclude people who do not drive cars by suggesting that cyclists can use NE Spring Boulevard or take a detour and use the 520 Bike Trail, instead. Firstly, I should not need to write that even the entirety of NE Spring Boulevard does not directly connect Bellevue to Redmond. Secondly, considering that car drivers are already the fast-moving ones surrounded by safety features, why should the slower and more fragile cyclists and pedestrians have to be the ones relegated to travelling on dangerous lanes or narrow sidewalks, the ones relegated to taking significantly longer detours, instead? Now, I am not asking Bel-Red Road to be a road free of cars, but rather pointing out how dismissive it sounds to suggest to a cyclist or a pedestrian that they add tens of minutes, if not an hour, to their commute, when a car taking a similar detour would spend only a fraction of that time.

With newer developments coming to Wilburton and Bel-Red, I believe that there is another reason to consider improving Bel-Red Road, which is to ensure that residents do not feel they are stuck in an enclave. Currently, Overlake Village, my neighbourhood, is surrounded by several wide roads that give exactly that feeling: 156th Ave NE, NE 24th St, and of course, Bel-Red Road. Again, I understand the anxiety towards increased car congestion, and again, I still believe that providing roads that are more accessible to all forms of travel would increase local business productivity and exploration, similar to how people walk around inside malls or at fairs, but on a much wider level.

In conclusion, I thank Council for working on Vision Zero and Bike Bellevue, and would like Council to reconsider improving Bel-Red Road to promote multi-modal travel, or at the very least, to reconsider studying Bel-Red Road and to use the conclusions of that study to work on next steps that improve the lives of both current and future residents of Bellevue and Redmond.

Thank you,
Yuanmeng

ref:!00D6g025rWo.!5006g015IRcb:ref

Intersection of Northup Way & 108th Ave NE

Christopher Randels <crandels@cs-bellevue.org>

Thu 7/18/2024 10:40 AM

To:Transportation Reception <TRReception@bellevuewa.gov>

Cc:TransportationCommission <TransportationCommission@bellevuewa.gov>

You don't often get email from crandels@cs-bellevue.org. [Learn why this is important](#)

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Hello,

Last week, I was made aware of a collision between a vehicle & a cyclist on early Thursday morning at the intersection of 108th Ave NE & Northup Way NE. A driver using the slip lane to turn from northbound 108th to eastbound Northup Way evidently did not see a cyclist in the crosswalk and collided with him as the van accelerated onto Northup.

This incident reveals the danger that slip lanes can pose by prioritizing vehicle speed & mobility over the safety of vulnerable road users. This intersection is a key juncture in the 520 Trail, as it represents the portion when trail users traveling eastward must transition onto Northup Way to proceed. Without further improvements, our organization fears that incidents of this nature will continue to occur at this intersection.

Can this intersection please be evaluated for no right turn on red restrictions, leading pedestrian intervals, better infrastructure to highlight bike/ped & vehicle conflicts, and ideally a removal of the slip lane? The National Association of City Transportation Officials (NACTO), of which Bellevue is a member, formally advises against slip lanes and [advocates their removal wherever possible](#).

Please let me know if additional information is needed from me to properly evaluate this request.

Best,

--



Chris Randels

Founder, Complete Streets Bellevue

completestreetsbellevue.org

470-205-4310

Pronouns: he/him

I Support Bike Bellevue's Rapid Implementation

Shruthi BS <Shruthi.BS.697615998@forgrassroots.com>

Sat 4/13/2024 11:21 AM

To:TransportationCommission <TransportationCommission@bellevuewa.gov>

[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,
Shruthi BS
Seattle, WA 98109

McCULLOUGH HILL PLLC

June 12, 2024

VIA ELECTRONIC MAIL

Bellevue Transportation Commission
450 10th Avenue NE
Bellevue, WA 98004
transportationcommission@bellevuewa.gov

Re: Bike Bellevue Transition

Dear Commission Members:

We are writing on behalf of local property owners in connection with Agenda Item 7.B on your June 13, 2024 meeting agenda.

The agenda memo for this item is intended to address Bike Bellevue Corridor 2. According to the agenda memo, evaluations of other Bike Bellevue Corridors will occur in future meetings. Bike Bellevue Corridor 2 is the only item before you on June 13, 2024.

We were therefore surprised to see the agenda memo insert a veiled reference to another Bike Bellevue Corridor not on your agenda. Specifically, the agenda memo states:

A planned project will extend the multipurpose path westward from 102nd Avenue NE to connect with *the existing and planned bicycle network facilities along 100th Avenue NE between Main Street and NE 24th Street*. In collaboration with a private-sector redevelopment project, city staff are designing this multipurpose path. Implementation will be coordinated with the private development project. (Emphasis added.)

However, the “existing and planned bicycle network facilities along 100th Avenue NE between Main Street and NE 24th Street” are a portion of Bike Bellevue Corridor 8. Bike Bellevue Corridor 8 is not on the agenda for the June 13, 2024 Transportation Commission meeting. According to the agenda memo:

Staff will return to the Transportation Commission at study sessions on July 11 and September 12 to recommend categorization of the remaining Bike Bellevue corridors and will seek a Commission recommendation to the Transportation director.

For these reasons, the reference to Bike Bellevue Corridor 8 as “an existing and planned” bicycle network facility is inappropriate. We ask that the Transportation Commission disregard this portion

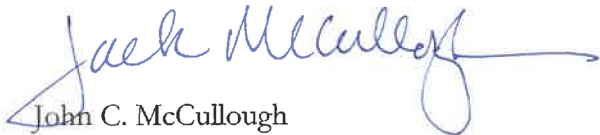
June 12, 2024

Page 2 of 2

of the agenda memo and that City staff clarify that no recommendation by the Transportation Commission at its June 13, 2024 meeting will have any effect to prejudge a future independent decision on Bike Bellevue Corridor 8.

We appreciate the opportunity to provide these comments.

Sincerely,

A handwritten signature in blue ink that reads "John C. McCullough". The signature is fluid and cursive, with a long horizontal stroke extending to the right from the end of the name.

John C. McCullough

Comments on Bike Bellevue Transition

Jack McCullough <jack@mhseattle.com>

Wed 6/12/2024 7:31 AM

To:TransportationCommission <TransportationCommission@bellevuewa.gov>

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

 1 attachments (71 KB)

Letter to Transportation Commission (6-12-24).pdf;

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Dear Commission members,

Please see the attached letter. Thank you for the opportunity to comment.

Jack

John C. McCullough
Attorney at Law

McCULLOUGH HILL PLLC

701 Fifth Avenue, Suite 6600

Seattle, Washington 98104

Tel: 206.812.3388

Cell: 206-612-9101

Fax: 206.812.3389

www.mhseattle.com

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Bike Lanes NE 2 between 100th and Bellevue Way NE

Robin Z. <mrszam@aol.com>

Tue 5/21/2024 8:55 AM

To:TransportationCommission <TransportationCommission@bellevuewa.gov>;Council <Council@bellevuewa.gov>

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Transportation and Council:

I live and bike in this neighborhood and I highly support adding shallows for bike access on NE 2nd Street between 100th Avenue NE and Bellevue Way NE .

Any alternative that removes vehicular travel in both east and west directions on NE 2nd alternatively would impede access to my home and to businesses that I support in my neighborhood.

Thank you for your consideration.

Robin Zambrowsky
10000 Meydenbauer Way SE # 2
Bellevue, WA 98004

[Sent from the all new AOL app for iOS](#)

Bike Lane on Bel-Red Road

Joshua Qin <qinjoshuac@outlook.com>

Thu 7/11/2024 9:54 PM

To:TransportationCommission <TransportationCommission@bellevuewa.gov>

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To the members of the Bellevue Transportation Commission,

As a resident of Downtown Bellevue, I am writing this letter to express my disgust and outrage with the commission's decision to vote in favor of moving Bel-Red road to Category 6, thereby excluding it from planning.

Throughout the meeting, it was mentioned several times that there was incomplete information about the causes of accidents, the importance of Bel-Red road, and the feasibility of the bike lane project. Several of the commission's members appeared never have cycled on Bel-Red road. Yet despite the commission's ignorance, the motion was proposed and passed to remove Bel-Red road from further consideration *without additional studies*.

I personally bike Bel-Red road every day to and back from work, and have done so since I first moved to Bellevue about a year and a half ago. In just that time, I've personally suffered three accidents and numerous close calls. The latest accident was caused when a speeding driver near the intersection between Bel-Red and NE 20th St slammed on his horn, forcing me to steer into a curb and causing me to be thrown onto the sidewalk. When confronted, the driver claimed that I should have been biking in the "bike lane" – actually a shoulder of some kind that was not meant to be cycled or driven on. This is just the latest incident; on several separate occasions along Bel-Red road, I have had to dodge other speeding or nonattentive drivers on my daily commute to avoid getting hit. In one such incident, the driver even pulled over the side of the road to yell at me to "bike on the fucking sidewalk!"

Why do I cycle on Bel-Red road if it's so dangerous? The answer is, I do it for the same reason why drivers drive there – it is the fastest and most convenient way for me to reach my workplace in Redmond. Not only is it a direct arterial connection, as opposed to alternatives like the 520 trail that require significant detours, it has also a far more gentle slope with less changes in overall elevation. Taking the 520 trail would increase my commute time by nearly 50%, every single day. The same commission that is concerned with the idea that drivers may suffer an average slowdown of 0.5 miles per hour, is simultaneously comfortably demanding cyclists – already using a more difficult and slower form of transportation – take significantly worse routes out of fear for their lives.

I especially want to condemn in the strongest possible terms the bad-faith and deceptive arguments put forth by Commissioner Ting and Commissioner Rebhuhn that the effort to destroy a critical part of the Bike Bellevue plan should be done so in the name of safety.

The fact is, cyclists will continue to use Bel-Red road. It's inevitable when no comparable options exist. If the Commissioners want to oppose the interests of cyclists in the interests of vehicles, they should just *say* so rather than resort to dishonesty. This idea, that forcing cyclists to share the road with fast traffic without any kind of protection is somehow "more safe" than adding a bike lane, is absurd to the point of insanity. To all commissioners who voted in favor of this motion, **if a cyclist is to die on Bel-Red road, the blood will be on your hands.**

Finally, I want to express enormous gratitude towards Commissioner Marciante and Commissioner Kurz, for pushing back on these egregious arguments and seriously considering the interests of the public. Your efforts to do the right thing, to make Bellevue a safer, more bike-friendly, and more walkable city are sincerely appreciated.

As I mentioned, I'm relatively new to this city. When I first came, I was impressed by the beautiful new constructions, rapid development, and the seemingly energetic and competent municipal government that allowed all this to happen. I was so excited when the Bike Bellevue project was being advertised, believing that this project would finally provide me the safety and peace of mind that I would survive my daily commute. What I witnessed today was the complete disillusionment of those first impressions. I did not vote in the previous Bellevue City Council election, but I promise going forward that I will do everything I can to hurt the political prospects of any public official who advocates policies designed to kill me.

Sincerely,
Joshua Qin

Bike Bellevue: Thoughts and Details on Prioritized Corridors

Hanoch Yeung <hanochyeung@gmail.com>

Wed 4/10/2024 12:09 PM

To:TransportationCommission <TransportationCommission@bellevuewa.gov>

📎 1 attachments (481 KB)

hanoch-bb-commentary.png;

[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 Members,

I'm Hanoch Yeung and I started cycling four years ago during the pandemic in this city and am now a daily rider highly engaged in the wider cycling community (via my personal [blogs](#) sharing new bike infrastructure)

I sent this email to share additional commentary from a cycling perspective about some of the corridors coming in front of you by staff that are not affecting travel lanes. These changes are super impactful by adding **new bike lanes** to **connect** our network **rapidly**.

Section A: 116th Ave from Main Street to NE 4th Street (Subpart of BB Corridor 9 Wilburton Route)

- Allows people to connect from the new Main Street Bridge which provides a path/trail towards the existing bike lanes on NE 4th which leads you to the Eastrail and Spring District Light Rail Station via 120th
- The new Main Street Bridge is accessible from 114th Ave, 112th Ave (from the south especially with the new link station), and via Main Street all of which are very highly used bike routes.
- The existing NE 4th Street / 120th Ave bike lanes are hard to reach/use/underutilized from anywhere but north, due to their location across the 405 and not being near any other bike amenities.
- Gives access to key businesses to cyclists such as: REI (the only other bike repair business around downtown), Trader Joes, Home Depot, Target etc.
- Does not repurpose travel lanes

This one above is definitely the one I'm most excited about in terms of new connectivity! Though details at the 116th & NE 4th intersection will be very important and needs to be safe.

Section B: Lake Washington Blvd NE (BB Corridor 7)

- One of the most cycled corridors (if not most!) in our city: this is a LTS 4 area that should really be made safer
- Makes a good step forward to connect a long-standing gap in our designated high priority cycling corridor with the already existing bike lanes on Lake Washington Blvd.
- Phase 2 of the Meydenbauer Bay Park is a ways out and does not give a direct connection and would most likely feature a super steep gradient going down / up i.e not suitable to cyclists
- Does not repurpose travel lanes but adds bike lanes in both directions from parking space

One of the most visible and trafficked bike routes in Bellevue, this provides the necessary safety leading into our downtown core.

Section C: NE 2nd Street from Bellevue Way to 108th Ave (BB Corridor 6B)

- Connects 108th Ave and NE 2nd Street to Downtown Park and Old Bellevue i.e Main Street the main cycling corridor E-W.
- NE 2nd Street is highly used for those coming from the south end on the main connection of 114th Ave. This is the main inlet to downtown Bellevue for a lot of cycling routes.
- This gives cyclists access to a lot of key amenities: Gregg's Cycles (the only shop in DT), Safeway, and a plethora of restaurants on those side streets.
- Does not repurpose travel lanes

This is a key route that synergizes with Main Street greatly to provide cyclists access to the downtown amenities.

Hope that helps to give some additional perspective in terms of the impact this project will have on cyclists. Please consider doing what you can to expedite the process to have these built in your next meeting.

Thank you,
Hanoch Yeung

KDC/WPI written comment on Bike Bellevue

Mariya Frost <mariya.frost@kemperdc.com>

Tue 7/9/2024 4:16 PM

To:TransportationCommission <TransportationCommission@bellevuewa.gov>

Cc:Nieuwenhuis, Jared <JNieuwenhuis@bellevuewa.gov>

📎 1 attachments (617 KB)

KDC WPI Bike Bellevue Letter to TC 07-09-24.pdf;

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Chair Stash and Commissioners,

As you prepare for Thursday's meeting, please accept the attached written comment on behalf of Kemper Development and Wallace Properties regarding Bike Bellevue (Northup Way, 140th Avenue, and Bel-Red Road).

We remain strongly opposed to removing general-purpose lanes on any of the three above-referenced arterials – and are encouraged to see staff recommendations to study alternative designs that add bike infrastructure without eliminating the road lanes that are vital to Bellevue's multimodal transportation system and our ability to accommodate future growth.

Please review our recommendations and included map reflecting the opportunities we see for the City to complete a safe and connected bike network *and* keep residents and commuters moving.

Sincerely,

Mariya Frost

Director of Transportation

Kemper Development Company

The Bellevue Collection | Bellevue Square Lincoln Square Bellevue Place

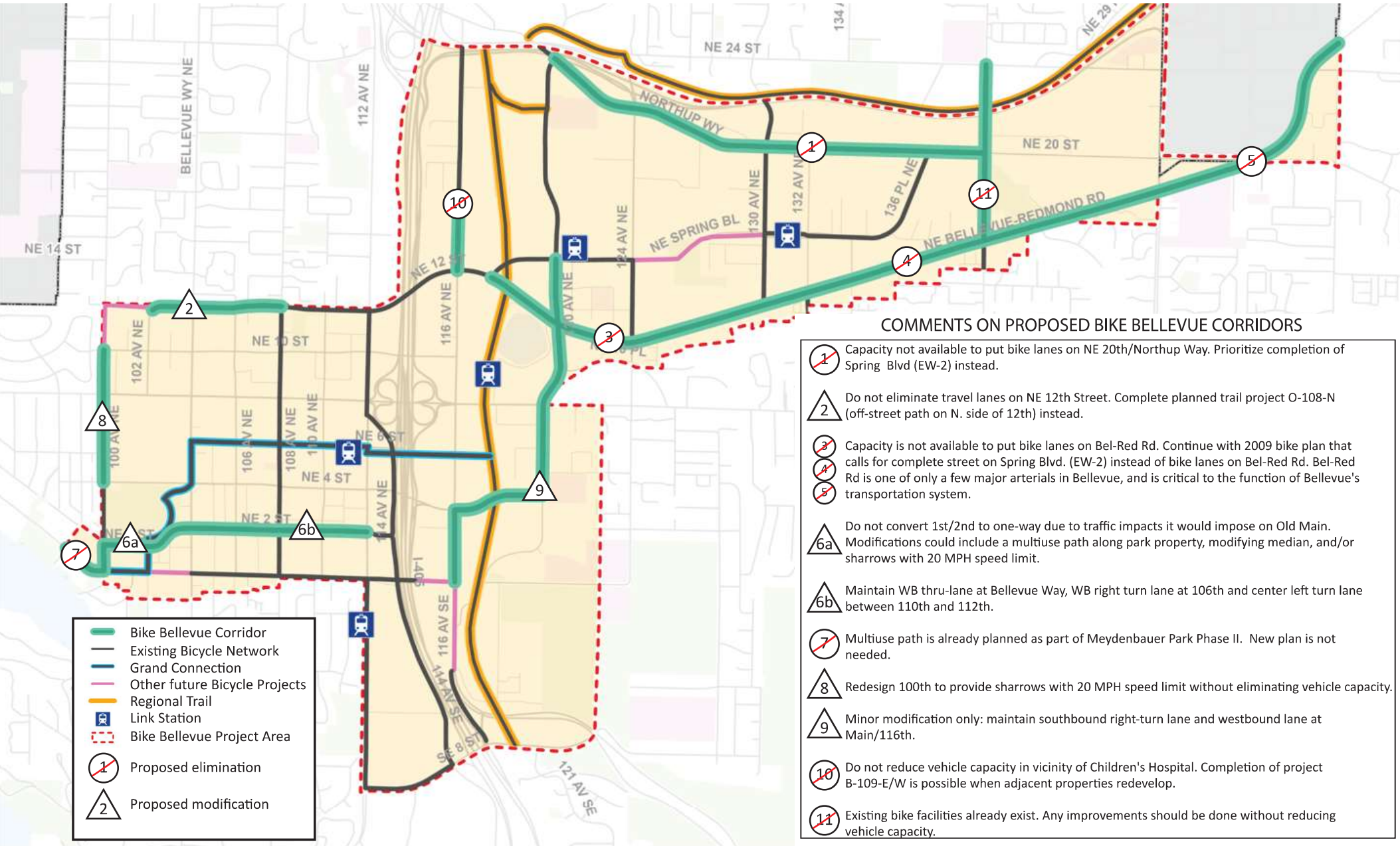
425-460-5925 Mobile

mariya.frost@kemperdc.com













www.bellevuecollection.com












CURRENT BIKE BELLEVUE PLAN

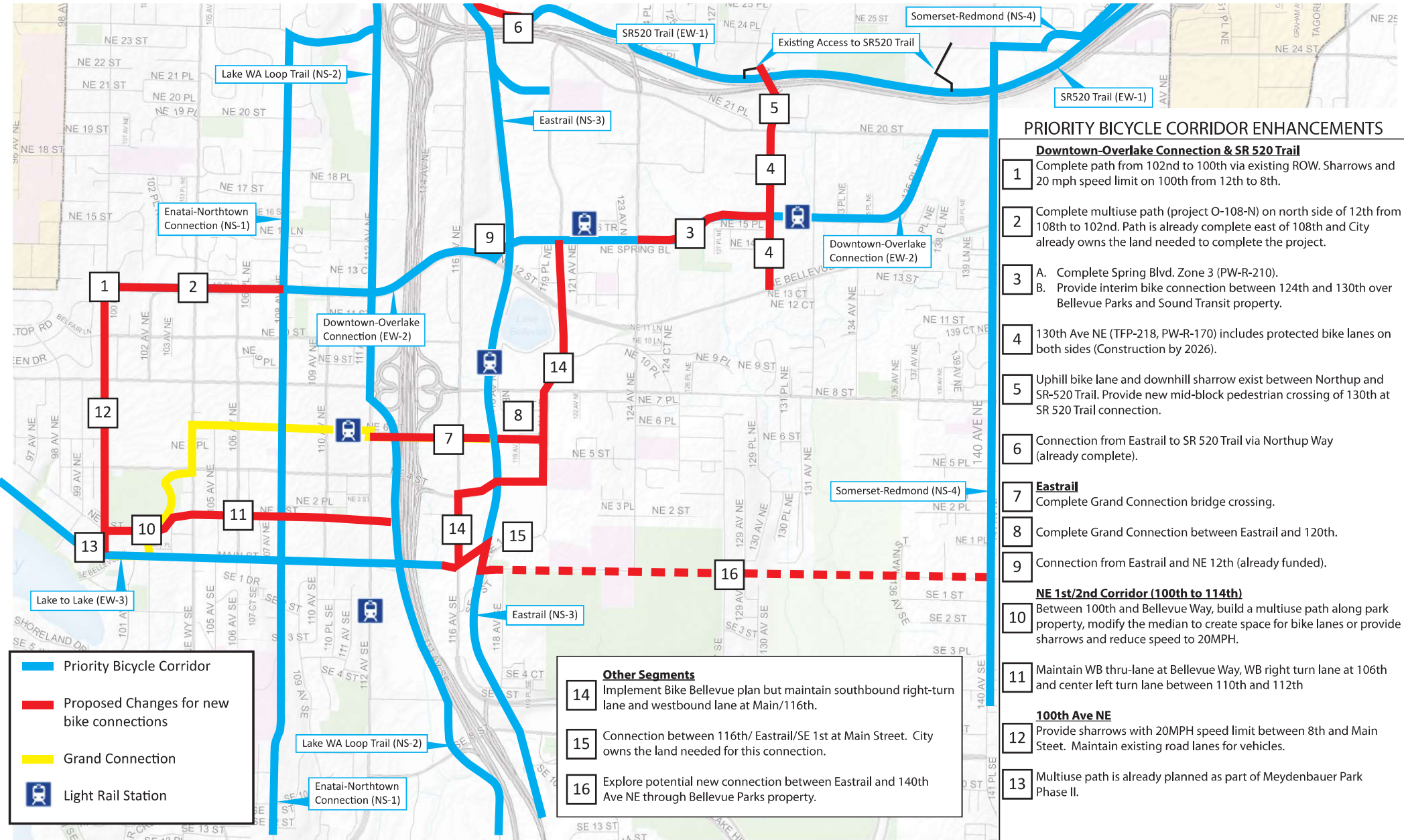


COMMENTS ON PROPOSED BIKE BELLEVUE CORRIDORS

-  Capacity not available to put bike lanes on NE 20th/Northrup Way. Prioritize completion of Spring Blvd (EW-2) instead.
-  Do not eliminate travel lanes on NE 12th Street. Complete planned trail project O-108-N (off-street path on N. side of 12th) instead.
-  Capacity is not available to put bike lanes on Bel-Red Rd. Continue with 2009 bike plan that calls for complete street on Spring Blvd. (EW-2) instead of bike lanes on Bel-Red Rd. Bel-Red Rd is one of only a few major arterials in Bellevue, and is critical to the function of Bellevue's transportation system.
- 
- 
-  Do not convert 1st/2nd to one-way due to traffic impacts it would impose on Old Main. Modifications could include a multiuse path along park property, modifying median, and/or sharrows with 20 MPH speed limit.
-  Maintain WB thru-lane at Bellevue Way, WB right turn lane at 106th and center left turn lane between 110th and 112th.
-  Multiuse path is already planned as part of Meydenbauer Park Phase II. New plan is not needed.
-  Redesign 100th to provide sharrows with 20 MPH speed limit without eliminating vehicle capacity.
-  Minor modification only: maintain southbound right-turn lane and westbound lane at Main/116th.
-  Do not reduce vehicle capacity in vicinity of Children's Hospital. Completion of project B-109-E/W is possible when adjacent properties redevelop.
-  Existing bike facilities already exist. Any improvements should be done without reducing vehicle capacity.

-  Bike Bellevue Corridor
-  Existing Bicycle Network
-  Grand Connection
-  Other future Bicycle Projects
-  Regional Trail
-  Link Station
-  Bike Bellevue Project Area
-  Proposed elimination
-  Proposed modification

PROPOSED PRIORITY BICYCLE CORRIDOR ENHANCEMENTS



PRIORITY BICYCLE CORRIDOR ENHANCEMENTS

Downtown-Overlake Connection & SR 520 Trail

- 1** Complete path from 102nd to 100th via existing ROW. Sharrows and 20 mph speed limit on 100th from 12th to 8th.
- 2** Complete multiuse path (project O-108-N) on north side of 12th from 108th to 102nd. Path is already complete east of 108th and City already owns the land needed to complete the project.
- 3**
 - A. Complete Spring Blvd. Zone 3 (PW-R-210).
 - B. Provide interim bike connection between 124th and 130th over Bellevue Parks and Sound Transit property.
- 4** 130th Ave NE (TFP-218, PW-R-170) includes protected bike lanes on both sides (Construction by 2026).
- 5** Uphill bike lane and downhill sharrow exist between Northrup and SR-520 Trail. Provide new mid-block pedestrian crossing of 130th at SR 520 Trail connection.
- 6** Connection from Eastrail to SR 520 Trail via Northrup Way (already complete).
- 7 Eastrail**
Complete Grand Connection bridge crossing.
- 8** Complete Grand Connection between Eastrail and 120th.
- 9** Connection from Eastrail and NE 12th (already funded).
- NE 1st/2nd Corridor (100th to 114th)**
- 10** Between 100th and Bellevue Way, build a multiuse path along park property, modify the median to create space for bike lanes or provide sharrows and reduce speed to 20MPH.
- 11** Maintain WB thru-lane at Bellevue Way, WB right turn lane at 106th and center left turn lane between 110th and 112th
- 100th Ave NE**
- 12** Provide sharrows with 20MPH speed limit between 8th and Main Steet. Maintain existing road lanes for vehicles.
- 13** Multiuse path is already planned as part of Meydenbauer Park Phase II.

Other Segments

- 14** Implement Bike Bellevue plan but maintain southbound right-turn lane and westbound lane at Main/116th.
- 15** Connection between 116th/ Eastrail/SE 1st at Main Street. City owns the land needed for this connection.
- 16** Explore potential new connection between Eastrail and 140th Ave NE through Bellevue Parks property.

- Priority Bicycle Corridor
- Proposed Changes for new bike connections
- Grand Connection
- Light Rail Station

KDC/WPI Joint Letter on Bike Bellevue

Mariya Frost <mariya.frost@kemperdc.com>

Tue 5/21/2024 12:40 PM

To:TransportationCommission <TransportationCommission@bellevuewa.gov>

Cc:Council <Council@bellevuewa.gov>;Kevin Wallace <kwallace@wallaceproperties.com>

 2 attachments (4 MB)

KDC WPI Letter to TC 5-21-24 - Bike Bellevue.pdf; Proposed Solutions to Bike Bellevue 4-9-24.pdf;

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

Chair Stash and Commissioners,

Please accept the attached letter and alternatives map on behalf of Kemper Development and Wallace Properties for your upcoming discussion on Bike Bellevue this Thursday.

In addition to reiterating our broader vision for Bike Bellevue alternatives, we express support for the staff recommendation to provide sharrows on NE 2nd between 100th Ave. NE and Bellevue Way (BB Corridor 6A). We also request additional clarity and alternatives for an interim path on Spring Blvd. between 124th Ave. NE and 130th Ave. NE.

Thank you again for your continued engagement and consideration.

Mariya Frost

Director of Transportation

Kemper Development Company

The Bellevue Collection | Bellevue Square Lincoln Square Bellevue Place

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mariya.frost@kemperdc.com

www.bellevuecollection.com



KDC Bike Bellevue comment for 4/23 CC meeting

Mariya Frost <mariya.frost@kemperdc.com>

Mon 4/22/2024 2:13 PM

To: Council <Council@bellevuewa.gov>

Cc: Transportation Commission <TransportationCommission@bellevuewa.gov>

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Mayor Robinson and Councilmembers,

Thank you for the new reasonable and balanced direction you provided on March 25th regarding Bike Bellevue implementation. We especially appreciate your numerous comments and Councilmember Nieuwenhuis' amendment that repurposing travel lanes is to be a last resort. We also appreciate Mayor Robinson's amendment that data is to be used to inform decisions made by the Transportation Commission.

On April 11th, the Transportation Commission moved forward with three Bike Bellevue corridors in response to your direction to go ahead and implement projects that do not remove travel lanes. Staff indicated to you that there are just two projects that do not remove travel lanes (corridor 7 and 9), but added 6B (NE 2nd between Bellevue Way and 112th) to the list, though its current design eliminates a WB thru lane, a WB right turn lane, and a center left turn lane.

I want to make sure it is clear that Commissioners approved corridor 6B *contingent* on staff redesigning the project so that no such travel lane elimination occurs. There is sufficient right of way to add bike lanes without these lane removals. Commissioners Magill and Ting reiterated that this project moves forward only if the redesign can be accomplished, and if it cannot be, the project must come back to the Commission. Staff agreed and the vote was unanimous based on this understanding.

Further, for the Wilburton route (corridor 9), the current design in the Bike Bellevue Guide shows elimination of a SB right turn lane on 116th, and we ask that you please make sure that the final design for this project is also consistent with your direction in category 1 regarding projects that qualify for immediate implementation, but more importantly – that all of these projects are consistent with your direction in category 2 that lane removal should be a last resort after all other options have been exhausted.

Thank you again for your thoughtful comments, hours of debate, and for being responsive to your constituents. We look forward to continuing to collaborate with Council, Commission and staff on the remaining corridors that Commission will assign categories to in June.

Sincerely,

Mariya Frost
Director of Transportation

Kemper Development Company

The Bellevue Collection | Bellevue Square Lincoln Square Bellevue Place

425-460-5925 Mobile

mariya.frost@kemperdc.com

www.bellevuecollection.com



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Vehicle Network Performance - System Intersections - Preferred Alternative

Total System Intersections

Table 11-34 of FEIS: https://bellevuewa.gov/sites/default/files/media/pdf_document/2024/22-116423-LE%20Final%20Impact%20Statement%20BellevueFEIS_2024-01-23%20%281%29.pdf

Performance Management Area and Performance Target	Intersections That Would Not Meet Target Under Preferred Alternative	V/C 2019		V/C Preferred Alternative	Delay 2019 (seconds)	Delay No Action (seconds)	Delay Preferred Alternative (seconds)	Delay % Change (2019 to PA)	Delay % Change (NA to PA)	Delay Preferred Alternative (Hr:Min:Sec)	
		Base Year (MIP)	V/C No Action								
Type 1 PMA (Performance Target V/C = 1.00)	100th Ave. NE & NE 8th St.	0.80	0.97	1.06	32	82	125	291%	53%	0:02:05	
	Bellevue Way NE & NE 12th St.	0.71	1.02	1.04	23	104	114	388%	10%	0:01:54	
	Bellevue Way & Main St.	0.93	0.99	1.11	67	90	157	132%	74%	0:02:37	
	108th Ave. NE & NE 4th St.	0.79	0.86	1.04	31	48	114	269%	140%	0:01:54	
	112th Ave. NE & NE 12th St.	0.75	1.05	1.35	27	119	421	1463%	252%	0:07:01	
	112th Ave. NE & NE 8th St.	1.00	1.23	1.56	95	262	897	848%	243%	0:14:57	
	112th Ave. & Main St.	0.98	0.99	1.26	86	90	296	244%		0:04:56	
	110th Ave. NE & NE 8th St.		0.94	1.10	2	71	150			111%	0:02:30
	112th Ave. NE & NE 10th St.		1.12	1.48	2	164	679			315%	0:11:19
	116th Ave. NE & NE 12th St.	0.80	1.32	2.24	32	375	6336	19699%	1590%	1:45:36	
	120th Ave. NE & NE 12th St.	0.57	0.82	1.02	14	39	104	658%	168%	0:01:44	
	124th Ave. NE & Bel-Red Rd.	0.82	0.95	1.34	39	74	405	945%	445%	0:06:45	
	130th Ave. NE & Bel-Red Rd.	0.57	0.75	1.03	14	27	109	694%	304%	0:01:49	
	140th Ave. NE & NE 20th St.	0.71	0.79	1.05	23	31	119	411%	286%	0:01:59	
	140th Ave. NE & Bel-Red Rd.	0.79	0.89	1.22	31	55	251	711%	354%	0:04:11	
	148th Ave. NE & NE 20th St.	0.93	1.00	1.18	67	95	212	215%	124%	0:03:32	
	148th Ave. NE & Bel-Red Rd.	0.98	1.13	1.44	86	171	589	585%	244%	0:09:49	
	156th Ave. NE & NE 24th St.	0.83	0.87	1.16	41	50	195	377%	289%	0:03:15	
	130th Ave. NE & Northup Way	0.60	0.76	1.14	15	28	179	1058%	540%	0:02:59	
	148th Ave. NE & NE 24th St.	0.92	0.98	1.22	64	86	251	291%	192%	0:04:11	
	124th Ave. NE & Northup Way	0.67	1.23	1.62	20	262	1095	5330%	319%	0:18:15	
	132nd Ave. NE & Bel-Red Rd.		0.88	1.17	2	53	203			287%	0:03:23
	134th Ave. NE & Bel-Red Rd.		0.71	1.01	2	23	99			324%	0:01:39
	156th Ave. NE & Northup Way	0.85	0.82	1.16	45	39	195	331%	402%	0:03:15	
	116th Ave. NE & NE 8th St.	0.73	0.87	1.32	25	50	375	1394%	650%	0:06:15	
	116th Ave. & Main St.	0.65	0.78	1.03	19	30	109	482%	264%	0:01:49	
	118th Ave. SE & SE 8th St.	1.02	0.89	1.27	104	55	308	196%	456%	0:05:08	
	116th Ave. SE & SE 1st St.	0.85	1.15	1.30	45	187	347	667%	86%	0:05:47	
	116th Ave. NE & NE 4th St.	0.92	1.00	1.48	64	95	679	958%	618%	0:11:19	
	1-405 SB Ramps & SE 8th St.	0.66	0.77	1.10	19	29	150	671%	419%	0:02:30	
	120th Ave. NE & NE 8th St.	0.62	0.74	1.06	17	26	125	649%	381%	0:02:05	
	NE 1st St. & Main St.		0.64	1.05	2	18	119			563%	0:01:59
	Lk Hills Connector & SE 7th Pl.	1.03	1.02	1.42	109	104	547	403%	427%	0:09:07	
	116th Ave. NE & NE 6th St.		0.74	1.26	2	26	296			1036%	0:04:56
	Type 2 PMA (Performance Target V/C = 0.90)	156th Ave. NE & NE 8th St.	0.75	0.77	1.31	27	29	361	1239%	1148%	0:06:01
		164th Ave. NE & Northup Way	0.74	0.73	1.03	26	25	109	319%	334%	0:01:49
		164th Ave. NE & NE 8th St.	0.68	0.70	1.23	21	23	262	1149%	1061%	0:04:22
		150th Ave. SE & SE Eastgate Way	1.01	0.81	0.97	99	37	82	-17%	122%	0:01:22
		142nd Ave. SE & SE 36th St.	0.89	0.92	1.33	55	64	390	605%	507%	0:06:30
		Richards Rd. & SE 26th (Kamber Rd.)	0.81	0.77	0.99	37	29	90	145%	212%	0:01:30
		150th Ave. SE & SE 38th St.	0.80	0.75	1.09	32	27	143	348%	432%	0:02:23
		Coal Creek Pkwy & Forest Dr.	0.86	0.82	0.93	48	39	67	42%	74%	0:01:07
		Richards Rd. & SE Eastgate Way	0.79	0.70	0.93	31	23	67	118%	199%	0:01:07
		Factoria Blvd. SE & SE Newport Way	0.77	0.74	0.93	29	26	67	134%	159%	0:01:07
		Factoria Blvd. SE & Coal Creek Pkwy	0.73	0.69	1.03	25	22	109	334%	401%	0:01:49
		Factoria Blvd. SE & SE 36th St. (I-90 EB Off-ramp)	0.88	0.81	1.11	53	37	157	198%	325%	0:02:37
		I-405 NB Ramps & Coal Creek Pkwy	0.71	0.72	0.94	23	24	71	203%	193%	0:01:11
		I-405 SB Ramps & Coal Creek Pkwy	0.81	1.13	1.31	37	171	361	879%	111%	0:06:01
Factoria Blvd. SE & SE 38th St.		0.85	0.73	0.92	45	25	64	42%	156%	0:01:04	
124th Ave. SE & Coal Creek Pkwy		0.74	0.75	0.97	26	27	82	215%	204%	0:01:22	
Type 3 PMA (Performance Target V/C = 0.85)		112th Ave. SE & Bellevue Way SE	0.77	1.00	1.11	29	95	157	442%	66%	0:02:37
		124th Ave. NE & NE 8th St.	0.53	0.79	1.07	12	31	131	1022%	323%	0:02:11
	140th Ave. NE & NE 8th St.	0.79	0.81	1.18	31	37	212	586%	476%	0:03:32	
	140th Ave. SE & SE 8th St.	0.82	0.87	1.16	39	50	195	402%	289%	0:03:15	
	148th Ave. NE & NE 8th St.	0.99	0.96	1.33	90	78	390	332%	399%	0:06:30	
	148th Ave. & Main St.	0.95	0.95	1.18	74	74	212	185%	185%	0:03:32	
	148th Ave. SE & Lake Hills Blvd.	0.97	0.86	0.95	82	48	74	-9%	56%	0:01:14	
	148th Ave. SE & SE 16th St.	0.88	0.86	0.97	53	48	82	56%	72%	0:01:22	
	140th Ave. NE & NE 24th St.	0.84	0.79	1.15	43	31	187	334%	503%	0:03:07	
	148th Ave. SE & SE 8th St.	0.79	0.78	1.03	31	30	109	252%	264%	0:01:49	
	164th Ave. NE & NE 24th St.	0.69	0.65	0.97	22	19	82	277%	338%	0:01:22	
	SE Allen Rd./Somerset Blvd. & SE Newport Way	0.63	0.60	1.00	17	15	95	445%	513%	0:01:35	
	116th Ave. NE & Northup Way	0.73	0.79	1.06	25	31	125	398%	304%	0:02:05	
	115th Pl. NE & Northup Way	0.95	1.00	1.17	74	95	203	173%	115%	0:03:23	
	150th Ave. SE & SE Newport Way	0.89	0.73	1.19	55	25	221	300%	782%	0:03:41	
	Richards Rd. & Lake Hills Connector	0.66	0.69	1.02	19	22	104	435%	378%	0:01:44	
	148th Ave. NE & NE 29th Pl.	0.83	0.72	0.87	41	24	50	23%	107%	0:00:50	
	164th Ave. SE & Lakemont Blvd.	0.62	0.71	1.01	17	23	99	494%	324%	0:01:39	
	148th Ave. SE & SE 22nd St.		0.86	1.07	2	48	131			175%	0:02:11
	Coal Creek Pkwy & SE 60th St.		0.72	0.90	2	24	58			140%	0:00:58
	10th Ave. SE & Bellevue Way SE		0.79	1.05	2	31	119			286%	0:01:59

Vehicle Network Performance - System Intersections - Preferred Alternative with 2044 Growth Forecast

Total System Intersections Table 8, Appendix K


Performance Management Area and Performance Target	Intersections That Would Not Meet Target Under Preferred Alternative - 2044 Growth	V/C 2019 Base Year		V/C Preferred Alternative & Delay 2019		Delay No Action	Delay Preferred Alternative & 2044 Growth	Delay % Change (2019 to PA)	Delay % Change (NA to PA)	Delay Preferred Alternative & 2044 Growth
		(MIP)	V/C No Action	2044 Growth	(seconds)	(seconds)	(seconds)	(seconds)	(NA to PA)	(Hr:Min:Sec)
Type 1 PMA (Performance Target V/C = 1.00)	112th Ave. NE & NE 8th St.	1.00	1.23	1.04	95	262	114	21%	-56%	0:01:54
	112th Ave. NE & NE 10th St.		1.12	1.06	2	164	125		-24%	0:02:05
	116th Ave. NE & NE 12th St.	0.80	1.32	1.33	32	375	390	1118%	4%	0:06:30
	148th Ave. NE & NE 20th St.	0.93	1.00	1.02	67	95	104	54%	10%	0:01:44
	148th Ave. NE & Bel-Red Rd.	0.98	1.13	1.11	86	171	157	82%	-8%	0:02:37
	124th Ave. NE & Northup Way	0.67	1.23	1.25	20	262	284	1307%	9%	0:04:44
	116th Ave. SE & SE 1st St.	0.85	1.15	1.13	45	187	171	278%	-8%	0:02:51
	116th Ave. NE & NE 4th St.	0.92	1.00	1.08	64	95	137	113%	45%	0:02:17
Type 2 PMA (Performance Target V/C = 0.90)	142nd Ave. SE & SE 36th St.	0.89	0.92	0.96	55	64	78	41%	22%	0:01:18
	I-405 SB Ramps & Coal Creek Pkwy	0.81	1.13	1.11	37	171	157	325%	-8%	0:02:37
Type 3 PMA (Performance Target V/C = 0.85)	112th Ave. SE & Bellevue Way SE	0.77	1.00	0.93	29	95	67	134%	-29%	0:01:07
	140th Ave. SE & SE 8th St.	0.82	0.87	0.88	39	50	53	36%	5%	0:00:53
	148th Ave. NE & NE 8th St.	0.99	0.96	0.94	90	78	71	-21%	-9%	0:01:11
	148th Ave. & Main St.	0.95	0.95	0.96	74	74	78	5%	5%	0:01:18
	148th Ave. SE & SE 16th St.	0.88	0.86	0.86	53	48	48	-10%	0%	0:00:48
	115th Pl. NE & Northup Way	0.95	1.00	1.00	74	95	95	27%	0%	0:01:35

FW: Missing attachments (do not reply all)

McDonald, Kevin <KMcDonald@bellevuewa.gov>

Mon 4/8/2024 9:11 PM

To: Stash, Karen <KStash@bellevuewa.gov>; Helland, Brad <BHelland@bellevuewa.gov>; Kurz, Jonathan <JKurz@bellevuewa.gov>; Magill, Drew <DMagill@bellevuewa.gov>; Marciante, Loreana <LMarciante@bellevuewa.gov>; Rebhuhn, Nik <NRebhuhn@bellevuewa.gov>; Ting, Albert <ATing@bellevuewa.gov>
Cc: TransportationCommission <TransportationCommission@bellevuewa.gov>

 2 attachments (820 KB)

KDC Comment on Intersection Operations.pdf; System Intersection Performance FEIS - KDC analysis.pdf;

Commissioners, It has been pointed out that I inadvertently left out this e-mail and attachment from Mariya Frost in the February packet of messages. We will add this on to the February posting on the Bike Bellevue web site.
Kevin



Kevin D McDonald, AICP
Principal Transportation Planner
425.452.4558

From: Mariya Frost <mariya.frost@kemperdc.com>
Sent: Monday, April 8, 2024 9:01 PM
To: McDonald, Kevin <KMcDonald@bellevuewa.gov>
Subject: Missing attachments

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

Kevin,

Someone brought to my attention that in the attachment of emails from February (for the TC meeting this week), the attachments for my email are missing (page 182 of the pdf). I have attached those again in this email (the actual letter and chart) which I submitted with that email – could you please make sure both are included in the record available online?

Thank you!

Mariya Frost
Director of Transportation
Kemper Development Company
The Bellevue Collection | Bellevue Square Lincoln Square Bellevue Place
425-460-5925 Mobile

mariya.frost@kemperdc.com

www.bellevuecollection.com



THE BELLEVUE COLLECTION™

KDC Written Comment - MIP Scoring

Mariya Frost <mariya.frost@kemperdc.com>

Tue 6/11/2024 10:36 AM

To:TransportationCommission <TransportationCommission@bellevuewa.gov>

Cc:Nieuwenhuis, Jared <JNieuwenhuis@bellevuewa.gov>

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

Chair Stash and Commissioners,

Please accept this written comment on behalf of Kemper Development regarding the Mobility Implementation Plan scoring on your agenda for this week's meeting.

You will be asked to consider the Mobility Implementation Plan and how it will impact the prioritization of projects in the Transportation Facilities Plan. Staff have identified scoring criteria for each mode under the goals of supporting growth, improving safety, considering equity, and improving access and mobility.

Projects are scored with a set of points based on how they meet each of these goals. Notably, the vehicular mode is excluded from receiving any points for equity under the rationale that "vehicle access is not as critical to transportation disadvantaged populations relative to pedestrian and bicycle access." This effectively excludes most of the disadvantaged population, with many who depend on a car to get around the City and access critical needs.

According to the 2022 American Community Survey, residents earning under \$25,000 a year are less likely to walk to work and more likely to take a car than those earning more than \$50,000 a year. In real numbers, only 243 people earning under \$25,000 walked to work, 528 used a bicycle/motorcycle/taxi (the data is combined), and 4,490 people used a car.

In fact, the City's adopted Curb Management Plan states, "More Bellevue workers in poverty commute by car than other modes." Why, then, should TFP projects that improve vehicular travel, which the overwhelming majority of lower income workers rely on, be excluded from equity impact scoring? The current scoring system suggests the City only cares about improving trips for disadvantaged populations that bike or walk, while ignoring mobility needs of those who drive.

Some may argue that the equity score should not apply to the vehicular mode because for disadvantaged people who drive, the whole city is their travel shed and therefore the equity score for project concepts that address performance target gaps for the vehicle mode would be the same everywhere. This implies that the *quality* of the travel experience for low-income or disadvantaged people who drive is unimportant and can be allowed to deteriorate and become less reliable. We disagree with this reasoning and believe there is a critical connection between vehicular mobility and upward mobility that results in a better quality of life for many people.

If the City prioritizes walking and biking, and deprioritizes projects that improve driving, they will benefit a small fraction of total workers in poverty in Bellevue, and thus hurt the majority of the disadvantaged populations they claim to want to help. Put simply, there is nothing equitable about the MIP's equity scoring and its elimination of the vehicular mode from consideration.

The safety scoring is also questionable. Where is the data that shows intersection improvements that include widening are automatically less safe? I understand the argument that wider streets can take a little longer for pedestrians to cross, but there is a lot more to the overall safety picture than that. A well-designed intersection upgrade will improve sight-distance, crosswalk markings, and include things such as pedestrian-activated signals and signal timing that can make the intersection safer for both pedestrians and motorists.

At the very least, as the Commission proceeds with scoring TFP projects through the MIP, **staff need to present data that supports their recommendations to ensure capacity projects receive every point they actually qualify for.** This would be consistent with data informing decision-making across multiple City plans, which the Transportation Commission and Council have repeatedly asked for.

Please obtain clarification from staff on these issues. Thank you so much for your consideration.

Sincerely,

Mariya Frost
Director of Transportation
Kemper Development Company
The Bellevue Collection | Bellevue Square Lincoln Square Bellevue Place
425-460-5925 Mobile
mariya.frost@kemperdc.com
www.bellevuecollection.com



Re: Comments for April 11th Transportation Commission Meeting

Christopher Randels <crandels@cs-bellevue.org>

Tue 4/16/2024 8:01 AM

To:TransportationCommission <TransportationCommission@bellevuewa.gov>;McDonald, Kevin <KMcDonald@bellevuewa.gov>
Cc:Marciante, Loreana <LMarciante@bellevuewa.gov>;Rebhuhn, Nik <NRRebhuhn@bellevuewa.gov>;Helland, Brad <BHelland@bellevuewa.gov>;Ting, Albert <ATing@bellevuewa.gov>;Magill, Drew <DMagill@bellevuewa.gov>;Stash, Karen <KStash@bellevuewa.gov>;Kurz, Jonathan <JKurz@bellevuewa.gov>;Nieuwenhuis, Jared <JNieuwenhuis@bellevuewa.gov>; Singelakis, Andrew <ASingelakis@bellevuewa.gov>;Stevens, Paula <PStevens@bellevuewa.gov>

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

Good morning all,

I wanted to reach out to thank everybody for their participation in Thursday night's Transportation Commission meeting. Our organization appreciates every commissioner's thoughtful comments related to Bike Bellevue and its ultimate implementation, and we look forward to the June 13th discussion around how to best categorize each corridor. I also wanted to thank Councilmember Nieuwenhuis for his summary of Council direction from his body's March 25th Council meeting. Although our organization does find some minor disagreements with his characterization of Council direction, we acknowledge and appreciate his effort to summarize disparate priorities and information into a clearer form for the Commission's review.

We would like to submit the following facts and comments for your body's consideration as you proceed with corridor recommendations. Included are our interpretations of Council direction, which we have done our best to justify with quotes from the March 25th meeting. Should additional clarity be needed, we maintain that the best course of action is to return to Council with a request for further direction.

1) Councilmember Nieuwenhuis was correct to suggest that Council's perspective on bike infrastructure is proceeding in a more comprehensive direction than what Bike Bellevue originally proposed. As noted during the meeting, various stakeholders have submitted their own maps of suggested corridors that could see the implementation of bicycle infrastructure without the repurposing of travel lanes, and Mayor Robinson also highlighted several specific corridors where she would like renewed focus be given towards building safe and connected facilities. Our organization welcomes these proposals as much-needed additions to Bellevue's bicycle network, **but it must be noted that no formal action or motion was passed to change the scope of corridors under consideration for the Bike Bellevue project.**

Now that corridors 6b, 7, and 9 have been categorized and detailed design work has been green-lit, further work remains to categorize the remaining 9 segments into one of the categories provided by Council. Although concurrent work can proceed to evaluate other additional corridors put forward by Council or by stakeholders, it is unlikely that these suggested corridors will have the same level of robust data and analysis available by your June 13th meeting as what is presently available in the Draft Design Concepts Guide for the existing 11 Bike Bellevue corridors. **We therefore ask your body to develop clear criteria for categorizing Bike Bellevue corridors that evaluates each corridor on its own merits, and not the ability for a corridor outside of the Bike Bellevue scope of work to fill a**

similar role. This recommendation is consistent with the data-informed policy making requested by Council and expected of Bellevue decision-makers.

2) In their memo, staff have accurately captured Councilmember Zahn's amendment to "prioritize high injury network corridors," which passed by a unanimous 7-0 vote. Our organization believes there is ample evidence available that contextualizes Councilmember Zahn's comments that both make the intent of her amendment clear and can help your body best make a decision in June. At marker 2:58:35 of the [March 25th Council meeting](#), Councilmember Zahn notes her belief that, in contrast to long-term permanent solutions like Spring Blvd that could take 10 years or more, "these [corridors] are supposed to be rapid implementation for the High Injury Network and transportation safety." Furthermore, at 3:19:45, when asked to explain her amendment to "[prioritize] high-injury network corridors," she provides further clarification to contextualize her action within the framework of Vision Zero:

"That we are prioritizing High Injury Network corridors, because it's consistent with how we focus on transportation safety & Vision Zero. So, we made the commitment for Vision Zero by 2030. We've been pursuing federal funding based on that. So it's grounded in evaluating improvements in the High Injury Network." From these comments, **it is clear that Councilmember Zahn's vision of prioritized infrastructure for the High injury Network** (which, later in the meeting, staff correctly note that the majority of Bike Bellevue corridors are on the HIN) **would be rapid implementation infrastructure, or at the very least infrastructure that is implemented before the 2030 Vision Zero target date of zero serious injuries & fatalities.**

It is with this context that her colleagues unanimously supported her amendment -- we therefore urge your body to prioritize rapid-build implementation for Bike Bellevue corridors that fall on the High Injury Network. This is the implementation option not only most in-line with Council direction, but also the option for which we will have the most available data from which your body can make an informed decision. If your body elects to recommend that infrastructure on a corridor be implemented as permanent infrastructure or be prioritized as part of the Transportation Facilities Plan, **clear evidence must be provided that shows that the infrastructure would be built before the 2030 Vision Zero deadline** - otherwise, such a recommendation would not be in line with unanimous Council direction.

3) Finally, we appreciate the trepidation with which Councilmember Nieuwenhuis approached the issue during the meeting, but it is his characterization of Council direction around "last resort" with which we take most disagreement. We must note that, although Councilmember Nieuwenhuis put forth the amendment to consider the removal of vehicular travel lanes as a "last resort," it was Deputy Mayor Malakoutian who first put forward this idea & the associated language. On the topic of travel lane removals, the Deputy Mayor provided the following comments, which we have timestamped below:

[2:25:40] "I don't recommend to remove [Option] B completely out of there, but I think the priority should be to come up with a solution that provides a very safe bike lane that doesn't need any repurposing of travel lanes. But if there is one piece -- I'm not talking about Bel-Red -- if we try and gather data and our data shows that that piece, if we repurpose some travel lanes and our data and our criteria shows nothing after three months' sampling, I don't have any problem [with repurposing lanes]."

[3:10:10] "I agree that removing road lanes should be our last resort, and if Mariya Frost or Kevin Wallace's map works, definitely we should go with that. But I also agree with the Mayor or Councilmember Zahn that I don't want to... completely carte blanche remove the option."

[3:16:50] [Responding to Councilmember Nieuwenhuis's motion] "I believe that would be a great emphasis for the Transportation Commission to know what the direction from Council is."

These comments provide the only context around what was meant with the phrase "last resort," and much room is left for interpretation around what the Deputy Mayor intended with this line of reasoning. Addressing each comment point by point, we would note the following:

- Comment #1 expresses continued support for piloting proposals to repurpose travel lanes alongside direction to find solutions that don't repurpose travel lanes; however, no clarification is provided about to what extent staff should go to create alternatives that don't repurpose travel lanes. Councilmember Nieuwenhuis did his best to provide his interpretation for what "last resort" would mean in practice, including first taking away a turn lane, taking away a parking strip, narrowing road lanes, or widening a sidewalk, but it is not clear that these items are actually things that his fellow Councilmembers would consider as "last resort" items. It is perhaps even more unclear why qualified staff in Bellevue's Department of Transportation would not have already considered infrastructure solutions on the proposed corridors that could implement these principles before suggesting the reallocation of travel lanes.
- Comment #2 expresses an openness to evaluating alternative corridors, but as previously mentioned, Councilmember Zahn's unanimously-approved amendment means that corridors in the High Injury Network must be prioritized. **If the only way to implement bicycle infrastructure on HIN corridors in line with the city's 2030 Vision Zero timeline is through the reallocation of vehicular travel lanes, the commission should feel empowered to exercise this option.**
- Comment #3 is ironic, as the lack of clarity surrounding the full context and meaning of "last resort" has in our view muddied the waters of the decision-making task in front of you. Although our organization is confident in the above interpretation and contextualization, should this case not be convincing or empowering for your body, we maintain that the proper course of action would be to seek further clarification from the whole Council instead of relying on the current unclear direction that leaves much room for interpretation.

Your body's June 13th meeting will carry the heavy burden of directing the immediate future of bicycle infrastructure in Bellevue. With 2030 only six years away, our city's ambitious visions require us to be bold and move quickly. Hundreds of people who live in, work in, and visit Bellevue have expressed support for the Bike Bellevue program in its fullest, quickest, and most complete form of implementation. We ask you to please take the above feedback to heart and hope that you feel empowered to make data-informed decisions that will help our city live up to its stated values.

Best,



Chris Randels

Founder, Complete Streets Bellevue

completestreetsbellevue.org

470-205-4310

Pronouns: he/him

On Thu, Apr 11, 2024 at 2:34 PM Christopher Randels <crandels@cs-bellevue.org> wrote:

Hello Transportation Commissioners, Councilmember Nieuwenhuis, and staff,

Our organization submits the following comments in advance of tonight's Transportation Commission meeting.

We fully support comments forthcoming from members of Eastside Urbanism that will outline our organizations' interpretation of Council direction. We maintain that reallocating vehicular lane capacity is an option that should remain on the table for several Bike Bellevue corridors and remains in line with Council direction.

Council has given direction to specifically prioritize implementing infrastructure on High Injury Network corridors; furthermore, Council has authorized the reallocation of vehicle space as a last resort measure when no other reasonable options to implement infrastructure are available. Since for several Bike Bellevue corridors, the only way to timely implement infrastructure that is in line with our city's Vision Zero 2030 target and Mobility Implementation Plan would be infrastructure that reallocates vehicular space, this remains an option that your body should feel empowered to consider.

However, if your body needs further advice from Council to feel assured in this interpretation, our organization would recommend that you seek further direction from Council on their interpretation of the phrases "last resort" and "prioritize High Injury Network corridors". In line with Council Desk Manual Chapter 5.02, Councilmember liaisons should "not provide instructions to [a] board or commission", and that liaisons must "provide the board or commission with the big picture, including issues where there is likely controversy or where members need awareness." Direction on a controversial issue of this nature should be clear and representative of the full Council, not subject to potential unintentional bias of an individual Councilmember.

Given that there are different ways that members of our community can interpret Council's directive; given the impact this discussion will have on the ultimate implementation timeline & cost of 15 miles of bicycle infrastructure; and given that even different Councilmembers can have different interpretations of the motions they passed on March 25th, we urge you to ask Council for additional direction on the meaning of "last resort" and in what form High Injury Network corridors should be prioritized. This further direction should provide clarity towards under what circumstances your body should feel empowered to make recommendations that would reallocate vehicular travel lanes.

Thank you for your service to the city of Bellevue.

Best,

--



Chris Randels

Founder, Complete Streets Bellevue

completestreetsbellevue.org

470-205-4310
Pronouns: he/him

I Support Bike Bellevue's Rapid Implementation

RUOLAN CHEN <RUOLAN.CHEN.697360388@advocacymessages.com>

Thu 4/11/2024 7:44 PM

To:TransportationCommission <TransportationCommission@bellevuewa.gov>

[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,

RUOLAN CHEN

7705 168th Ave NE Unit 609

Redmond, WA 98052

Re: Bike Bellevue Corridor 6A (NE 2nd St)

Edward Wang <wangedwa@gmail.com>

Sat 5/18/2024 4:37 PM

To:McDonald, Kevin <KMcDonald@bellevuewa.gov>;Stevens, Paula <PStevens@bellevuewa.gov>;Singelakis, Andrew <ASingelakis@bellevuewa.gov>;TransportationCommission <TransportationCommission@bellevuewa.gov>

📎 1 attachments (436 KB)

BikeBellevue-NE2ndStConcept.pdf;

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

Hi all,

Please take a look at the rollplot of my concept for this corridor (attached) and take these ideas into consideration.

Thanks,
Ed

On Fri, May 17, 2024 at 10:13 PM Edward Wang <wangedwa@gmail.com> wrote:

Hi Kevin, staff, and commissioners,

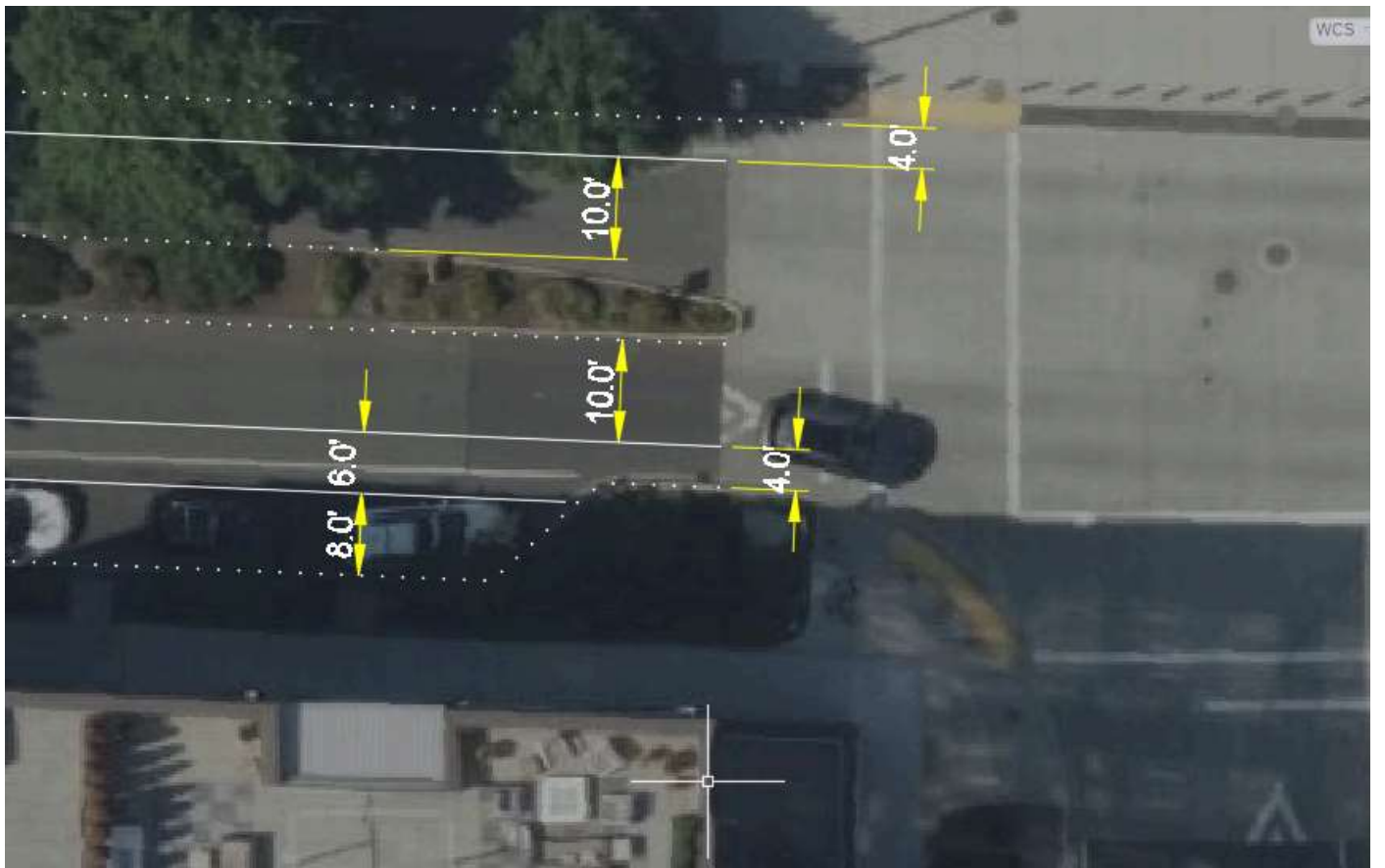
It is very disappointing to see that staff is recommending that Corridor 6A be essentially completely eliminated (except for sharrows, which are tantamount to nothing at all). This portion of NE 2nd St is far from a "calm traffic environment" as claimed in the memo. It is very difficult for drivers to pass cyclists due to curbing and medians, leading to lines of angry drivers stacked up behind any slower riders. It is not even close to safe enough to ride with my son, though I would love to bike with him to the Inspiration Playground.

Even the opponents of Bike Bellevue (Kemper/Wallace) went further than the staff proposal -- suggesting reducing the speed limit on this segment to 20 MPH to improve safety and comfort for cyclists. **Staff should include this speed limit reduction to 20 MPH at an absolute bare minimum.**

Furthermore, there is room for more meaningful changes, even if 2-way traffic must be retained. Please consider these suggestions:

- Where medians exist, there is 14' of clear width -- this can be striped as a 10' lane with a 4' shoulder. The narrow lane would help reduce traffic speeds while the shoulder would provide a usable space for bicyclists (even if not meeting bike lane width standards). See sketch below.
- Remove the left turn lane near 100th Ave NE. If that intersection is planned to become an all-way-stop intersection, there is no need for the turn lane. This would allow an expanded bike facility at the west end.
- Consider removing the left turn lane at 103rd Ave NE to allow a minimum 4'-5' shoulder/bike facility to be extended through the intersection. If delays from WB left turns are a concern, consider making the intersection an all-way stop.
- At the east end (Bellevue Way), there is 35' of roadway width curb to curb. That is enough room to squeeze in a bike lane in the westbound direction, where bicyclists must often contend with a line of cars behind them after crossing the light.

Thanks,



Re: Bike Lanes On Arterials (AKA Bike Bellevue)

Betsi Hummer <betsihummer@yahoo.com>

Mon 7/22/2024 7:09 PM

To:TransportationCommission <TransportationCommission@bellevuewa.gov>;Stash, Karen <KStash@bellevuewa.gov>;Ting, Albert <ATing@bellevuewa.gov>;Magill, Drew <DMagill@bellevuewa.gov>;Marciante, Loreana <LMarciante@bellevuewa.gov>; Helland, Brad <BHelland@bellevuewa.gov>;Kurz, Jonathan <JKurz@bellevuewa.gov>;Rebhuhn, Nik <NRebhuhn@bellevuewa.gov>

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Dear Transportation Afficionados,

Here is an update on my Obliteride training.

This past Friday morning, I took off on my Trek Elance 350 to do my fifth training ride.

Again, I rode from Bellevue College north on 140th Ave NE, one of the oldest thoroughfares in the City of Bellevue. All was smooth sailing, using the appropriated bike lanes, with signal changers, making sure drivers were aware of me, and smiling.

I made the white painted transition at Dunn Lumber to avoid the right turn only lane onto 24th, and then saw..... the 140th repaving!

Oops! the rough roadway and sharp curb made it difficult to transition to the asphalted bike lane bordered by the rock roses in the street scape.

I managed, and rode to 40th where Construction trucks, flaggers and signs awaited me.

This time I dismounted and crossed in the crosswalks to the asphalted bike path on the West side of 140th.

Some of this bike/ped path has gravel at some driveways and crossings - good thing I look for some off-roading on my 15 speed hybrid!

That means I navigated those obstacles with ease.

I made sure I rang my bell at driveways and for pedestrians.

In Redmond, I rode on the West side, against traffic, and tried to make myself visible to the unsuspecting motorists. It is much more reassuring to have complete bike lanes and concrete walkways on the Redmond side than the rustic meandering asphalt of the Bellevue side.

I turned around at Redmond Road and pedaled back.

It was a pleasant ride, but the road construction, without the improvement of the bike/ped path, left something to be desired.

I am writing to reiterate that I feel we have plenty of easy-ish bike improvements to make without reinventing the wheel with the convoluted, controversial, and inconclusive Bike Bellevue.

I hope going forward you, as Commissioners, ask for a detailed Right of Way map of Bellevue as it seems there is plenty of right of way on which to make a matching bike-ped path so Redmond isn't better than Bellevue.

Also, having spent 10 years on the East Bellevue Community Council trying to decipher the TFP CIP TIP CFP (ABC baby 123) and never understanding why some roadways are improved and others aren't, I am asking you to ask staff for full-on explanations on how stuff gets decided and actually implemented, and its results.

As I said previously, please ask "What is Success".

Other departments, such as the Police, have all kinds of ongoing assessments to see if an implemented initiative (here I am reflecting on the 108th Bike Lanes, the Main Street from 104th to 108th Bike Lanes and the Police CCAT program) accomplishes its goal, or if it needs to be modified or Terminated.

I would like to see ongoing assessments, audits and conclusions that make sense to the everyday Bellevue resident and visitor to make sure we are seriously investing in traffic congestion reduction throughout the city with our projects.

Thank you again for your service to our City.

Betsi Hummer 425.591.4784 betsihummer@yahoo.com

On Monday, July 8, 2024 at 03:05:47 PM PDT, Betsi Hummer <betsihummer@yahoo.com> wrote:

Hello Transportation Commissioners

I am writing to express my ongoing concerns on the Bike Bellevue initiative.

I remind you all that Bellevue City Council unequivocally voted to amend the TR2 policy of the Transportation Element of the Comprehensive Plan.

The Bellevue City Council overrode the recommendation of both the Transportation and Planning Commissions Bellevue City Council, just over 2 years ago, to avoid violation of the State Growth Management Act penned and approved this policy.

There is no interpretation needed, it is very clear:

TR-2. To aggressively plan, manage, and expand transportation investments to reduce congestion and expand opportunities in a multimodal and comprehensive manner and improve the quality of the travel experience for all users.

As we are all well aware, a minimum of 35,000 new housing units (a minimum of 2 people per each unit) and 70,000 new jobs (1 person each) (=105,000 people, current population is 150,000) are forecast for the next couple decades (which pass quicker than we realize.)

Every traffic report shows most of those people will arrive by independent vehicle.

No report shows that more people will live and work in Bellevue; the trend is for people to live in one jurisdiction and work in another.

All traffic reports indicate the majority of traffic comes from commuters, not residents.

Commuters and delivery trucks as well as police and fire depend on a flowing traffic corridor, especially on our main arterials - but you already know all that.

To even consider the removal of any traffic lanes for bike lanes not only violates TR2 of the current Comprehensive Plan, it thwarts the growth plans and safety of everyone living in, commuting to, or visiting our fair city.

I am asking you to amend whatever it is you need to so that the elimination of any traffic lane is off the table.

When Bike Bellevue was first presented to Bellevue City Council, I was impressed by the emphatic direction from Councilmember Jennifer Robertson to Buy Right Of Way. At that first directional meeting, there was no indication of entire lanes being given over to bikes. It seems that a wild interpretation of Council's direction took place. Please take the direction and make sure that all transportation is kept safe, otherwise you can kiss Complete Streets and Vision Zero goodbye - more people will be killed because of the unsafe crowding on our arterials.

Also, speaking on Complete Streets, whatever it may connote politically, let's look at it realistically.

Since I moved back to Bellevue in 1990, I have regularly ridden my bike for exercise.

On the 4th of July last week I rode my bike from Bellevue College to Redmond on 140th.

As one of the Eastside's oldest thoroughfares, it has a pleasant grade, and is fairly wide, and the bike lanes are good enough for me. At every lighted intersection, there is a bicycle marker and a place for the light to change because of the bike. I regularly ring my bell, sit up, and wave at people driving cars since my experience shows me I am not in their top of mind. It was a great ride. The green paint at 24th at Dunn Lumber was good to get me out of the right turn only lane. At 24th the bike lane changed: sometimes it is in the roadway, sometimes it is an asphalt ped-bike path; and it is only on the EAST side of the street. I maneuvered the changes pretty well until NE 40th when the ped-bike lane switches to the WEST side of the street. I had to quickly switch lanes. The ride improved when I reached Redmond - somehow that smaller city has regular sidewalks AND bike lanes on BOTH sides of the street. I was SURPRISED! My Annie Oakley personality appeared - anything they can do we can do better! I ask that instead of focusing on recreating the wheel, inventing something that doesn't need it, that we finish what we started, and do at least as well as Redmond!

So, no bike lanes on Bel Red Street - keep it on the right of way, or the parallel Spring Boulevard. And complete what we have already begun.

Also

From the December 2021 Transportation Element of the Comprehensive Plan:

WHAT DOES SUCCESS LOOK LIKE? *f*

The transportation system accommodates growth, and complements and enhances neighborhood character, the environment, and quality of life.

Greater Congestion Does not Equal Greater Quality Of Life.

Thanks for you attention to your public

Betsi Hummer 425.591.4784 betsihummer@yahoo.com

RE: FYI Only: SE Newport Way and SE 150th Street

McDonald, Kevin <KMcDonald@bellevuewa.gov>

Thu 7/25/2024 11:46 AM

To: Hagstrom, Gillian <GHagstrom@bellevuewa.gov>; TransportationCommission <TransportationCommission@bellevuewa.gov>

Hi Gillian – I can forward this response to the Commission [@TransportationCommission](#)

KM



Kevin D McDonald, AICP
Principal Transportation Planner
425.452.4558

From: Hagstrom, Gillian <GHagstrom@bellevuewa.gov>

Sent: Thursday, July 25, 2024 11:36 AM

To: Long, Chris <CLong@bellevuewa.gov>; Lai, Daniel <DLai@bellevuewa.gov>; Adell, Dana M. <DMAdell@bellevuewa.gov>; Jarzynski, Darek <DJarzynski@bellevuewa.gov>; Breedon, Brian <BBreedon@bellevuewa.gov>; Weir, Adam <AWeir@bellevuewa.gov>; McDonald, Kevin <KMcDonald@bellevuewa.gov>

Subject: FW: FYI Only: SE Newport Way and SE 150th Street

FYI- here is my forward to council. [@McDonald, Kevin](#) Do you know if this was passed on the TC/if we need to close the loop with them?

From: Hagstrom, Gillian

Sent: Thursday, July 25, 2024 11:33 AM

To: Council <[Council@bellevuewa.gov](#)>

Cc: Singelakis, Andrew <[ASingelakis@bellevuewa.gov](#)>

Subject: FYI Only: SE Newport Way and SE 150th Street

***PLEASE DO NOT REPLY ALL *** For information only ***

Dear Mayor Robinson, Deputy Mayor Malakoutian, and Councilmembers:

The following is the Transportation Department's response to an email regarding concerns for the safety of people walking at 150th Avenue SE and Newport Way. Chris Long, the Assistant Director for Mobility Operations, and Daniel Lai, the Smart Mobility Manager, both performed site visits to evaluate the concerns and determine the best path forward. In response, we adjusted the signals at this intersection to increase the safety of people crossing the street while also limiting the impact to people driving. Our street maintenance staff also trimmed and removed vegetation to improve visibility, and will also be hand-trimming along the multi-purpose path on the north side of Newport Way to provide additional space for people who are walking along this stretch of road.

If you have any questions, please contact Andrew Singelakis at 425-452-6468.

Thank you,



Gillian Hagstrom

Public Information Officer
Transportation, City of Bellevue
(She/Her)

[425-452-7925](tel:425-452-7925) | ghagstrom@bellevuewa.gov | BellevueWA.Gov

From: Long, Chris <CLong@bellevuewa.gov>
Sent: Tuesday, July 23, 2024 12:42 PM
To: michaelmay62@hotmail.com
Subject: FW: Council: FW: SE Newport Way and SE 150th Street

Dear Michael May,

Thank you for sharing your concerns about safety for people walking at 150th Ave SE and Newport Way with City Council and the Transportation Department. I oversee our street and traffic signal maintenance and operations groups.

I visited the site last week to review your concerns, as did the manager of our traffic signal operations group. After discussing your concerns and what we saw with other staff, we've determined that there are some changes we can make to the traffic signal timing to improve safety for people walking. We will adjust the signal timing to remove the permissive westbound right turn (solid green light) when the pedestrian crossing light is active. Instead, the red arrow will be displayed, requiring people driving to stop first before they are able to turn.

Additionally, street maintenance staff went to this intersection and removed vegetation to improve the visibility of people walking. They trimmed back the laurel bush and removed some small volunteer maple trees on the northeast corner of the intersection of 150th Ave SE and Newport Way SE. They also mowed along Newport Way SE from Allen Road to 150th Ave SE, cutting the grass in the eastbound direction as part of our annual mowing program. Staff are scheduled to do hand-trimming work along the multi-purpose path on the north side of Newport Way between 150th Ave NE and Allen Road this week.

Thank you again for sharing your concerns with us. Please let me know if you have any further questions.

Regards,
Chris Long

Chris Long, PE, PTOE – Assistant Director, Mobility Operations
City of Bellevue | Transportation Department
450 110th Ave NE, Bellevue, WA 98004
Desk (425) 452-6013
clong@bellevuewa.gov

From: Michael May <michaelmay62@hotmail.com>
Sent: Monday, July 15, 2024 12:40 PM
To: Robinson, Lynne <LRobinson@bellevuewa.gov>; Council <Council@bellevuewa.gov>; Council Office <CouncilOffice@bellevuewa.gov>; Singelakis, Andrew <ASingelakis@bellevuewa.gov>; TransportationCommission

<TransportationCommission@bellevuewa.gov>

Subject: SE Newport Way and SE 150th Street

Some people who received this message don't often get email from michaelmay62@hotmail.com. [Learn why this is important](#)

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Dear Mayor, Councilmembers, and Transportation Director:

I would like to remind you of conditions I made the Transportation Department aware of 3 years ago with no actions being taken.

I've attached a graphic of an unsafe intersection in the Eastgate area of the city: SE Newport Way and SE 150th Street.

Pedestrians crossing SE 150th Street along SE Newport Way in the direction of Somerset are completely invisible and at risk of being killed.

It would be nice to **safely** use the wonderful pedestrian path along that stretch that was installed several years back. I am still baffled by its design.

To this day, I never use this crosswalk when attempting to access the path while running eastbound on SE Newport Way toward Somerset.

On westbound trips, cars turning right onto northbound SE 150th Street also do not yield even though from this direction pedestrians are completely visible.

Additionally, the whole length of the path from SE 150th Street to SE Allen Road is obstructed by blackberry canes so pedestrians must walk closer to southbound traffic on SE Newport Way. **Please clear these within this week.**

I will wait for your response to a satisfactory solution (including modification to signaling and street construction). I expect it to be at a Department Director level as previous conversations with city staff have put the onus of safety on pedestrians and not vehicle operators.

Furthermore, why is the contact information for Department Directors not posted on the department homepage? Are you/they not mildly interested in communicating with your constituents?

Kind regards,
Michael May

ref:!00D6g025rWo.!5006g015INJk:ref

Redesign Bike Bellevue without removing road lanes!

Rachel Saw <hello@livablebellevue.com>

Sun 4/7/2024 4:55 PM

To: Council <Council@bellevuewa.gov>; Transportation Commission <TransportationCommission@bellevuewa.gov>

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

Dear Mayor Robinson and Councilmembers,

As you prepare to re-evaluate the direction of Bike Bellevue on March 25th, we urge you to:

1. Direct the Transportation Department to redesign Bike Bellevue with segments that add bike lanes without removing road lanes.
2. Amend Bike Bellevue Principle #4 as follows: "use a data informed approach to evaluate impacts to all modes of travel and design the program to maximize the mobility of all modes through improvements to the bicycle network that do not remove general purpose road lanes."

Bike Bellevue violates Principle #4 by proposing to remove road lanes. This will negatively impact the 70% of Bellevue's traveling public who move by vehicle or bus transit, according to the City's own numbers, to increase bike mode share by just 0.1% by 2035. Clearly, Bike Bellevue does not "maximize the mobility of all modes."

Taking away road lanes will make traffic even more unbearable for Bellevue's workers and families. A livable, better Bellevue is one that accommodates growth and improves travel for everyone, regardless of their choice of transportation, which is why Bellevue's transportation policies have always sought to improve all modes.

Bellevue's bicycle network can be greatly improved without taking any driving lanes away from our community. For example, the City could complete Spring Boulevard instead of removing arterial road lanes on Northrup Way and Bel-Red Road. Rather than removing lanes on NE 12th, the City could finish the multi-purpose path next to NE 12th.

The City's Comprehensive Plan Update proposes unprecedented increases in density over the next 20 years in the same areas Bike Bellevue would remove travel lanes, and the City's analysis shows that traffic will be worse even without Bike Bellevue. As we look to shape the future of our city, please save the streets we depend on for mobility and expand the bike network at the same time by making these reasonable modifications to the Bike Bellevue plan and principles.

Sincerely,

Rachel Saw
Bellevue

Redesign Bike Bellevue without removing road lanes!

Russel Johnson <hello@livablebellevue.com>

Tue 4/9/2024 11:34 AM

To: Council <Council@bellevuewa.gov>; Transportation Commission <TransportationCommission@bellevuewa.gov>

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Sincerely,

Russel Johnson
Spirtridge

From: Sander Valstar <sandervalstar@gmail.com>
Sent on: Sunday, March 31, 2024 10:29:46 PM
To: Council <Council@bellevuewa.gov>
Subject: Regarding 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.

Dear city council,

Thank you for discussing bike infrastructure in the March 25th meeting. I was happy to hear all council members support the creation of more and better bike infrastructure in Bellevue. During the meeting some council members mentioned safety concerns about the number of driveways on Bel-Red. While I would like to see safe bike infrastructure on Bel-Red, I do agree with this observation. Several of the arterial roads in Bellevue are trying to fulfill two purposes that are at odds with one another: 1.) moving cars, 2.) providing business access. This causes a high number of driveways on these arterial roads. Not only would these driveways cause danger to cyclists on a new bike lane, but they are currently slowing down through traffic and create many conflict points where accidents can occur.

As such, instead of completely shelving the creation of safe bike infrastructure on arterials like Bel-Red, I think it may be worth investigating the creation of parallel side streets that provide business access. The creation of parallel side streets will greatly reduce the number of driveways on the main road, which would improve traffic flow. Moreover, if properly traffic calmed, such side streets can be used for safe bicycle travel as well. An increase of bike traffic on side streets would build a foundation of support among business and residents for perhaps even a fully separated bike path in the future.

Another design issue that needlessly slows down traffic and creates danger on our roads is that most businesses and strin malls have their own driveways and provide no direct access to neighboring businesses. This situation can be impossible to visit the business if you are on the main road. It may be worth investigating the creation of local access routes to neighboring businesses. This should become a requirement for new businesses. The creation of parallel side streets would address this issue. It would be required to do this it would not be required on the main road.

In sum, I encourage the city council to investigate:

1. If, how and where we could create parallel side streets that both improve the current situation for car traffic and serve as safe cycling routes.
2. If (new and/or existing) businesses can be required to create local access routes to neighboring businesses (potentially in the form of parallel side streets).

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Bike territorial thinking and extreme actions

Molly Baker <bakerfamily4@msn.com>

Sat 3/30/2024 7:13 PM

To: Council <Council@bellevuewa.gov>

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

Thank you for understanding this issue and continuing to work in our all community for all interests. The minority needs to understand that they are lucky to have any bike lanes. We and this includes Seattle do not have the density to support bike lanes
Sent from my iPhone

Don't go backwards on Bel-Red Road!

Ted Celmer <hello@livablebellevue.com>

Sun 8/4/2024 3:42 PM

To: Council <Council@bellevuewa.gov>; cityclerk <cityclerk@bellevuewa.gov>

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

Dear Mayor Robinson and Councilmembers,

I write in support of the Transportation Commission's recommendation that Bel-Red Road be removed from consideration for bike lanes. Please support this recommendation and the hundreds of letters and community feedback you've received over the last year opposing road diets, and do not study Bel-Red Road any further.

Additional study on this major east-west arterial is both unnecessary and wasteful of taxpayer dollars. We have already learned from the hundreds of thousands spent on the Bike Bellevue Guide that road diets would cripple our arterial network. Adding bike lanes will not make it more safe, as the few cyclists who may ride along that corridor would still have to interact with busy intersections and driveways.

We cannot afford to sacrifice a lane of Bel-Red Road, even on a "temporary" basis during a trial or demonstration – which will only frustrate residents and hurt public trust. Please consider the interests and concerns of the 70% of residents who oppose replacing travel lanes with bike lanes, especially on Bel-Red Road. We need to be able to get to work, run errands, pick up our kids, visit downtown, and take care of our personal needs in Bellevue without sitting in an hour of traffic.

Let's focus our time and resources on finishing the safer bicycle connection at Spring Boulevard. Thank you for your consideration.

Sincerely,

Ted Celmer
Woodridge

Don't go backwards on Bel-Red Road!

Yi-Min Wang <hello@livablebellevue.com>

Sun 8/4/2024 3:42 PM

To: Council <Council@bellevuewa.gov>; cityclerk <cityclerk@bellevuewa.gov>

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Sincerely,

Yi-Min Wang
Lake Samm