

City of Bellevue, Washington



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Walk & Roll: 2007 Pedestrian and Bicycle Transportation Plan Public Involvement Report—Part 2



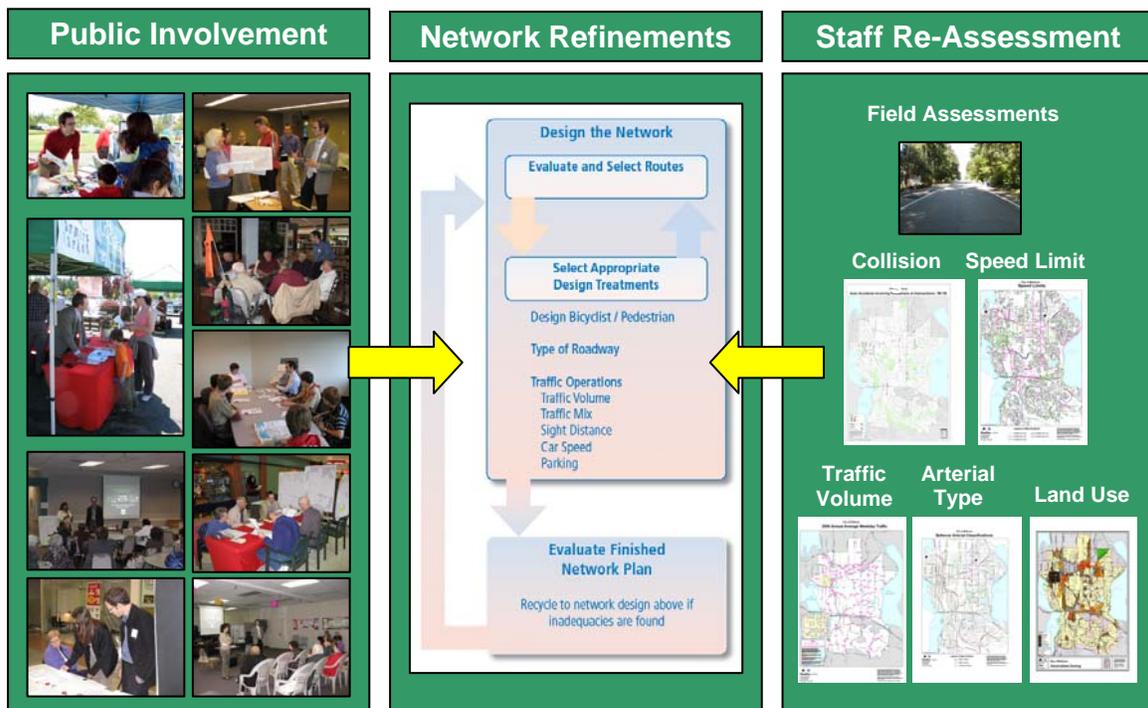
Community Outreach Executive Summary

The network of facility recommendations referenced in the City of Bellevue's 2007/2008 Pedestrian and Bicycle Transportation Plan are the product of extensive public outreach, background research, inter-agency coordination, and detailed field work. By documenting the thoughts and suggestions raised by knowledgeable citizens, this report aims to provide the City with valuable insight into transportation issues that affect pedestrians and bicyclists.

The first community outreach report, which the Commission received in September along with the first draft of the updated network plan, summarized the months of public input – March to September 2007 – leading up to the release of the draft network plan on September 27, 2007. The first report documented the community's input vis-à-vis public events, the city's online survey effort, focus group sessions, and an internet-based photo-sharing website. Community input at this phase of the planning process was instrumental in helping the city formulate the draft network of facilities needed to improve non-motorized transportation in Bellevue.

This document summarizes the months of community input on the draft network plan project list that were received from September 2007 to February 2008. The community feedback received from this second phase of outreach prompted numerous rounds of public and staff consultation, field assessments, and technical evaluation. The updated network plan that the Commission will be reviewing in March reflects this work.

Refining the Draft Network Plan



Community Meetings

To involve the community in a review of the September 2007 draft network plan, staff organized over 20 presentations and open houses at the following community events:

- East Bellevue Community Council 10/2/2007
- Walk for Life @ Bellevue Square 10/3/2007

- Network on Aging 10/4/2007
- North Bellevue Community Center 10/8/2007
- Parks & Community Services Board 10/9/2007
- Mountains to Sound Greenway Trust 10/11/2007
- Bellevue Spanish Speakers 10/15/2007
- Crossroads Mall Open House 10/16/2007
- Factoria Mall Open House 10/17/2007
- Bicycle Alliance of Washington 10/17/2007
- Bellevue Russian Speakers 10/22/2007
- City Council 10/22/2007
- Bridle Trails Community Club 10/23/2007
- Eastside Runner's Group 10/23/2007
- West Lake Sammamish Parkway Assoc. 10/24/2007
- Transportation Commission 10/25/2007
- Bellevue Chinese Speakers 11/7/2007
- Transportation Commission 11/29/2007
- Transportation Commission 1/24/2008
- Compton Green Homeowners Assoc. 2/13/2008
- Transportation Commission 2/28/2008

More than 500 people attended these various events; providing both verbal and written communications.

Bellevue Reporter Article on Project and Open Houses

October 13, 2007 ■ Bellevue Reporter

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Bellevue ready to 'Walk and Roll' with pedestrian, bike plan

By CARRIE WOOD
Staff Writer

After months of public input, Bellevue city staff have unveiled the draft of a plan that proposes improvements to 188 miles of bicycle pathways, 85 miles of sidewalk and 25 miles of trails throughout the city.

With suggestions obtained from more than 1,000 residents via focus groups and online surveys, the staff has been working on Walk and Roll, an update to the city's 1999 Pedestrian and Bicycle Plan.

"The public is interested in seeing us close the gaps," said Franz Loewenherz, senior transportation planner for the Transportation Department. "There are a lot of facilities that abruptly stop and leave the pedestrian or cyclist stranded and needing a connection."

The most frequently cited areas that need improvements were West Lake Sammamish Parkway, the 520 trail near Northeast Northup Way and Interstate 405 near the intersection of Northeast Eighth Street and 112th Avenue Northeast.

In identifying those areas where pedestrian and bicycling improvements are needed, Loewenherz said the city has taken into consideration a number of variables, including data from speed limits, collisions, arterial characteristics and traffic volumes.

"There's not a one-size-fits all facility," he said. "In a neighborhood where you have on-street parking, where traffic volumes are low, where the speeds are low, putting in a wide sidewalk and a dedicated bike lane and kicking on-street parking off, doesn't make sense."

Staff is looking at how to make those locations more friendly to pedestrians and cyclists so they can move through the arterial, he added.

When the update is complete, the city will use the plan to create attractive, practical and safe walking and biking facilities for commuting and recreation.

Improvements to bicycle facilities that the city will look at include the addition of designated bike lanes, adding paved shoulders, repairing pavement and adding off-road greenways or trails.

In addition, improvements to pedestrian facilities could include more sidewalks, traffic signals, crosswalks, refuge islands, pedestrian-scale illumination and benches.

Trail improvements include connections between neighborhoods and loop trails for runners that run long distances off-side-walk.

The plan eventually will include a prioritized list of improvements.

To engage the public in a review of the draft plan, staff has launched an interactive web-based mapping system that enables people to find out about and comment on the plan.

The Virtual Earth Interface, at www.bellevuewa.gov/ped-bikeplan.htm, allows the public to zoom in on their neighborhood and find out what staff is recommending.

The Transportation Commission is expected to discuss and adopt a final network plan, and policy and project prioritization framework Nov. 29, following further public input.

Carrie Wood can be reached at cwood@reporternewspapers.com or 425-453-4290.

Upcoming Walk & Roll open houses

- Oct. 15: Noon, Spanish Speaking Residents (in collaboration with Sea-Mar Community Health Center; North Bellevue Community Center lunch room, 4063 148th Ave. N.E.)
- Oct. 16: 10:30 a.m., Crossroads Bellevue, Mini City Hall, 15600 N.E. Eighth St.
- Oct. 17: 10:30 a.m., Marketplace @ Factoria, 4075 Factoria Blvd. S.E.
- Oct. 22: 6 p.m., City Council, Room 1E-113, Bellevue City Hall, 450 110th Ave. N.E.
- Oct. 23: 6:45 p.m., Eastside Runners Group, Kirkland Kingsgate Library, 12315 N.E. 143rd, Kirkland
- Oct. 25: 5:30 p.m., Transportation Commission, Room 1E-113, Bellevue City Hall, 450 110th Ave. N.E.
- Nov. 7: at 10 a.m., Chinese Speaking Residents (in collaboration with Chinese Information and Service Center; North Bellevue Community Center lunch room, 4063 148th Ave. N.E.)

If you have any questions, comments, or for more information, contact the project manager, Franz Loewenherz at flowenherz@bellevuewa.gov or 425-452-4077.

As the Council appointed steering committee to the plan update, the Transportation Commission provided the public with a number of opportunities for formal petitions and communications on the 2007/2008 Pedestrian and Bicycle Transportation Plan. More than 30 people attending the following Transportation Commission meetings provided public testimony: October 11, October 25, and November 29.

Public workshops were particularly effective in involving persons with limited English proficiency in Bellevue. As a recipient of Federal financial assistance, the City strives to reach out to these populations, a requirement of Title VI of the Civil Rights Act of 1964. Through three different workshops – targeting Spanish, Russian, and Chinese language speakers – the city afforded these population groups meaningful access to the planning process. At each of these workshops, translators were provided and the locations selected were convenient and known to the targeted demographic groups. Over 10 written comments cards were submitted and translated as part of this outreach effort.

Staff were also invited to make presentations on the plan to a number of special interest organizations, including: Compton Green Homeowner's Association, Eastside Runners Group, Bridle Trails Community Club, Network on Aging, etc. Input from these diverse organizations helped staff ensure that the plan recommendations appropriately represented the variety of opinions in the city. In a number of cases, these organizations - Cascade Bicycle Club, Bicycle Alliance of Washington, Mountains to Sound Greenway Trust – crafted a formal letter outlining their perspective on the plan process. Over ten formal letters were submitted by various organizations and individual members of the public during the planning process.



Public open houses held at each of the three major malls in Bellevue – Bellevue Square, Factoria, and Crossroads – provided staff with unique access to a broad constituency of residents. Flyers were provided to attendees at these events directing them to the project website and the interactive maps; through which the bulk of communications on the draft network plan were received. Approximately 80 email comments were sent to the City of Bellevue during the planning process. In a number of cases, each of the emails and formal letters were endorsed by a broader constituency of members.

The petitions and communications at Transportation Commission meetings, open house comment cards, emails, and formal letters are all included in this report. **Staff are very appreciative of the extensive time commitment numerous citizens provided in support of this effort.**

WALK & ROLL

and comment upon specific proposals to improve Bellevue's network of trails, lanes and paths. The maps allow users to comment on any specific project proposed in their neighborhood or area of interest. The photos on page 2 of this flyer show examples of photo visualizations for some of the proposed projects.

In addition to viewing the projects and commenting online, several open houses are scheduled in October to present the recommendations, take comment and answer questions.

Thank you for your continued interest in the Walk and Roll: 2007 Pedestrian and Bicycle Transportation Plan. This is the third project flyer, and one in a series of updates as we, with your help, update the City's Pedestrian and Bicycle Plan.

The Plan
After months of public input, including focus groups and online surveys, the city has drafted a list of potential improvements to the network of bike and pedestrian-friendly paths, lanes and trails in Bellevue. The draft network plan includes 188 miles of bike, 85 miles of sidewalk, and 25 miles of trail facilities. The plan aims at supporting pedestrians and bicyclists with varying levels of experience.

The city now wants to hear what Bellevue residents think about these project recommendations. The projects are accessible through the City of Bellevue website: <http://www.bellevuewa.com/path&plan.htm> in an interactive mapping system that allows people to view

Public comments on the draft network plan are accepted until November 29 when the Transportation Commission is scheduled to prioritize the projects and approve a final recommended network plan. The plan, in its entirety, is anticipated to be completed in Spring 2008.

For more information about Walk & Roll, contact the project manager, Franz Loewenherz, at 425-452-4077 or FLoewenherz@bellevuewa.gov.

Title VI Notice to Public
It is the City of Bellevue's policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated may file a complaint with the Title VI Coordinator for Title VI compliance forms and advice, please contact the Title VI Coordinator at 425-452-4270.

如有任何關於種族、膚色、民族或性別的投訴，請與本市的民權協調員聯繫。民權協調員的電話號碼是 425-452-4270。

Para más información, por favor, comuníquese con "Servicio Promotor" (Servicio First) al 425-452-4800

For more information, please contact "Servicio Promotor" (Service First) at 425-452-4800.

Interactive Maps

To provide interested citizens numerous opportunities to inform the planning process, staff implemented an interactive mapping system that allows the public to view and comment on proposals to improve Bellevue's network of bikeways, sidewalks, and trails <http://www.bellevuewa.gov/pedbike/>. This technology-based strategy was well used by the public; over 510 comments were generated from this interface (from November 2007 through February 2008).

Screenshots of Interactive Maps

CITY OF Bellevue

Live Work Play

Bicycle Plan Map

[< Back to Ped/Bike Plan Map Site](#)

Add and remove layers with these checkboxes:

Planned

- A Off-Street Paths
- B Bike Lanes
- R On Street Bike Routes

Existing

- Existing Bike Facilities

Project B-207.2

Street Name: 164th Ave NE

Project Limits:
NE 18th St to Northrup Way

Description:
Add a shared shoulder on both sides of 164th Avenue NE from NE 18th Street to Northrup Way

Example Image/Diagram:

Type D: Shared Shoulder with Fog Line
(Motor Vehicle Lane + Shoulder ≥ 14')

Bike Lane Diagram

Comments on Project B-207.2

ziggy Sep 19, 2007

This looks pretty good to me, but could you please extend it north of Northrup?

Summary of Key Messages Received

Given the variety of engagement strategies employed, and volume of input received, staff have attempted to summarize the key messages from this second round of outreach.

Trails projects

The majority of trail project recommendations identified in the draft network plan are contained in the Bridle Trails subarea. This community submitted hundreds of comments through letters, emails, the interactive map, in meetings, and in formal public testimony.

The various plats within Bridle Trails establish either public or private equestrian trails throughout the neighborhood. The trails provide a network of connections to and from the adjacent state park. An inventory of the plats and existing trails was conducted by the city in 1988, the results of which were mapped in 1996, after field verification of some of the trails indicated on the plats. The inventory reveals that there are six kinds of trails in the area:

- Developed¹ private trails benefiting only specified property owners
- Undeveloped private trails benefiting only specified property owners
- Developed public trails actively maintained by the City of Bellevue
- Developed public trails maintained either by routine use or by underlying property owner
- Undeveloped public trails
- "Social" trails, not dedicated on the face of any plat or otherwise formally created

The existing 1999 Pedestrian and Bicycle Transportation Plan contains support for conversion of private trails for public access. In a number of cases, the trail projects referenced in the existing 1999 Plan date back to Bellevue's *1979 Comprehensive Non-Motorized Transportation Plan Recommendation*. The Bridle Trails community has gone through significant change since initial development. Many original horse acre lots designed for horses have been developed into estates with no equestrian uses. As a result, conflicts exist in the neighborhood about the development of existing easements.

The City has received a large amount of input from property owners concerned about any public improvements, or action, on private trails. This



¹ "Developed" in this context means that the trail is passable by horses, and there is clear evidence that the trail is used on a consistent basis. Evidence that a trail is developed may vary, and may include the presence or absence of vegetation, anecdotal evidence from the underlying property owners, photographs, appearance of a worn path, etc.

perspective is confirmed in formal communications from both the Bridle Trails Community Club and the Compton Green Homeowner's Association. For example, three trail projects (L-451, L-447.2, and L-449) on the draft network plan would directly impact 63 of the 120 Compton Green Homeowner's Association lots. The trail projects are on land privately owned with easements to the Compton Green Homeowners Association or on portions of land owed by the association.

The City also received a large number of communications from trail users who want to ensure that the informal trail connections that are in place remain in existence for the public to enjoy. These individuals may not be aware that the City has in place an established approach for responding to questions and complaints raised by residents in Bridle Trails about these equestrian trail easements.

This input has been taken into account by Bellevue staff in looking at the trails in the system plan and network plan, and how these trails could be considered in the plan update. This will be described in more detail in the attached project lists and maps in the packet.

Two Representative Comments on a Trail Project (L-442)

The transmission line crosses over our property on NE 39th street. Our property is between NE 39th and is adjacent to Bridle Trails State Park. We have not given permission for a trail to come through our property. Some other path to Bridle Trails park will need to be found.

Comment for Cherry Crest trail—please make open access on this trail for horses. I lease a horse at Overlake Barn. I ride Bridle Trails regularly. The whole neighborhood around Bridle Trails has an equestrian nature. I request that horses' and pedestrians' safe and viable access to the park be taken into consideration for all planned trail projects that involve Bridle Trails. I ask that the projects would use hoof friendly materials that do not damage the horses' hooves. Please ask the homeowners in the Bridle Trails area voluntarily open their easements, or at least not actively block them. Please ask them to cooperate with the Lake Washington Saddle Club to find an equitable solution to this problem since many of the easements rightfully belong to the public. Thank you for your consideration and hard work.

Pedestrian projects

People walk for many reasons: traveling to work, transit, school, recreation and entertainment, health and exercise, shopping. Pedestrian needs for different trip types vary. For example, a commuter may desire a well-connected direct route with efficient signal timing, while a recreational pedestrian may be more concerned about the aesthetics of the surroundings. However, all pedestrians have several needs in common, such as safety, connectivity, and accessibility. The following summarizes some of the most common concerns.

(i) *Downtown Sidewalk Deficiencies:* There was a very organized effort by employees of HDR, Inc. – a downtown Bellevue employer that has about 275 employees – to highlight pedestrian locations in the downtown core that warrant consideration. This communication to the City was shared both as a formal letter and from a photo-sharing website <http://www.flickr.com/photos/concernedbellevuepedestrian/map/>. The input included reference to a number of known locations that are referenced in the Draft Network Plan.

One example (and there are many others) of the way this type of comment has been responded to is the area of Main Street and 107th SE, (see photo-visualization at right), HDR employees indicated: “The narrow sidewalk also contains a fire hydrant, utility grate, and a sandwich board sign, impeding access and forcing pedestrians into the road.”

In response to this input, the City is proposing a new pedestrian project to improve the substandard sidewalk at this location. This new project is identified on the updated project list (also part of the Commission’s packet) as project S07-015: Add an 8 foot wide sidewalk and a 4 foot wide planter strip on the north side of Main Street from Bellevue Way to 116th Ave NE

(ii) *Neighborhood Sidewalk Deficiencies:* Many streets in Bellevue currently lack sidewalks. The comments received on the draft network plan support the City’s efforts to “fill the gaps” to improve access to transit, schools, libraries, and community centers. As reflected in the sample of comments below, there is a sense of urgency that the City needs to address these barriers to safe pedestrian travel.

- “This is a very important safety issue. Students walk to and from Tyee Middle School and Somerset to the library and to the So. Bellevue Community Center. The current pedestrian walkway is a painted strip next to the road. Cars speed along Newport Way exacerbating the problem. It is dangerous, particularly in the dark winter months. This is a very necessary project, at least from Tyee and Somerset to the library and community center.” (Interactive map comment on S-810: Add a 6 foot wide sidewalk and a 4 foot wide planter strip on both sides of Newport Way from Somerset Boulevard to Lakemont Boulevard where not complete)

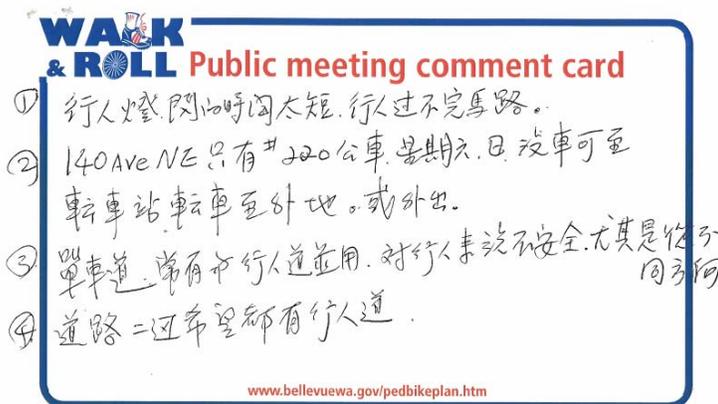


- “Please, a sidewalk is desperately needed along here, especially between NE 19th and NE 18th. We walk our son to the school bus stop every morning along 173rd and it is positively scary! (Interactive map comment on project S-827.4: Add a 5 foot wide sidewalk along the west side of 173rd Avenue NE from NE 19th Place to Northup Way)
- There are no sidewalks from Newport Way to the flashing red light going up the hill (I don’t know if the street has changed its name from 150th to 148th or is now Highland Drive). There is also no sidewalk on either side from the flashing light up the hill to Somerset Boulevard on some portions. In one area, the homeowners on both sides of this main artery have shrubbery that is out to the road so that there is no where for a pedestrian to walk except in this main arterial street. There are buses that run along this street. People should not have to walk in the street to get to the buses. (Email from Joan Waldeck, 10/18/07)
- “Excellent idea. This is a very dangerous route for pedestrians and cyclists with limited sight distance. This will be so helpful for people walking from the neighborhood downtown or to catch the bus.” (Interactive map comment on project S-855: Add a 6 foot wide sidewalk and a 4 foot planter strip on the north side of Main Street from 118th Avenue to 124th Avenue)
- “This project will make the entry to Wilburton Park much more gracious and safer than an open drainage ditch. Bus riders and schoolchildren will also benefit. Traffic volumes have increased so much along 124th, please consider a crosswalk or light to help the schoolchildren cross the street. Thanks! Great improvement!” (Interactive map comment on project S-856: Add a 6 foot wide sidewalk and a 4 foot planter strip on both sides of 124th Ave NE from Main St to NE 4th PL where not complete)

As noted, many of these comments address pedestrian safety concerns, particularly along school walking routes.

(ii) *Upgrade/Modify Pedestrian Signal Timing*: Shorter cycle lengths and longer WALK intervals generally provide better service to pedestrians. A recurring message from the public centered around the need to improve signal timing.

- “Can the City adjust signal timing to increase the time that walk signs are on to allow for slower and disabled walkers, and to change more quickly to the walk sign? Sometimes you have to wait for considerable time to cross.” (Letter from HDR employees, 2/11/08)
- “Improve the pedestrian experience in downtown. Five minute wait cycles at lights due to all the left-hand turn lanes are infuriating. It really de-motivates people from walking. Moving to a one-way street design for several key arterials in downtown will go a long way to alleviating this problem.” (Email from Sarah Phillips, 2/13/08)



Chinese Information and Service Center | 611 S Lane St. Seattle WA 98104 | T 206.624.5633 F 206.624.5634 cisc-seattle.org

Comment card #3

1. The traffic light turns so fast in many of the city area. Pedestrian cannot finish crossing and sometimes we need to run to cross the road. Its too dangerous for a senior!
2. There is only 1 bus service # 220 on the 140th Ave NE and this bus only run on weekdays. We cannot go out during the weekend. We hope we can get more service in that area!
3. I saw there so many bike riders use the pedestrian side walk and there is too dangerous for the pedestrian. Especially they are coming from opposite direction.
4. We hope we can have more side walk in the Bellevue area so that will be more enjoyable to walk and exercise around the city.

- “The traffic light that was installed at Main and 110th Ave. was set to block pedestrians crossing Main to the east side of 110th Avenue in order to prioritize vehicles turning from 110th east onto Main. In addition, the wait time delay on the west side is ridiculously long on west side. This setup strongly encourages unsafe jay walking to cross Main Street. This is just one of many examples of how the City prioritizes vehicle traffic flow over pedestrian access.” (Interactive map comment on project S-926: Add an 8 foot wide sidewalk and a 4 foot wide planter strip along the west side of 110th Avenue from NE 6th Street to Main Street where not complete.)

(iii) *Driver Education:* A number of people expressed concern about driver behavior. The public reported that automobiles tend to ignore pedestrian crossings if allowed a right on red and focus their attention more to oncoming traffic. It was suggested that increasing driver awareness would be helpful.



- “Cars don’t yield to pedestrians. Cars don’t stop for right turns on red and don’t look to see if pedestrians are in the crosswalk before turning. Cars don’t stop for pedestrians in mid-block crosswalks. Cars stop in the crosswalks at intersections, particularly when traffic is heavy (which is also the time when there are more pedestrians).” (Letter from HDR employees, 2/11/08)

Bicycle projects

Different types of bicycle facilities are appropriate in different situations, depending on surrounding land use characteristics, available right-of-way space, traffic volume, traffic speed and composition, on-street parking, roadway grade, etc. For these reasons, the city’s draft network plan is composed of a variety of different facility types that can realistically be implemented, and will appeal to bicyclists with varying levels of experience. The following represent some of the most critical needs of bicyclists commenting on the city’s draft network plan.

(i) *Network of Bicycle Routes:* A number of comments stressed the importance of developing a connected network of cycling routes through the city that provide safe and reasonably direct ways of traveling from destination to destination.

- “Bicyclists often face barriers to travel in the form of impassable highways, intimidating high-speed arterials, or geographical features. The establishment of a backbone of high quality North-South and East-West bicycle corridors that penetrate such barriers is essential for realization of bicycling as a mainstream transportation option. We are pleased to see that at present, the draft facilities plan includes this feature.” (Letter by Cascade Bicycle Club, 12/11/07)
- “One of the problems with the existing bike lanes that I see is the piecemeal nature of them. With the projects listed, I am concerned that projects will be completed as money is available rather than focusing on a specific corridor. For example, finishing the bike lane on 112th but not completing other projects that will link them to Lake Hills connector and beyond.” (Email by Matt Leber, 1/23/08)

- “Having attended your open house last week I was impressed by the scope and vision of your bike ped plan. As a commuter by bike I could not ask for anything more, but the devil is in the details! Please do not neglect the connections between bike routs at their junctions. For example, there are currently bike trails along Northup Way and NE 24th St, but their junction is badly neglected. Even the right turn from NE 24th to Northup Way going west, which should be easy, is bike-unfriendly, not to mention the left turn there, or the flow of the Northup Way trail across the northern part of 116th Ave NE.” (Email by Michael Kallay, 10/06/07)

As is noted in the bicycle corridors report which is included in the packet, the City is proposing that the bicycle network be regarded as a two-tiered system that consists of a “spine” and more local “community” routes and facilities. The spine of the system would be supported by a series of north-south and east-west priority bicycle corridors that directly link major origins and destinations throughout the City.

(ii) Coordination with WSDOT, King County, and Other Agencies: Several north-south and east-west priority corridors received special attention from the public. In the case of the Mountains to Sound Greenway, SR-520 Trail, and the BNSF Corridors there is a recognition that extensive coordination with other public agencies is necessary to realize the objectives of these major regional facilities.

By way of example, on the Mountains to Sound Greenway corridor, several organizations – Mountains to Sound Greenway Trust and the Bicycle Alliance of Washington and Cascade Bicycle Club – submitted letters to the City requesting that it consider prioritizing this connection as an important east-west corridor in the Pedestrian and Bicycle Transportation Plan. These letters, along with numerous emails, reflect a growing interest in having the City complete the “the Bellevue gap” in this regional facility.

- “The development of Bellevue’s new Pedestrian and Bicycle Transportation Plan presents a unique and important opportunity to fill a missing link in a regional Class I Type A Path that will link Bellevue citizens and people throughout the region to major population centers and 100 miles of recreational opportunities. The Mountains to Sound Greenway I-90 trail system currently begins on north Beacon Hill in Seattle and, with a few gaps, can take walkers, bicyclists and all non-motorized users through the Cascade Mountains to the Columbia River. Soon this trail will connect to Safeco Field and the Seattle waterfront and, under State Parks management, will go all the way to the Idaho border. The Bellevue gap is one of only five short missing links in this system and is approximately 1.9 miles long, from Factoria Boulevard to the existing Sunset Trail at 161st Avenue S.E.” (Letter from Mountains to Sound Greenway Trust, 10/23/07)

In response to this feedback, Staff are recommending that an existing project in the draft network plan be modified to include the entire Mountains to Sound Greenway Corridor, this project (B-256) is identified in more detail in the project list that is part of the packet.

(iii) Downtown Bicycle Circulation: Even the most experienced cyclists are uncomfortable sharing many of the Downtown streets with automobiles. The sheer volume and noise of cars, not to mention the unpredictability of motorists and the vulnerability of cyclists, creates conditions that are especially challenging for the lesser skilled or less confident cyclist sharing high volume travel lanes. It is because of these conditions that the public has responded favorably to the downtown bicycle projects referenced in the draft network plan.

- “Absolutely! This is a gap in one of the best north/south routes traversing Bellevue! This should be on the priority list.” (Interactive map comment on project B-221.2: Add a 5 foot-wide bike lane on both sides of 112th Avenue NE from NE 12th Street to NE 6th Street)

- “This is an incredibly good idea to improve east/west bicycle traffic. This, along with planned improvements on NE 12th, are my top picks among the projects.” (Interactive map comment on project B-245: Add a 5 foot-wide bike lane on both sides of Main St from 100th Avenue NE to 116th Avenue NE)
- “This is sorely needed. Please make sure the new NE 12th St bridge over I-405 has sufficient space for bike lanes – space for bikes on the 10th St bridge was left out due to limitations on construction near the hospital.” (Interactive map comment on project B-237: Add a 5 foot-wide bike lane on both sides of NE 12th Street from 100th Avenue NE to 124th Avenue NE)

A number of comments on the draft network plan expressed concern that the City’s vision “does not provide enough bicycle route penetration into and circulation within the heart of the downtown.” (Letter by Dennis Neuzil, 1/3/08) In response to this input, the City is proposing several new bicycle projects on a variety of streets: the NE 6th Street Extension, Main Street, NE 12th Street, 100th Ave NE, 112th Ave NE, and 114th Ave NE. These are described in more detail on the project lists and maps that are included in the packet.

(iv) More bicycle lanes: The public has clearly stated their preference for more marked bicycle lanes on streets in Bellevue.

- “I live in Seattle and bike to Microsoft as my normal commute. I would very much like to encourage you to ensure that all streets should have bike lanes added whenever they are built or repaired (when feasible, of course). For instance, a lot of work has been done over the last few years on 148th Ave NE, but it still doesn’t have a bike lane. That would be okay if there were nearby avenues with bike lanes, but 156th doesn’t have one and the one on 140th is incomplete. It just makes such a huge difference. My commute has become markedly safer since the new bike lanes on 145th SE were added so that bikes are separated from cars that are turning right. (I.e., the bike lane is painted in between the lane going straight and the lane for right turns.) Even though it is just a painted line, cars visibly obey it and give me much more room than they used to.” (Email by Mike Barnett. 1/18/08)
- “My company employs seven people, and half of us do some form of bicycle commuting. Having good access to bicycle trails and bike lanes is a key determinant about where we locate our business. We chose our current location because of its proximity to the 520 bike trail. However, we’ve been unhappy about Bellevue’s car-centric transportation approach, and we are considering moving our business to a more bicycle-friendly location. Specifically, we’d like to use our bikes to visit stores and restaurants in the 148th & 24th Overlake area, but there are no bike lanes and the streets are crowded with cars. It’s difficult to access stores and restaurants in this area, even by car, let alone bicycle.” (Email by Chris Williams, 1/18/08)

(v) Complete Streets Ordinance: Both of the established cycling organizations – the Bicycle Alliance of Washington and Cascade Bicycle Club –submitted letters to the City requesting that it consider adopting a complete streets ordinance. This does not pertain to any specific project on the network plan, but reflects a broader interest in having the City solidify its reputation as a progressive community looking to embrace sustainable solutions to its transportation issues.

- “In reviewing the transportation plan, I wanted to be sure you are aware of a movement around the nation called Complete Streets. Briefly, it’s a philosophy on transportation that ensures that all design, construction and maintenance efforts reflect an underlying belief that streets exist to serve all legal users – buses, trucks, bicyclists, walkers, as well as automobiles. Communities that embrace a complete streets approach take a more holistic approach to planning for current and future needs. As I understand it, much of what Bellevue already does might fall under this broad philosophy but it would enhance the approach and communicate it more effectively if the city were to legalize this position. You may know that neighboring cities such as Redmond, Kirkland and Seattle, have already taken steps to

officially adopt a Complete Streets approach: Redmond and Seattle with ordinances.” (Letter by Bicycle Alliance of Washington, 10/23/07)

- “We urge the Transportation Commission and City Council to join Redmond, Kirkland, and Seattle in adopting a Complete Streets ordinance. Complete Streets is a commitment to routinely accommodate the needs of bicyclists and pedestrians when roads are built or redeveloped, with some exceptions (like on limited access facilities or when there is a demonstrated lack of need). Complete Streets not a prescriptive policy – it does not mandate one type of facility over another – but it does require a project lacking any nonmotorized accommodation to be approved at a senior level.” (Letter by Cascade Bicycle Club, 12/11/07)

At the October 25 Transportation Commission meeting, staff received the following comments/questions from members of the Transportation Commission relating to the policy framework: questions and concerns about “complete streets” policy—is this a “straightjacket” for implementation? There was discussion and recognition that trade-offs often need to occur during the design process on every project based on more specific information, additional public involvement, etc.

**PETITIONS AND COMMUNICATIONS
AT TRANSPORTATION COMMISSION MEETINGS**

October 11, 2007

Mr. Marty Neislich, 312 West Lake Sammamish Parkway NE, said he serves on the board of the West Lake Sammamish Association. He said the group has appreciated the support the Commission has given to the West Lake Sammamish Parkway project and asked the Commission to continue supporting the important project. What Bellevue has invested in to date has worked very well; everyone gave up a little something to achieve something that works for all. The neighborhood is generally anxious to see the rest of the project move forward sooner rather than later.

October 25, 2007

Mr. Joe Coolidge, address not given, said it appears his property is targeted specifically for a trail to pass through it. No permission for such a trail has been given, and there is no easement in place that would allow it. He said he was present to learn more about the proposal.

Ms. Mary Descher, 5249 140th Avenue NE, said she is concerned regarding the same trail project. She said the Walk and Ride program does not seem to include horseback riding, something that is very important to the Bridle Trails area. Mixing bikes and horses on the same trails, however, is problematic. Bridle Trails State Park does not allow bicycles for that very reason.

Ms. Joanne Campbell, 12230 NE 36th, said the property behind her house is private property; it is not fenced off to allow school children to walk back and forth to Cherry Crest School. It has come as a very big surprise that the city wants to claim the property for use as a trail.

Mr. Steve Muleen, 12345 NE 39th Street, asked how much Seattle City Light has paid the city to build a road through his property. The proposed trail will benefit only Seattle City Light. Bikes and horses do not mix and it will not work.

Ms. Nancy Bennett, 13549 NE 54th Place, said the city appears to be planning to install an eight- to twelve-foot multiuse gravel path down the middle of her front yard and across the driveway and fountain planter area. Another trail is proposed for the south side of her property. She suggested the city would be hard pressed to find any homeowner willing to agree to such an arrangement. She said she and her husband moved to the Bridle Trails area for its rural character, and the proposed update to the ped-bike plan is unacceptable. The city should reevaluate the plan and include a survey of the areas affected, which should be sufficient evidence to understand that Bridle Trails has a sufficient number of pedestrian and equestrian trails. The city should keep in mind that many of the existing easements are pedestrian/equestrian easements, and that gravel paths are not conducive to horse riding. The area is called Bridle Trails, not Cycle Trails.

Mr. Darren Ferguson, 4649 137th Avenue NE, reiterated the fact that horses and bicycles do not mix on trails. Gravel trails are not suitable for horses. The trail that passes by his house is

only four feet wide and is often used by pedestrians; a wider trail is simply not needed.

Mr. Martin Nyslick, 312 West Lake Sammamish Parkway, spoke as a member of the board of the West Lake Sammamish Association. He said he has degrees in civil engineering, transportation planning, traffic engineering and systems engineering. He said he also has been involved in studying pedestrian and bicycle safety. Of most concern to the West Lake Sammamish community is the roadway shoulder on the lake side. In an ideal world, planners would be able to step forward with a list of exactly what is needed in terms of local streets, collector streets, arterials and freeways. The Parkway exists, however, in the real world as a designated arterial and functions as a residential street. Any attempt to put something meeting standards on the shoulder on the lake side will fail. The current proposal is the result of a very elaborate process; it is not an ideal solution, but it is what will work without creating liability for the city or the residents who live down over the hill.

Ms. Christina Digoni, co-owner of a property at NE 60th Street and 132nd Avenue NE, said the proposed bike path along 130th Avenue NE and 132nd Avenue NE appears to involve widening both sides of those roadways by ten to fifteen feet. The area is not conducive to bicycles because of the horses. To access 130th Avenue NE and 132nd Avenue NE one must come off of 124th Avenue NE, which is a very steep street; the alternatives of 116th Avenue NE, 140th Avenue NE and 148th Avenue NE are already set up for bicycles and are more attractive. It will be significantly expensive to widen 130th Avenue NE and 132nd Avenue NE because of the amount of right-of-way that would have to be obtained. Bridle Trails is a unique area and the city has spent thousands of dollars enacting a tree preservation ordinance; to put in the proposed trails and paths would require removing the very trees the city has fought hard to preserve. The area along 132nd Avenue NE between NE 60th Street and NE 70th Street is a virtual speedway; cars pass on both the right and the left and the bike lane has become a second traffic lane. One of the proposed trails runs through the middle of her property, for which there is no easement on record. The city should put its energies into bringing light rail to the area.

Ms. Dana Cappela, 13336 NE 55th Place, said it is disturbing that no one in the Bridle Trails area has received notice concerning any of the proposed trails. The trail proposed to go through the middle of her horse farm is not acceptable. Bridle Trails residents are on record asking the city with help in opening up the equestrian easements that have been in place for 40 years, but the response of the city has been not to get involved in what it deems to be a civil matter. Yet now the city is attempting to force trails onto private property, which is ironic. Bicycles and horses do not mix and any attempt to do so should be halted.

Ms. Linda Treese, 13807 NE 48th Place, said she is both a bicycle rider and a horse rider. She said her concern is the pathways proposed for 132nd Avenue NE and 134th Avenue NE. She said she rides her horse across 132nd Avenue NE which is dangerous enough because of the cars; adding bicycles will only exacerbate the problems. Horses are easily spooked by bicycles. The Bridle Trails community should be left in a more natural state.

Ms. Kaitlyn Hillary, vice president for strategy and marketing for Overlake Hospital Medical Center, 1035 116th Avenue NE, noted that the facility has been the hospital for Bellevue for more than 40 years. The mission is to provide medical excellence every day and the vision is to provide exceptional quality and compassionate care to every life touched. A new south tower has been opened to further the ability of the hospital to serve the local community and fulfill its mission and vision. The new emergency room is set to open in a week, and partner Group Health will open its specialty center in the summer of 2008. The hospital has worked with the city to facilitate the extension of NE 10th Street through the campus. The hospital is also working with the city and WSDOT to facilitate the addition of freeway ramps at NE 10th Street. The proposed braided ramp will improve traffic flow in the area. However, the hospital is not supportive of ramps at NE 10th Street as a standalone project; traffic studies show that absent additional key city and regional freeway improvements, ramps at that location will create unacceptable levels of congestion and traffic queues, causing major hospital access issues that could literally cost Eastside lives. The Bel-Red corridor study has several key projects that will be critical to the functioning of the NE 10th Street ramps project. Overlake supports, encourages and recommends in order of priority: extending NE 4th Street between 116th Avenue NE and 120th Avenue NE; widening NE 12th Street to the east of 112th Avenue NE to the east of 116th Avenue NE; improving the intersections at 116th Avenue NE and NE 12th Street, and 112th Avenue NE and NE 12th Street; implementing the 124th Avenue NE/SR-520 eastbound interchange; widening and realigning 120th Avenue NE between Northup and NE 4th Street; widening 124th Avenue NE between Northup and Bel-Red Road; and widening 116th Avenue NE north of NE 12th Street. The Commission was urged to make those projects the highest priority for funding and implementation. Traffic studies indicate that extending NE 10th Street east beyond 116th Avenue NE will only bring increased traffic to the area and cause additional gridlock; the project should be taken off the table.

Ms. Diane Tibelius, former chair of the West Lake Sammamish Association, noted that the organization opposed efforts made some ten years ago to include pedestrian/bicycle lanes on both sides of the roadway. The city eventually voted down the project, largely because of the concerns of the homeowners. In 2001 the Association went back to the city and asked that new ideas be developed for pedestrian/bicycle lanes acceptable to the community. A compromised was hammered out and a plan was developed to have a pedestrian/bicycle lane on the west side of the road. It was also agreed that there would be an unmarked four-foot shoulder on the east side of the road across which property owners with very steep driveways gain access to West Lake Sammamish Parkway. What concerns the community now is the language on the website that suggests the project has been changed; the wording should continue to make it clear that the shoulder will be unmarked.

Ms. Melinda Miller, 4285 137th Avenue NE, spoke regarding project M-631, the 136th Avenue NE powerline corridor trail. She said the project as proposed would run through many backyards, paddocks and barns where horses are kept and where some homes have septic tank drainage fields. She agreed with all those who said horses and bicycles do not mix well. Some

homeowners are concerned that having a trail crossing their properties will increase liability for them.

Ms. Alice Prince, 6021 136th Avenue NE, Kirkland, spoke as one of the founding members of the Bridle Trails Park Foundation which did not a notice of the project. The park ranger has not been notified yet, which is evidence of very poor handling of a project of such scope. The gravel pathway up 136th Avenue NE and the two 14-foot pedestrian/bicycle paths on 132nd are intended to bring bicycles to the park, but the fact is bicycles are not permitted in Bridle Trails State Park; there is a \$250 fine if they are caught. Bicycles already have a dedicated way on 116th Avenue NE, 140th Avenue NE and on 148th Avenue NE. Fifteen years ago someone on the Transportation Commission lied to the City Council by telling them that they had taken a survey and that most wanted a horse path on the east side of 132nd Avenue NE paved; the fact is that of the 76 people surveyed, 72 did not want the path paved. The Commission should not make the same mistake again. No one in the Bridle Trails neighborhood wants facilities that will encroach on the horse community.

Mr. David Plummer, 14414 NE 14th Place, spoke regarding the Bel-Red corridor study and recommended the Commission delay any approval of the staff recommendations for changes to the four plans until they provide completed drafts of the two plans that are going to survive. If staff would do that, both the Commission and the public would be better able to understand what the staff proposal is. Second, the Commission should delay any action of the staff-proposed changes to the four plans until the results of the Proposition 1 vote are known and certified, and until the DEIS for the Sound Transit East Link project is available in the summer of 2008, the report from the Light Rail Best Practices committee is available about May 2008, and the final version of the INCA Engineers five-percent design report is available in November 2007. The latter will have design data and cost estimates for the major road schemes being proposed by the city. The Commission should request the staff to provide an assessment of the impact on the Bel-Red corridor if Proposition 1 fails and no light rail line can be expected to come through the corridor. The staff should be directed to delete project R-13 from the project list; the project involves a scheme to change the intersection of SR-520 and 124th Avenue NE for which WSDOT has told the city it has no plan to implement the project. Staff should be asked to provide an assessment of the impact on the proposed rezone and development scheme without the proposed intersection improvements and without deployment of a light rail line through the corridor.

Ms. Lorretta Lopez spoke as co-president of the Bridle Trails Community Club. She noted that the Bridle Trails subarea takes in the entire area between 116th Avenue NE to 148th Avenue NE and NE 60th Street and NE 24th Street. She asked the Commission to allow the Bridle Trails community time to review the entire plan that is on the table. The community club did not receive adequate notice. At first blush it appears the projects within the plan will impact the Bridle Trails community, and that many of the projects are inconsistent with the subarea plan. She noted that community club representatives met with staff on October 23. The full community club membership will meet on November 29 and expects to gather consensus by

mid-December. A copy of an email by Bridle Trails residents Norm Hanson addressed to Senior transportation planner Franz Loewenherz, Assistant Director Kris Liljeblad, and Senior Planner Kevin O'Neill was submitted for the record. The idea of putting 10- to 15-foot multipurpose paths on either side of 132nd Avenue NE is simply not consistent with the subarea policies. The city should make sure that there is consistency before there is any additional consideration of the ped-bike plan. The Commissioners and staff were invited to walk each proposed trail to gain a better understanding of the inconsistencies.

Ms. Duce McClain, 13106 NE 38th Place, concurred with the statements previously made by Bridle Trails residents. She noted that the plan calls for curbs on several of the roadways, which is inconsistent with the subarea plan and the rural nature of the area.

Ms. Betty Lou Cappella, 5652 132nd Avenue NE, said the proposed powerline trail extends from Cantershire North to the King County trail. There was a staff member in the 1980s who put the trail on the map arbitrarily; the Bridle Trails CAC said the trail is not appropriate in that it cuts through horse pastures and encounters grades as much as 40 percent. The map should be corrected. She said her horse farm exists within an equestrian overlay, something that was done because the city wanted to protect the use. The powerline trail heads west along Cantershire and directly into the Bridle Trails State Park; a property that borders the trail was recently given to the state as an add-on to the state park. People who ride the powerline trail are headed to the park. The King County trail can also be accessed. She invited anyone who wants to see the trails up close to contact her and she will take them out on horseback. Ms. Cappella said she and a friend are currently in the process of walking around Lake Washington and has found the stretch through Bellevue to be very difficult to traverse. All of the various cities should get together to plan a decent walking trail around the lake.

Mr. Bob Wieler, 13421 NE 47th Street, said he cannot figure out why the trails through Bridle Trails are being proposed. There certainly is no neighborhood objective to be met by them. The neighborhood appreciates city help when it is offered, but in this case it is unclear who is supposedly being helped. If the criteria are safety, linkages and land use, none of the proposed projects should make the cut. The Comprehensive Plan speaks to neighborhood character, which the proposals do not further. The focus should be on the value of the neighborhood and its character.

Mr. Norm Hansen, 3851 136th Avenue NE, said he has been a Bridle Trails resident for more than 50 years. He noted that in 1990 the residents came to the city asking for safe places to walk and bicycle. As a result, the city has come through with projects on all of the major arterials; each of them now has an off-road asphalt path. Because the Bridle Trails area is not growing, there is excess capacity on most of the non-motorized facilities and there is no pressing need for additional capacity, with the exception of a short segment on NE 40th Street between 140th Avenue NE and 148th Avenue NE. Some of the trails shown on the maps represent a collection of ideas that go way back to the 1970s that no one ever wants to delete. The Bridle Trails Community Club intends to work closely with the community to develop a

list of facilities the community really wants. There is no shortage of trails in the area; there are 28 miles of trails within the state park alone. Considering the character of the area, what finally gets built should be reasonable and consistent with the plan for the area. The community is onboard with the notion of putting together a recommendation by mid-December.

Councilmember Balducci said she is very familiar with the West Lake Sammamish Parkway project, which is the culmination of a very long planning effort. The resolution formally adopted by the Council is as was described by the West Lake Sammamish representatives. The plan should mirror the adopted project. She allowed that she is not all that familiar with the Bridle Trails issues. She said she was somewhat surprised on October 23 to hear how deep into projects the process is given that there has not been an opportunity to set back and establish specific goals for the update. One suggestion made by Deputy Mayor Chelminiak and supported by Mayor Degginger is that the critical missing east-west and north-south links should be addressed first. If projects continue to be prioritized in the same way they have always been prioritized, the eventual results will be the same. The bar should be set very high. She encouraged the Commission to forward to the Council policy suggestions through her as Commission liaison. She commended the work done by staff on the big picture public outreach. Issues of notification to Bridle Trails have been raised and should be investigated, but the innovative work done for the project has been groundbreaking and very well received.

Mr. Bob Capella, 5652 132nd Avenue NE, suggested that if most of the people in the Bridle Trails community object to the projects and feel they will be of no benefit to them, and if there are adequate north-south corridors already in place on 116th Avenue NE and 140th Avenue NE, no purpose can remain for putting through such objectionable projects. Taking a 14-foot swath out of existing roadways could lead to future Councils concluding that the road itself should be widened. The potential corridor creep should be quashed.

November 29, 2007

Ms. Susanne Kagen, 36 Bridlewood Circle, Kirkland, spoke as president of the Lake Washington Saddle Club. She said there is no consensus in the equestrian community, much less the larger neighborhood community, about many of the projects being proposed. As the Commission continues its study, however, it should keep in mind the equestrian nature of the community and to continue to provide safe access for equestrians in the area. The addition of bike paths on 132nd Avenue NE would make it for more difficult for equestrians to access the park safely; the project should be reconsidered. The city should also seek to keep all easements and rights-of-way available. The equestrian community is willing to work with the city to help educate homeowners regarding the need for and the use of easements; the city's help is needed in educating property owners with regard to rights-of-way and opening them voluntarily. King County offers the equestrian community the opportunity to dedicate trail easements, which brings with it indemnity, and a large reduction in the property tax.

Mr. Don Prince, 602 136th Avenue NE, Kirkland, spoke as president of the Bridle Trails Park Foundation. He called attention to project B-302, the sidewalk on 132nd Avenue NE between NE 6th and NE 40th. He allowed that Senior transportation planner Franz Loewenherz has visited the area to see why the local residents are so concerned about adding more pavement along the edge of the park. He said the Bridle Trails Park trustees want the city to abandon the project. Bicycles, motorized vehicles and skateboards do not mix with horses, which is why the state does not allow them in the park. The park is the cornerstone for the Bridle Trails neighborhood. A few years ago the city did construct a paved pathway on the east side of 132nd Avenue NE; it is signed for use by pedestrians and bicyclists. It is not very horse friendly for people trying to come from the east side across the road and into the park, but it exists. Shortly after that went in there was an accident in which a horse and rider were struck; the rider was unhurt but the horse had to be euthanized.

Ms. Betty Lou Capella, 5652 132nd Avenue NE, suggested that more homeowners should be informed of the fact that King County will remove the liability risk from homeowners who choose to dedicate a portion of their property for an equestrian path, and that tax credits are available. She praised Mr. Loewenherz for being so easy to work with; she noted that he took her up on her offer to come ride the trail though he had never been on a horse before. The Bridle Trails community is very fortunate to have a 500-acre park for equestrians and pedestrians. She supported the recommendation of Mr. Loewenherz to delete from the list project M-631.

Ms. Loretta Lopez, 13419 NE 33rd Lane, spoke as co-president of the Bridle Trails Community Club. She thanked Mr. Loewenherz for both riding and walking the trails in the area, and the Commission for allowing the neighborhood more time to gather community input and develop a recommendation. Hopefully as the process moves forward the neighborhood will continue to be kept in the loop and involved.

Mr. Chris Serrato, 13530 NE 29th Place, said his is one of the horse properties to the south of NE 40th Street. He said he would like to see access opened where the powerline trail is blocked at NE 40th Street, making it difficult for horse owners to access the park without having to go on 134th Avenue NE.

Ms. Dana Capella, 13336 NE 55th Place, she is pro horses and has lived in the neighborhood for a long time. She voiced her support for retaining the equestrian nature of the neighborhood. Over the last 30 years a number of property owners have blocked access to trails on their properties, making it difficult for riders to reach the park. Horses and pavement do not mix because their metal shoes slip on the pavement.

Ms. Jill Sulzberg, 4433 137th Avenue NE, voiced her support for retaining the equestrian nature of Bridle Trails, and for having trails running throughout the area. She suggested, however, that the term “powerline trail” is being used rather indiscriminately. There are trails that remain open through a series of easements. Project M-361 in the ped-bike plan is actually the powerline trail; it exists because current and previous property owners have granted easements to the predecessor of Puget Sound Energy for the power distribution system. She questioned what authority the city has with respect to those easements. Anyone trying to walk the powerline from NE 24th Street to NE 60th Street will find it is really not a trail. The existing bridle trail and the powerline easement may in fact overlap in places, but there are two different things.

LETTERS

To: Franz Loewenherz, City of Bellevue	
From: Martha Wiley	Project:
CC:	
Date: 2/11/08	Job No:

RE: Pedestrian Issues in the downtown Core

HDR, Inc., has about 275 employees on four floors in the City Center Building at 500 108th Ave NE, and an additional 20 or so next door in a project office (numbers are approximate because we are adding new employees steadily). The employees mostly commute in from other locations (only about 7 live in or on the fringe of the downtown core), but they all spend a good part of each workday in the downtown Bellevue core. The company also has numerous visitors from other offices who typically stay in one of the hotels just SE of the downtown core and who walk up to the office and around town during their stays.

I asked employees, as pedestrians in the downtown core, what specific issues they have and what specific locations they would like to see improved. Some people provided photographs and comments, which are linked to a flickr map at:

<http://www.flickr.com/photos/concernedbellevuepedestrian/map/>

The employees identified the following issues in emails or verbally (verbatim written responses follow this summary).

Note: The following summary and verbatim comments are from a number of employees who are located in our Downtown Bellevue office. These are personal opinions and in no way represent HDR's professional transportation planning or traffic engineering judgment.

General:

1. Cars don't yield to pedestrians. Cars don't stop for right turns on red and don't look to see if pedestrians are in the crosswalk before turning. Cars don't stop for pedestrians in mid-block crosswalks.
2. Cars stop in the crosswalks at intersections, particularly when traffic is heavy (which is also the time when there are more pedestrians).
3. Can the City adjust signal timing to increase the time that walk signs are on to allow for slower and disabled walkers, and to change more quickly to the walk sign? Sometimes you have to wait for considerable time to cross.
4. Please consider scrambling (diagonal pedestrian crossings) at heavily used intersections, say at 8th at Bellevue Way, and at 8th at 108th.
5. Can we have exclusive pedestrian phases on downtown signals without having to push a button?
6. Please consider ADA requirements in sidewalks, crosswalks and signal timing in the downtown core, especially on streets with heavy vehicle use. If you don't think this is a big issue, rent a wheelchair and try to navigate the downtown core.

7. Some of the downtown buildings have great public pedestrian ways (the brick walk between the US Bank building at NE8th / 108th and 110th is lovely). Could the City provide a map showing where these off-street public ways are located?
8. Please provide more pedestrian only walkways at mid-block locations.
9. Even though crosswalks are minimal protection against drivers, it would be better than not to have them at all street intersections. Many intersections don't have any crosswalks at all.

Specific:

NE8th and I-405 ramps. Cars don't yield to pedestrians, particularly on the south side. There is a signal on the NW quadrant of this crossing that allows safe passage for pedestrians. Can the other on- and off-ramps be signalized also? This is an important corridor between the medical and retail/commercial areas east of 405 and the downtown core, and it's one of the most hazardous intersections for pedestrians in the city.

110th at the library. Can the City install a signal at this mid-block crosswalk? Cars don't stop for pedestrians in the crosswalk, and there are often children going to or coming from the library.

102nd at the QFC. Can the City install a signal at this mid-block crosswalk? Or possibly offer the florescent flags as in Kirkland? Also, on the east side of the street, not only are there no sidewalks, but cars are parking exactly where a sidewalk should be located. Can't the parking for those businesses be moved to behind the buildings and a sidewalk installed?

Main Street between 105th and 107th. There are no sidewalks here, and where there is a sidewalk (such as on the north side by the athletic store), it is way too narrow to be comfortable, and is further impeded by a fire hydrant, utility grate and sandwich board signs. Since the railing prevents pedestrians from moving into the parking lot, they are forced to move into the street to get by. On the south side of the street by 107th, vegetation intrudes into the sidewalk and 2 people can't pass by each other.

107th between Main and NE 2nd. Sidewalks are missing on the south side of the street.

NE 8th and Bellevue Way. This is a terrible intersection. The signal timing makes you wait way too long to cross, cars don't stop fully for the right turn on red and drivers don't pay any attention to pedestrians. About the only time I felt safe crossing here was during the Bush rally when there were hundreds of police around! The skywalks are a good idea, but how do you access them? Could there be signs at the sidewalk level that point the way?

105th and Main. Vegetation obstructs drivers' view.

108th at NE 2nd. Many pedestrians try to cross here. A crosswalk would be helpful.

108th midblock between Main and NE 2nd. Many pedestrians cross here. A crosswalk would be helpful.

NE 2nd west of 106th. Utility pole in sidewalk makes it hard for wheelchairs.

108th and NE 8th. Can the City provide a separated grade crossing at this intersection? The signal timing is very long for pedestrians, and having a separated crossing would improve traffic flow by eliminating the need for pedestrian phases.

Verbatim written responses:

I walk back and forth to work every day in Bellevue. At least once a week I see a legally crossing pedestrian almost get hit, or dodge cars myself. Of course the very worst area in around the mall especially at Bellevue way and 8th street, Bellevue Way and 10th is also very bad. Cars running the red lights in this area give the pedestrian very little time to safely get across the road. Cars take a lot of free rights without concern for the pedestrians in the walkways, they tend to be more concerned about beating the next car coming down the road than the fact that there are people legally crossing the street. Since I am responsible for bringing many people to Bellevue to attend training and meetings I always say. "You are pretty safe walking around Bellevue, so enjoy the City, unless of course you get hit by a car."

From personal experience anywhere that you need to cross NE 8th is taking your life in your hands regardless of what the lights say.

The crossings at NE 8th Ave. and the I-405 on & off ramps are pedestrian deathtraps.

One aspect that I think the City can definitely improve pedestrian safety is at unsignalized crosswalks. The particular one that I take is directly across from the Bellevue library on NE 10th St. I have found it very dangerous to try crossing it - cars simply do not yield to peds. I have joked that the only thing that the painted white crosswalk stripes do is prevent peds from getting a jaywalking ticket. Other than that, it's a game of 'Frogger' trying to get across. I know Kirkland has adopted a successful program to address this very issue - they provide fluorescent flags that peds carry when they want to cross any crosswalk. They are also tougher on enforcement.

One issue is when cars intending to turn right at signaled intersections don't come to a stop on a red or solid green. They sort of roll through them, and I've seen peds have to jump out of the way. Obviously a very serious matter, but I'm not sure how to address this one though!

If Bellevue truly wanted to be a livable, world-class city, they would add exclusive pedestrian phases to all of their Downtown traffic signals (the 3 to 4 second concurrent pedestrian phase is PATHETIC, and probably ample justification for an ADA lawsuit against the City). If they really wanted to live large, they would even encourage diagonal pedestrian crossings during the exclusive phases. Until they fix this stuff, the City is unlikely to be much more than a suburban office park on steroids. (Aren't you glad that you asked my opinion!)

1. Better connections between the office district (along 108th NE) and the commercial areas east of 405 (e.g. Whole Foods, medical facilities).
2. Pedestrian access to Home Depot/Best Buy from 166th (Auto Row). Today, only a slippery dirt path up the hill exists. A car is required to make this connection.

3. Pedestrian overpass to cross NE 8th at 108th, 110th or thereabouts. Pedestrians wait and wait in the spray and the noise when we could be passing overhead! Look into buying the church for a sweeping ramp, and a park on the corner.
4. In future, avoid allowing building down to the sidewalk as in the new condo on 8th @ 6th. Pedestrians are squeezed here and will avoid walking. Also we'll soon find that wind accelerates on a sheer wall and will blow spray onto peds.
5. 108th connects downtown with Bellevue Way, but has no sidewalk or bike lane for most of the stretch. This makes it nearly impossible to commute by bike from I-90. It's a very unfortunate situation from several standpoints.
6. Recent residential construction along Bellevue Way prevents future sidewalks on the west side. We're snookered, but over time these homes will prove too difficult to access and can be bought for better ped & bike routes to I-90.

What about the dysfunctional ped crossing at Bellevue Way and NE 8th St? It's nice that the mall put in ped bridges, but you have to wend your way through their buildings to get there.

My husband was walking in the crosswalk at the intersection by the post office, and a car rolled through the intersection without stopping and without noticing him (the driver was talking on a cell phone) and rolled right over his foot! Luckily there was no permanent damage done to his foot, and the driver did stop to see if he was OK. But this is ridiculous! We need better enforcement!

IMAGE 1



Sidewalk needed on 102nd NE north of NE 8th. [ConcernedBellevuePedestrian]

Map:



(coordinates: 47°37' 04" N, 122°12' 16" W)

IMAGE 2



Traffic queues across crosswalk on NE 8th at 102nd NE [ConcernedBellevuePedestrian]

Map:



(coordinates: 47°37' 03" N, 122°12' 16" W)

IMAGE 3



Traffic does not yield to pedestrians crossing NE 8th at 102nd NE despite WALK signal [ConcernedBellevuePedestrian]

Map:



(coordinates: 47°37' 03" N, 122°12' 16" W)

IMAGE 4



Crosswalk needed across NE 4th at 105th NE [ConcernedBellevuePedestrian]

Map:



(coordinates: 47°36' 50" N, 122°12' 01" W)

IMAGE 5



Signal timing is not conducive to efficient pedestrian movement. The signal often seems to malfunction as well, getting "stuck" on one phase. [ConcernedBellevuePedestrian]

Map:



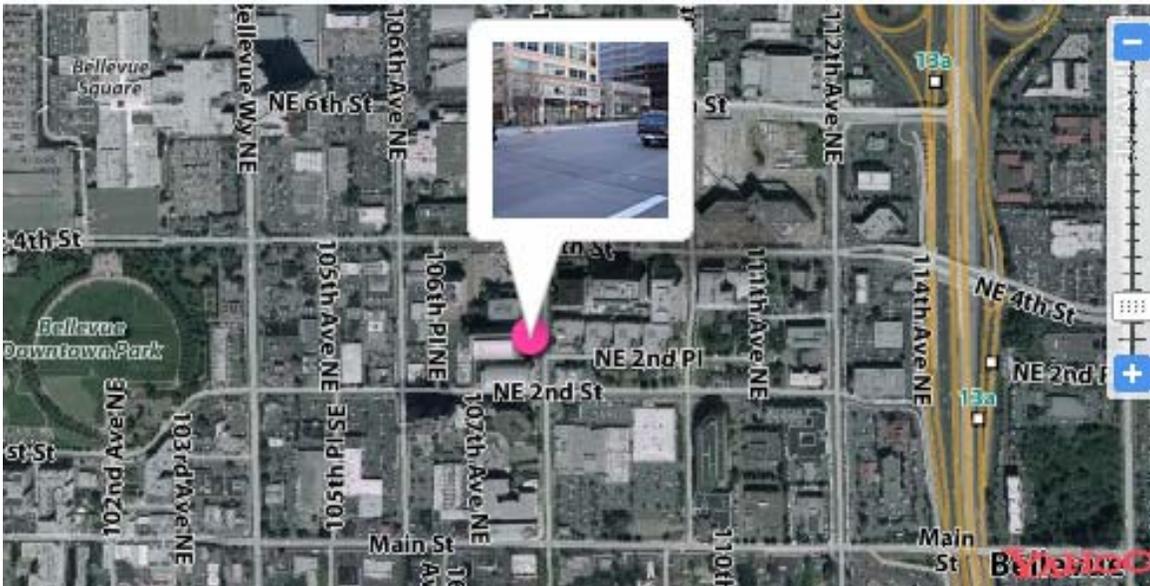
(coordinates: 47°36' 50" N, 122°11' 47" W)

IMAGE 6



Many pedestrians cross at this location. A designated crosswalk would be helpful. [Concerned Bellevue Pedestrian]

Map:



(coordinates: 47°36' 46" N, 122°11' 47" W)

IMAGE 7



Utility pole in sidewalk [Concerned Bellevue Pedestrian]

Map:



(coordinates: 47°36' 43" N, 122°11' 57" W)

IMAGE 8



Crosswalk needed across NE 2nd at 107th NE [Concerned Bellevue Pedestrian]

Map:



(coordinates: 47°36' 43" N, 122°11' 51" W)

IMAGE 9



Many pedestrians cross at this location. A designated crosswalk would be helpful.
[Concerned Bellevue Pedestrian]

Map:



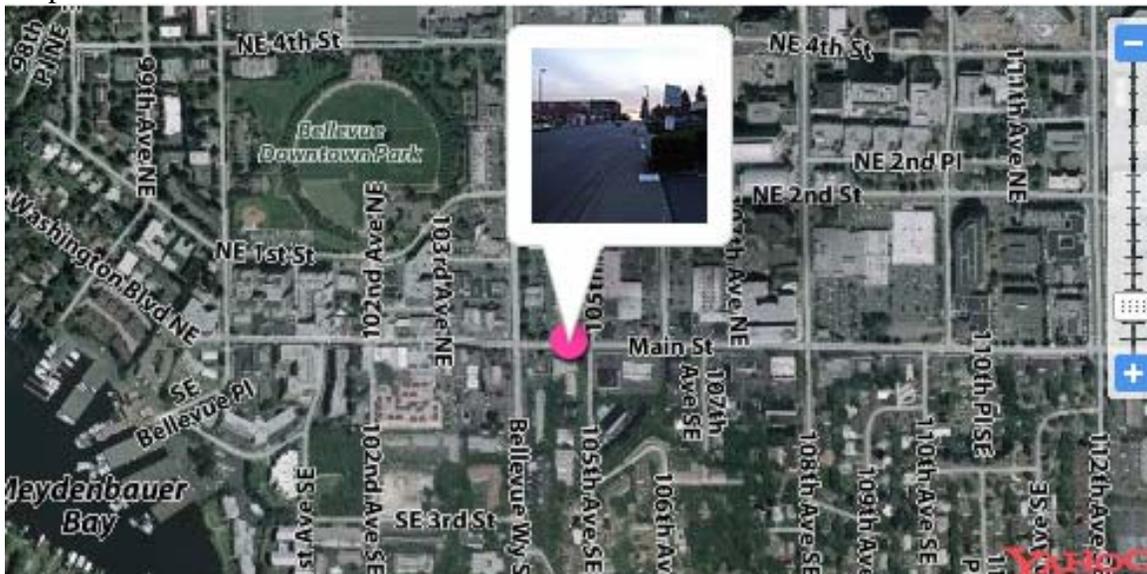
(coordinates: 47°36' 40" N, 122°11' 47" W)

IMAGE 10



Hedge on the SE corner of 105th NE and Main inhibits driver sight distance into the crosswalk, endangering pedestrians. High speed drivers accessing high school also endanger pedestrians [Concerned Bellevue Pedestrian]

Map:



(coordinates: 47°36' 36" N, 122°12' 02" W)

IMAGE 11



Sidewalk needed on Main St. across from 106th NE. Cars parked along the curb force pedestrians to walk in the street [Concerned Bellevue Pedestrian]

Map:



(coordinates: 47°36' 36" N, 122°11' 56" W)

IMAGE 12



The narrow sidewalk also contains a fire hydrant, utility grate, and a sandwich board sign, impeding access and forcing pedestrians into the road [Concerned Bellevue Pedestrian]

Map:



(coordinates: 47°36' 37" N, 122°11' 53" W)

IMAGE 13



ADA accessible ramp needed at NW corner of Main St and 107th NE [Concerned Bellevue Pedestrian]

Map:



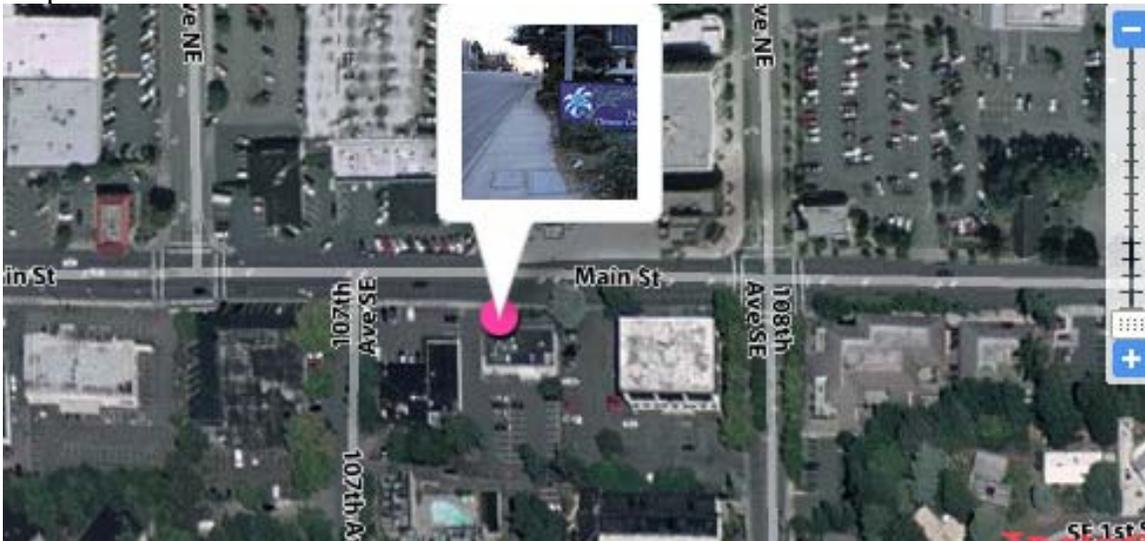
(coordinates: 47°36' 37" N, 122°11' 51" W)

IMAGE 14



The planter strip vegetation extends out into the sidewalk [Concerned Bellevue Pedestrian]

Map:



(coordinates: 47°36' 36" N, 122°11' 51" W)

IMAGE 15



Many pedestrians cross this location. A designated crosswalk would be helpful.
[Concerned Bellevue Pedestrian]

Map:



(coordinates: 47°36' 36" N, 122°12' 02" W)

*Compton Green Homeowners Association
Board of Trustees*

P.O. Box 70067, Bellevue, WA 98005

Franz Loewenherz
Transportation Department
City of Bellevue
450 110th Avenue NE
Bellevue, WA 98009

Dear Franz,

Thank you for presenting the proposed changes to the Bike/Ped master plan to our homeowners association meeting on February 13, 2008. Your timely response to our request is very much appreciated.

Background. Compton Green is a community of 120 homes just south of the Bridle Trails State Park. Compton Green contains extensive bridle/walking trails that are established by easement and CC&Rs for the benefit of the Compton Green homeowners. The trails are almost exclusively on private land or on land owned by the homeowners association.

Neither our homeowners association itself nor any of our trustees knew about the proposed Master Plan until the Bridle Trails Community Club meeting on January 17. As soon as we understood that the plan contained projects that would have a significant impact on our area, we arranged an open board meeting on January 22 to discuss next steps. We advertised our board meeting by a sandwich board and by placing a flyer in the kiosk for each home. The flyer detailed the possible changes – sidewalks and wider public trails, and some trails drawn through private land where no trails exist now. Our flyer urged all homeowners to view the city Bike/Ped web site and to expect a Compton Green Homeowners Association Special Meeting.

At the board meeting we agreed to hold the Special Meeting of the homeowners as soon as we could arrange for a representative of the city to present the city plans to us.

Jack Creighton and I attended the Transportation Commission meeting to request time to hold our special meeting so our homeowners could send their recommendations to the commission.

The February 13th Compton Green Homeowners Special Meeting. The meeting was advertised by a mailer sent first class to all 120 homeowners 14 days prior to the meeting, as is required by our CC&Rs. In addition, there was a sandwich board announcement on a prominent street intersection. Forty-seven individuals attended the meeting. The sign-in sheet showed that they represented 33 of our 120 lots.

You presented the city's plans for our neighborhood. You told us that the city does not want to build projects in neighborhoods that they community does not want, and that the city is not inclined to buy easements and would not propose taking by eminent domain.

The four projects that impact our neighborhood were discussed one by one, with time for homeowner discussion. You told us that sidewalks must be five feet wide because of ADA considerations. However, at implementation time the city would work with the neighborhood and might agree to sidewalks on only one side of the street. You indicated that lack of sidewalks has not resulted in safety issues. You said that if our trails became city trails, they would be widened, signage added, resurfaced, and put on city maps for anyone to use.

The homeowners voted almost unanimously to request that the city remove all four of the projects affecting Compton Green from the Master Plan. They agreed to discuss among themselves whether to build an informal path instead of city sidewalks.

Projects affecting Compton Green	We request removal of this project from the Bellevue Master Plan.
Project L-451 Project Limits: Trail system within Compton Green Description: Add a 2-6 foot wide pedestrian walking trail system within Compton Green	Yes
Project L-447.2 Street Name: Bellemeade to 134th Street Trail Project Limits: Pikes Peak Transmission Line 132nd Str corridor	Yes
Project L-449 Street Name: 132nd Ave Corridor Trail Description: Add an 8-12 foot wide multiple use gravel trail called the 132nd Avenue Corridor Trail connecting NE 24th Street to NE 36th Street	Yes
Project S-872 Street Name: 130th Ave NE//131st Ave NE/NE 36th St Description: Add a 5 foot wide sidewalk and a 4 foot wide fogline on both sides of 130th Avenue NE, 131st Avenue NE and NE 36th Street from NE 32nd Street to 134th Avenue NE	Yes

Next Steps. We understand that you will recommend to your department and to the Transportation Commission that all four projects listed above be removed from the master plan. Please notify us of your department's recommendation.

Sincerely yours,

 Mary Lynne Poole
 Secretary, Compton Green Homeowners Association Board of Trustees

Bellevue, WA
January 28, 2008

Mr. Franz Loewenherz
Transportation Department
450 110th Ave. NE
P.O. Box 90012
Bellevue, WA 98009

Dear Mr. Loewenherz,

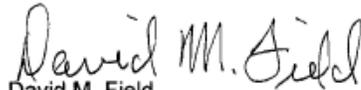
I was shocked when I recently discovered the Bellevue Pedestrian and Bicycle Transportation Plan. It looks like the City is proposing to impose a park, an extensive public bicycle and walking park, on the Pike's Peak and Bridle Trails communities. Public parks are not meant to be lived in.

Pikes Peak is a stable, relatively remote community. The proposed trails will create problems with unexpected consequences. I resent encouraging unknown numbers of strangers walking, biking close to my house. I wonder how the unexpected conflicts between bicycles, pedestrians, illegal motor scooters and motor bikes and horses on the plan's trails will be resolved. I object to the additional entrances and exits to Pike's Peak proposed by the plan and there contribution to security in the community. I am concerned about the disruption caused by future trail maintenance.

My particular concern is the Pike's Peak Transmission Line L-442 connecting N.E. 24th Street with Bridle Trails park. The proposal is to "add an 8-12 foot wide multiple use gravel trail". This proposal emphasizes my concerns. First, I object to the City dictating a use of my property, part of the proposed trail, without my agreement. I have lived with the problems of the existing privately owned trail area; noise and hazards from trail bikes, lost late night strangers wandering through my property, clandestine drinking parties with their debris left to be cleaned up, and dumping trash intended for the trash transfer station. These problems are now mostly under control. A prepared trail will bring their return.

I suggest the public gain from this proposal is negative considering the increased maintenance, security costs, and residents complaints. The status quo is represented by the comment, "We're fine, leave us alone".

Regards,



David M. Field
12305 N.E. 37th Street
Bellevue, WA 98005
Ph 425/885 4087

Date: 24 January 2008
To: Bellevue Transportation Commission.
To: Kevin O'Neill, Long Range Planning Manager.
Subject: Cover letter with two attachments.
Submitted: At Bellevue Transportation Commission meeting, 24 January 2008.
Reference: City of Bellevue Memorandum; dated January 24, 2008; to Transportation Commission; from Kevin O'Neill; subject Pedestrian and Bicycle Plan Update: Policy Framework

A) The following documents are submitted for the record and in accordance with PB-4 and PB-5 (page 9, "--neighborhood input and participation") of the reference memorandum:

- 1) This Cover letter.
- 2) (attached) "STATEMENT AGAINST THE 47th STREET TRAIL", dated 24 January 2008).
- 3) (attached) Letter dated December 17, 2007; to Mr. Franz Loewenherz, Bellevue Transportation Department; "Re: Project L-460, NE 47th Street Trail, 2007 Pedestrian and Bicycle Plan"; from James M. Wright, Lucille Hull Wright, Dr. Albert B. Paige, Dr. Ruth U. Paige.

The item 3) letter includes (but is not limited to) information addressing *safety issues* (TR-79.1, page 10), and *topography and other environmental factors* (PB-79, page 11) of the reference memorandum.

B) The following are comments to the reference memorandum. These are inspired in part by the experienced absence of contact with affected parties by Bellevue government staff while promoting projects with direct impacts on residents and on unauthorized use of private property.

The following changes to the reference memorandum are proposed:

Page 6, "New policies PB-4 and PB-5". For citizens' understanding of the policy, please expand and/or explain how "securing trail easements", "securing public non-motorized easements", and "converting private ones" will be done --as a policy. TR-84 doesn't help.

Page 8, PB-1. Retain the intent of the original second sentence: "Coordinate with community organizations."

Change the next sentence to: "Confirm individual project selection and concept prior to authorization, design and implementation by coordinating the concept, planning, development and funding of non-motorized trails and systems with direct contact to affected residents, property owners, community councils, neighborhood associations, community clubs, businesses, and other stakeholders."

Page 9, PB-4. In the first sentence beginning "Secure public --", add "legal" **between** "or" and the word "acquisition".

In the second sentence beginning "Consider each --", **change from** "--neighborhood input and participation in the design process." to "--neighborhood input and participation prior to the design process." (Note- the timing of design is too late for meaningful input.)

(Page 9, PB-4 continued)

The word "facility", as used in both PB-4 and PB-5, to me is meaningless in the context of the memorandum. Please be definitive.

Page 9, PB-5. In the second sentence beginning "Consider each --", **change from** "neighborhood input and participation in the design process." **to** "--neighborhood input and participation prior to the design process." (This is the same change proposed for PB-4.)

Page 12, TR-84. This item appears unnecessarily inclusive to all projects, large and small. Please define a policy or means for implementing exemptions to items of the memorandum that are unsuitable for particular projects. TR-84 is used as an example; there may be other items to which this comment applies.

Thank you for the opportunity to express my concerns.

Submitted by James M. Wright,
13435 NE 47th Street
Bellevue WA 98005

(425.883.0197)
(james.wright60@verizon.net).

Date: 24 January 2008
To: Bellevue Transportation Commission.
Subject: Statement against the NE 47TH street trail
Submitted: At Bellevue Transportation Commission meeting, 24 January 2008.

STATEMENT AGAINST THE NE 47th STREET TRAIL

As residents and property owners of the neighborhood to be subjected to the L-460 project (NE 47th Street Trail), we strongly object to the planned trail. This trail would threaten our safety, privacy, nature of the neighborhood, driveway accesses, liability responsibility, private use of our properties, and neighborhood use of adjacent road sides, while increasing our exposure to mail and identity theft. We protest the use of our tax dollars (through whatever channel) to contaminate our neighborhood and suggest that these funds be better applied toward true and appreciated benefits to the greater Bridle Trails community.

(End of statement)

Concurrence on record for the following. All addresses are Bellevue WA 98005.

Tom Firman	13220 NE 47 th Street
Lore Firman	13220 NE 47 th Street
Chris McKenzie	13225 NE 47 th Street
Jeff Cole	13225 NE 47 th Street
Adrian Klinkenberg	13240 NE 47 th Street
Georgia Klinkenberg	13240 NE 47 th Street
Richard Randall	13245 NE 47 th Street
Susan Randall	13245 NE 47 th Street
Paul Burckhard	13252 NE 47 th Street
Muriel Burckhard	13252 NE 47 th Street
Lisa Minice	13403 NE 47 th Street
Rich Minice	13403 NE 47 th Street
Lisa Wyler	13421 NE 47 th Street
Bob Wyler	13421 NE 47 th Street
Steven Kim	13431 NE 47 th Street
Jihee Kim	13431 NE 47 th Street
James Wright	13435 NE 47 th Street
Lucille Wright	13435 NE 47 th Street
Ruth Paige	13436 NE 47 th Street
ALbert Paige	13436 NE 47 th Street

January 3, 2008

Mr. Franz Loewenherz
Senior Transportation Planner
Transportation Department
City of Bellevue
P.O. Box 90012
Bellevue, WA 98009-9012

Re: Comments on bicycle elements of the “Network Plan Report” (draft circa 9/27/07) of Walk & Roll – 2007 Pedestrian and Bicycle Transportation Plan

Dear Franz:

I offer these comments based on my review of the referenced report and the public open house and your presentation (9/27/07) to the Transportation Commission.

My comments are in three groups below. **Part A** addresses additional network locations which I recommend as needing improved accommodation for bicycles (please see enclosed map showing numbered locations I have addressed). **Part B** addresses text and figures in the report. **Part C** comments on the importance of the prioritization and scheduling of the proposed improvements – a subject I assume will be addressed in the first draft of full plan report.

I have also enclosed a summary table I prepared of mileage for the city’s existing and proposed bicycle facilities, which I have found helpful to better understand the relative distribution of existing and proposed mileages among the 7 bicycle facility types addressed in the report.

A. Recommended Additional Locations Needing Improved Accommodation for Bicycles

1. Bellevue Way at SR-520 Interchange (see Location #1 on the enclosed network map).

I am pleased to see that the plan proposes bicycle lanes on Bellevue Way from NE 12th St to and through the 520 interchange. Please address as “early-action” (before the bike lanes are added) potential channelization and traffic control measures on Bellevue Way through the interchange to improve bicycle safety and comfort. This would give special to the ramp terminals and especially the high-speed eastbound –to-southbound off-ramp where bicycles are slowly climbing a steep grade and must cross an extended merge area..

2. 116th Avenue NE: NE 12th St to Northup Way.

This link is on the Cascade Bicycle Club’s “Recommended Central Puget Sound Region-Route Class Bicycle Network” and needs better accommodation for bicycles, especially southbound. The link provides the most convenient and direct bicycle to/from downtown and the 116th Ave medical services corridor to the 116th Ave NE bicycle route leading north from SR-520 into Kirkland, as well as access to and from the east on the SR-520 bicycle trail. Installation of shared lane pavement marking (“sharrows”) may be among beneficial measures. (See discussion of sharrows below.)

3 – 7. Downtown Bicycle Circulation

The draft network plan does not provide enough bicycle route penetration into and circulation within the heart of the downtown. East-west accommodation of bicycles is particularly lacking, especially linking citywide and regional bicycle access from the “Lake Washington Loop” corridor (112th, 114th, 118th Avenues, Lake Washington Blvd et al). Improved bicycle accommodation should reach westward to Bellevue Square (Bellevue Way). Links of particular interest include:

3. NE 10th St: 112th Ave NE to Bellevue Way.

4. NE 10th St: 112th Ave to 116th Ave via the proposed extension of NE 10th across I-405.

5. **106th Ave NE:** NE 12th St to Main St.
6. **NE 6th St & pedestrian mall:** 110th Ave NE to Bellevue Way.
7. **NE 4th St – NE 5th St corridor:** 100th Ave NE to 106th Ave NE.

I am pleased to see the much-needed proposed bike lanes for the downtown crossings of I-405: Main St, NE 8th St and NE 12th St, and the wide outside curb lane extension of NE 6th St to the BNSF right of way (future rail trail) with wide outside curb lane (Type E map), although why can't bike lanes be provided on the proposed new segment east of the I-405 median?

8. 148th Avenue: SR-520 interchange to Bel-Red Rd.

Is there adequate accommodation for bicycles along the sidewalks crossing this challenging interchange ramp environment linking the Bel-Red corridor to the SR-520 Trail?

9. NE 24th St: 148th Ave NE to Bellevue-Redmond (Bel-Red) Rd.

This "missing" bike route corridor link is located in the city of Redmond, but it is included here to help emphasize the need for integration and coordination of city of Bellevue and city of Redmond non-motorized system development.

10. NE 24th / Bel-Red Rd / 156th Ave NE "the triangle" intersections.

Address improved channelization and traffic control for bicycles.

11. NE 15th / NE 16th / Bel-Red Rd Corridor west access to Crossroads.

The proposed bike route improvement concept along the 15th/16th St corridor across the "Bel-Red district" from NE 12th St east to near 140th Ave is excellent, but there is a great need (and potential opportunity) for it to be extended eastward across 140th Ave NE and across Bel-Red Rd to tie into the proposed 15th St trail running eastward past 156th Ave. This route might consist of both local residential streets and new short trail links. It would provide a much-needed low-traffic volume and gradient-friendly east-west bike routing between downtown, the adjacent medical zone along 116th Ave NE, Crossroads, and points east.

12. West Lake Sammamish Parkway (WLSP).

The report's map "Type C Bicycle Facility: Bike Shoulder with Fog Line" shows a proposed bike shoulder with fog line in both the northbound and southbound direction of WLSP.

I strongly support that improvement!

Hopefully this is a proposed change in city's position regarding improvement plans for WLSP. Prior to the report's release it was my understanding that the city's adopted WLSP improvement design concept did not provide a bike shoulder in the southbound direction; rather, southbound bikes are allowed to share the proposed "Type A off-street path" along the south side of the roadway with pedestrians as well as any bicyclists desiring to use that trail for travel in either direction. I think that adopted design is very unsafe and unwise and hope that it has indeed been superseded by the provision of a separate, uni-directional southbound bike shoulder with fog line in addition to the northbound bike shoulder with fog line.

13. Lake Hills Connector / Richards Road intersection.

This intersection needs improved channelization and traffic control for bicycles – especially in the Connector's eastbound through movement. For the latter, the recent rechannelization which removed an optional through/right movement (adjacent to a right-only-to-southbound-Richards lane) appears to reduce hazard to experienced eastbound through bicyclists not wishing to use the indirect "island-hopping path" for making the through movement. Despite that revision and the re-channelization several years ago there remains the need for a nominal 5-ft wide shoulder for eastbound through bikes adjacent to the through/right-turn island and also at the east exit of the intersection, where a bike shoulder presently begins again east of the curbed corner.

14. Bellevue Way SE / 108th Ave SE intersection.

15. Bellevue Way SE / 112th Ave SE intersection.

These two closely-spaced intersections should be provided with improved, coordinated channelization and traffic control for bicycle movement – especially for bicyclists traveling to or from the sidewalk along the east side of Bellevue Way south of 112th Ave. Bellevue Way south of 112th lacks on-road accommodation for bicycles, carries a high volume of traffic with a speed-limit of 40 mph. Accordingly, many southbound and northbound cyclists there use the 7-to-8-ft wide sidewalk along the east side of the street (there is no sidewalk on the west side). Southbound bicycles originating at the Bellevue Way / 108th Ave intersection destined south on Bellevue Way to use that sidewalk must make an often-challenging weave to the left turn pocket at 112th Ave. There they turn left on to a very narrow, sharply-jogging path across the landscaped northbound through/ right island to cross high-volume, high-speed right-turning traffic flowing to 112th Ave – a traffic movement long characterized by frequent occurrences of motorist “failure-to-yield” to both bicycles and pedestrians crossing the turning roadway.

The bicycle movement northbound from that sidewalk through the two intersections also faces the hazardous crossing of that right-turn movement and as well as a challenge to enter the Bellevue Way roadway as the cyclist proceeds northward.

16. I-90 Trail crossing 118th Avenue SE (Lake Washington Blvd).

The I-90 Trail (Mountains-to-Sound-Greenway corridor) and the “Lake Washington Loop” (here carried by 118th Ave SE) are among the most important and high-volume regional-class bicycle routes in central Puget Sound. Their jogged junction here under the I-90 bridge includes several major deficiencies: narrow bike shoulders hard adjacent to guard rails in the darkness under the bridge; sight-distance-impairing bridge columns; the narrow substandard I-90 trail alignment along the west side of 118th which includes a “blind”, narrow, one-way travel pinch-point; and a trail crosswalk of 118th of marginally adequate sight distance to the north on 118th; and tightly kinked approaches to the crosswalk with insufficient storage and maneuver area for trail users approaching and waiting to cross 118th. Bicycling movement to/from both directions on 118th to both legs of the trail is awkward and/or hazardous.

Low-cost measures such as improved traffic control and guide signing, markings and street lighting should be considered for early-action implementation in advance of necessary geometric, alignment, and structural improvements needed here.

17. I-90 Trail / SE 36th Street at Factoria Blvd / Richards Rd / I-90 Eastbound Off-Ramp.

The I-90 Trail segment coming eastward from Seattle currently ends at the Factoria Blvd / SE 36th St intersection (Richards Rd becomes Factoria Blvd at I-90). The I-90 bicycle and pedestrian trail is a principal component of the Mountains-to-Sound-Greenway corridor under development from Seattle to eastern Washington; both interim and permanent segments of the trail are in place in several locations in east Bellevue and beyond.

This is one of Bellevue’s highest-volume intersections and has large turning movement volumes. The Trail approaches the intersection adjacent to the off-ramp and ends at the southwest corner. SE 36th St, with its bike shoulders climbs steeply eastward. Specific major hazards and inconveniences for bicycle traffic are: Through east-west bicycle movement in both directions conflicts with traffic turning right on right-turn-on-red from the off-ramp. Ramp vehicles turning right on green conflict with eastbound bikes. Through bicycles westbound on 36th to the trail’s sidewalk “corner entrance” have to make the entry from the right-most lane of a dual left-turn lane – a sweeping left turn followed by a peeling off to the right to enter narrow curb ramps not well aligned for the movement – and all the while watching for last-second potential conflict with right-turn-on-red vehicles from the off-ramp usurping the bicyclist’s right of way.

Immediate-action improvements should include regulatory traffic signing and/or signal phasing changes to eliminate or reduce bike conflicts with ramp right turns; trail crossing warning signs – especially on the off-ramp approach; and highly visible bicycle route destination guide signing on all approaches. The Mountains-to-Sound-Greenway Trust’s recent recommendations to the City for closing the Trail’s gaps in east Bellevue include constructing

the Trail along the north side of SE 36th Street to Eastgate. I strongly recommend grade separation of the trail here be included in that construction. Topography and roadway features appear reasonably favorable to align the trail over the off-ramp and utilize I-90 bridge widening or a separate trail bridge adjacent to the I-90 bridge to cross above Factoria/Richards Rd and connect to the MTSG-recommended trail along the north side of SE 36th St. Trail connections to the surface streets and sidewalks can readily be maintained.

18. 118th Ave SE (Lake Washington Blvd) / Newport Key intersection.

This location is on the regional-class “Lake Washington Loop” bike route. The I-405 Trail ends at the southwest corner of this T-intersection. Bike lanes begin on the north leg of 118th Ave. To reach the northbound bike lane, northbound cyclists must make an awkward movement crossing 118th Ave. During the PM rush hours, traffic often backs up through this intersection from the Coal Creek Interchange, creating sight distance impairment and hazard for the northbound bicycle movement. The City should provide traffic signing and bike crossing markings improvements to reduce this hazardous conflict. Consideration should be given to placing 118th Avenue under STOP-sign control, creating an all-way stop controlled intersection.

19 – 22. Mountains-to-Sound-Greenway Trail Links. (Also see Location 17):

19. SE 36th St: Factoria Blvd (Richards Rd) to 150th Ave SE.

20. SE 37th: 150th Ave SE to beginning of proposed (B-256) new trail link along south side of I-90 from vicinity 160th Ave to SE Newport Way at 164th Ave SE.

21. Extension of Trail from vicinity 164th Ave SE east to vicinity SE 42nd Pl.

22. West end of Sunset Trail: I-90 pedestrian bridge to West Lake Sammamish Pkwy.

The Mountains-to-Sound-Greenway Trust (MTSGT) has recently recommended to the City the completion of the missing links in the I-90 Trail system component of the MTSG. A paved multiuse trail of 10-feet or greater paved width is proposed beginning at the current end of the trail at Factoria Blvd and running eastward along the north side of SE 36th Street to the curve near the southwest quadrant’s ramps of the 148th-150th Aves interchange, and then following a new independent alignment to the 150th/SE 37th St intersection at 150th Ave SE (see Location 19 are enclosed map).

Eastward from 150th Ave SE the trail would follow SE 37th (which here serves as an I-90 frontage road) to the City’s proposed (B-256) trail adjacent to or in the I-90 right-of-way from roughly 160th Ave SE to the 164th Ave / SE Newport Way intersection. MTSGT proposes that the City’s proposed trail segment be extended eastward along the I-90 right of way and then climb to the SE Newport Way right of way in the vicinity of SE 42nd Pl. (see Location 21). From the latter the trail would be built along the north side of SE Newport Way eastward to the WLSP / Lakemont Blvd interchange, and ultimately eastward into Issaquah along I-90.

An alternative routing – short-range/interim -- and possibly permanent -- for the trail eastward from the 148th-150th interchange would utilize the existing I-90 trail crossing just west of 150th Ave to reach SE Eastgate Way and then follow Eastgate Way eastward to the west end of the Sunset Trail adjacent to the north side of I-90. That trail terminates at WLSP. The old, easternmost segment (Location 22) of the Sunset trail is narrow and has substandard switchbacked alignment and other tight curves and needs and should be upgraded.

It is recommended that construction of the recommended MTSG I-90 trail links such as the segment along SE 36th St should not eliminate existing on-street bicycle facilities; the latter should be maintained, and improved where improvement is needed, such as in the vicinity of the 148th-150th Aves interchange as SE 36th St curves to become SE 37th St.

23. SE 37th St “Tunnel” under I-90.

Improved accommodation for bicycles are needed in the long, dark tunnel that carries SE 37th as it bends northeasterly to pass under I-90 to reach the Eastgate Way / SE 35th Pl. intersection.

Improvements for bicycles here were recommended in the city's adopted 1999 Pedestrian and Bicycle Plan and a few years later in 2002 in the city's Eastgate – I-90 Corridor Study.

B. Comments on Report Text and Figures

Page 7: Bicycle Path (Class I) --Off-street Bicycle Paths.

The text needs to clearly state here that this facility-type is paved.

Page 9: Type B: Bike Lane.

The bike lane widths list should be revised for the parking-permitted case. The total width of the shared bike lane and parking area at 11-ft width for no-curb-present, and 12 ft width with a curb present is substandard in that the door-zone (fully opened driver-side car door) encroaches on half of the bicycle's travel "path". Both WSDOT and AASHTO's use of those dimensions are dated and need updating: door-zone is virtually eliminated by providing a full-standard bicycle lane by using 14 ft (no curb) and 15 ft (curb present).for the shared bike lane/parking area.

Page 11: Bicycle Lane Cross-section Figure.

The cross-section drawing shows a vacant, narrow marked striped lane/channel narrower than an auto travel lane inserted between the bike lanes and the auto lanes. What is that channel?

Page 13-14: "Sharrow" markings.

.The City of Bellevue should keep posted on the performance of the City of Seattle's recent first installations of sharrows under the early-action program of recently adopted Seattle Bicycle Master Plan. Some "test" installations of sharrows might be made now in Bellevue. Sharrows can be used as both interim improvements (e.g., prior to the addition of bike lanes) and as permanent measures. Some candidate locations are: 100th Avenue NE; Bellevue Way north of NE 24th Street and between SE 6th St and 108th Ave SE; 116th Ave NE from NE 12th St to Northup Way; and some downtown streets.

Page 18: Cross-section Figure for Type D: Shared Shoulder with Fog Line.

A parked car should be added to the cross-section sketch to better demonstrate what the bicyclist encounters with this bicycle facility type.

Page 19: Type E: Wide Outside Lane without Fog Line.

The photo used here is not a particularly good location to use since the wide outside lane here quickly ends a short distance ahead just beyond the bridge. A better location is Bellevue Way SE south of SE 8th St. Additionally, clarify in text and the cross-section sketch if this treatment applies only to the No-Parking case.

Page 21: Type F: Shared Wide Outside Lane.

A parked car should be added to the cross-section sketch to better demonstrate what the bicyclist encounters with this bicycle facility type.

Mileage by Facility Type Table needed in the Report.

A table should be added to the report which summarizes network mileage by bicycle facility type for three cases:

1. Current (see my enclosed version of this table component).
2. Proposed new facilities (see my enclosed version of this table component).
3. Net mileage assuming all the proposed improvements are implemented. This recognizes that some existing facilities will be replaced with a proposed (different) facility type.

C. Final Comment

The Network Plan Report includes many much-needed bicycle facility improvements. Many of the proposed improvements are carried over from both the 1993 and 1999 Bellevue Pedestrian and Bicycle Plans. Progress in implementing the bicycle component of those plans has been much slower than for the pedestrian plan component.

It is my hope that the 2007 plan will include an aggressive implementation schedule for the bicycle component of the plan. Recognizing the considerable funding challenge these plans have faced, it is important that the improvements be carefully prioritized and to consider interim or stage development implementation of improvements for some locations. The City has very effectively demonstrated interim and staged improvements at locations such as 100th Ave NE north of NE 12th St, and 140 Ave NE/ SE and 145th Ave SE.

I look forward to receiving the full draft plan report.

Sincerely,

Dennis Neuzil, Dr.Eng., P.E.

Enclosed:

- *Annotated colored network map from the referenced report, 11x17.*
- *Table of mileage of City's existing and proposed bicycle facilities.*

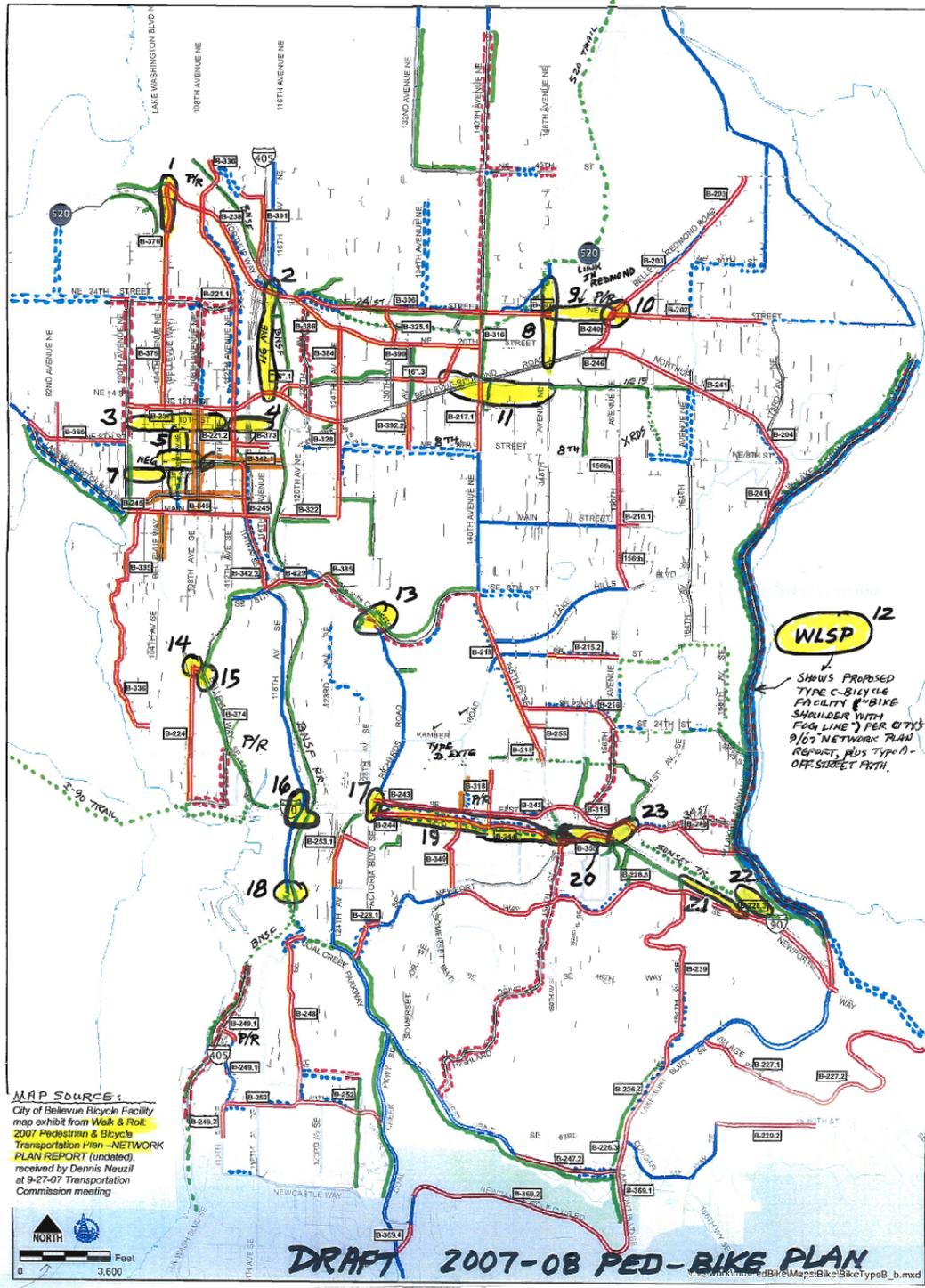
**City of Bellevue
Mileage of City's Existing and Proposed Bicycle Facilities (1)**

Bicycle Facility Type	Facility Name	Existing Mileage	Proposed Mileage	Net Future Mileage (2)
A	Off-Street Path (paved, multi-use)	11.17	39.03 (55 projects)	
B	Bike Lane	44.59	102.10 (72 projects)	
C	Bike Shoulder with Fog Line	32.90	32.17 (22 projects)	
D	Shared Shoulder with Fog Line (3)	55.25	4.69 (8 projects)	
E	Wide Outside Lane without Fog Line	17.27	4.98 (5 projects)	
F	Shared Wide Outside Lane (3)	28.68	4.97 (4 projects)	
TOTAL		189.86	187.94 (166 projects)	

(1) Source: Mileages taken from summary data in the bicycle network facility map series for Type A through F Bicycle Facilities in "Walk and Roll: 2007 Pedestrian and Bicycle Transportation Plan – **NETWORK PLAN REPORT**" (undated report presented at the 9/27/07 city open house and Transportation Commission session presenting the draft network facility maps and projects).

(2) Net future total system mileage by facility type assuming all of the "proposed projects are implemented is not quickly available from the facility maps owing to replacement of some existing facilities with another facility type. For example, some existing Types C thru E are slated for replacement with Type B – Bike Lanes; some Type D, E, and F will be replaced with another class of facility; etc.

(3) The **shoulder** is used by pedestrians (no adjacent sidewalk is present) and/or on-street parking is permitted.




 Recommended additional locations needing improved accommodation for bicycles
 Dennis Neuzil, Dec. 30, 2007

Composite Posting of Selected City of Bellevue Bicycle Facility Types: Posted By Dennis Neuzil, Nov 19, 2007

Proposed	Existing	Type
		A Off-Street Path (paved multi-use trail)
		B Bike-Lane
		C Bike-Shoulder with Fog Line
		E Wide Outside Lane without Fog Line *(Only "Proposed" Facilities are posted for "E")

December 17, 2007

Mr. Franz Loewenherz
Bellevue Transportation Department
450 110th Ave. NE
P.O. Box 90012
Bellevue, WA 98009

Re: Project L-460, NE 47th Street Trail, 2007 Pedestrian and Bicycle Plan

Dear Sir,

This letter voices our objection to the planned intrusion onto our property. The proposed trail, if extended east from the current cull-de-sac at the east terminus of NE 47th Street, would transverse one or both of our properties which are identified below. In awareness of our property protection and rights, we deny use of or access to our property for a public trail, pathway, or similar use, and forbid trespass for planning or other purpose.

Notwithstanding our position as stated above, this proposed trail segment on our property, while well-intentioned, is ill-considered. Referring to the report "*2007 Pedestrian and Bicycle Transportation Plan Policy Framework*" presented to the Transportation Commission November 29, 2007, in the section titled "*Prioritization Framework*" two of the objectives of this framework are stated as "Evidence- based" and "Consistent and Fair". The undersigned are original residents of these properties for more than 30 years and are more informed than anyone else of the conditions on these properties. In accordance with your guidelines, we present the following evidence that the proposed trail segment is inconsistent with safety and environmental protection, and unfair to the character of our properties and to the neighborhood.

The proposed trail segment would be:

UNSAFE. The trail would need to pass between our two driveways where now legally exists a grated, underground power vault facility with transformer and service to near residences, as well as neighborhood communication distribution facilities. These facilities would be a potential danger to path users. More so, in encouraging public access there is a higher hazard of disrupting these utility services to those of us as elderly residents who critically depend daily on these services for occupancy of our house. Also, we fear for our safety and property from increased exposure facilitated by public use of our property by unknown and uninvited persons.

ENVIRONMENTALLY DAMAGING. The pitch of the cul-de-sac roadway results in water drainage eastward where it is now absorbed as it enters our properties. A trail extending eastward from the cul-de-sac would carry a portion of this drainage downhill initially in a moderately steep pitch. It is probable that trail use would compact the under soil and prevent water absorption, resulting in water flow down the trail pitch with potential erosion and under mining of

Page 1 of 2

adjacent major conifers. Such water flow would then pool over trail compacted soil (probably unhealthy) between terrain rises. This typically results in trail users skirting the wet area for dryer passage outside the trail boundary with additional native vegetation destruction - as seen on adjacent property with the same soil and terrain conditions. Additionally, this proposed trail would destroy native vegetation in a habitat used by local wildlife and resident as well as migrant/transitory birds.

UNNECESSARY. At NE 60th Street, Bridlecrest Trail is a nearby, long time existing trail, well marked and constructed, wide in width, fenced for public use, and available for non-vehicle multiple uses. It already runs eastward from 132nd Avenue NE and Bridle Trails State Park, and makes a redundant NE 47th Street trail unnecessary.

UNWANTED . We view the proposed redundant NE 47th Street trail motivated only as a step toward urbanization of our semi-rural community, a direction not wanted by the undersigned and not wanted by others of the neighborhood and wider community in discussions on this matter. We see the proposed trail as an infringement and degradation to our property and neighborhood character. We also object to the trail proposal because of other negative issues not disclosed and unwanted such as parking, liability and insurance burdens, unwanted signage, privacy loss, potential lighting pollution, and absence of dedicated budget for follow-on trail cleanup and maintenance.

We request that planning for the subject trail cease, and that this project be withdrawn from the transportation plan.

A reply by letter to this correspondence would be appreciated.

Thank you for the opportunity to express our position.

Sincerely yours,

*James M. Wright
Lucille Hull Wright*

James M. Wright
Lucille Hull Wright

13435 NE 47th Street
Bellevue WA 98005

*Albert B. Paige
Ruth U. Paige*

Dr. Albert B. Paige
Dr. Ruth U. Paige

13436 NE 47th Street
Bellevue WA 98005



December 11, 2007

City of Bellevue Transportation Commission
PO Box 90012
Bellevue, WA 98009

Re: WALK AND ROLL 2007: DRAFT BICYCLE FACILITIES NETWORK

Dear Bellevue Transportation Commission members:

On behalf of our members, thank you for your consideration of our comments on the Walk and Roll 2007 draft facilities network. Cascade Bicycle Club is North America's largest local cycling organization, with 7,400 members in the Puget Sound region and over 500 in the City of Bellevue. Our mission is to build better communities through bicycling, which we do through our safety, education, and advocacy programs.

We are pleased that the City of Bellevue is exploring ways to diversify its transportation network through this update to Bellevue's nonmotorized plan. It could not come at a more opportune time, as Bellevue's growth lends urgency to the need to broaden the range of mobility options available to residents. The automobile has served most Bellevue residents well enough to date, but as more people choose to live and work downtown and in other development hubs, the need for quick, reliable transportation that is not subject to congestion will grow. Bicycling and walking emerge as the most convenient, affordable modes when trip origins and destinations grow closer together. Major cities across the country are investing in nonmotorized transportation, including Chicago, Portland, New York, Seattle, and San Francisco. Among other benefits, bicycling:

- Increases roadway and parking capacity through efficient use of space
- Adds life to city streets
- Puts more "eyes on the street," improving security
- Improves public health through reduced pollution and increased exercise
- Reduces fuel and other automobile-related expenses, keeping more money in the community

Now, before this wave of development crests, is the time to implement a diverse network of transportation infrastructure in Bellevue.

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PO Box 15165

36.522.2407

Seattle Washington 98115



Positives

Full range of treatments

The 2007 Walk and Roll draft facilities map is a good first step toward a Bellevue that realizes the promise of human-scaled transportation options. We like the fact that the plan features a full family of bicycle facility types, from striped shoulders to separated multiuse paths. While full bicycle lanes or paths may be the ideal choice on certain routes, low-level facilities are sometimes necessary in the interim.

Deficient regional routes addressed

We applaud the plan's inclusion of the regionally significant bicycle routes that currently fail to meet cyclists' basic needs. The roads with failing segments, as identified by Cascade Bicycle Club's *Left by the Side of the Road* report (available on our website at www.cascade.org), are:

- Northrup Way between Lake Washington Blvd and 116th Ave NE
- 112th Ave NE between NE 8th St and NE 12th St; NE 12th St between 112th Ave NE and 116th Ave NE
- 140th Ave NE between Bel-Red Road and NE 60th St
- SE Newport Way between 138th Ave SE and the bridge at approx SE 42nd Pl
- West Lake Sammamish Parkway between NE 24th St and I-90

The improvement of these routes is a top priority for the Cascade Bicycle Club.

Plans for key north-south and east-west corridors

Bicyclists often face barriers to travel in the form of impassable highways, intimidating high-speed arterials, or geographical features. The establishment of a backbone of high quality North-South and East-West bicycle corridors that penetrate such barriers is essential for realization of bicycling as a mainstream transportation option. We are pleased to see that at present, the draft facilities plan includes this feature. Routes that exemplify this principle include:

- The east-west route comprised of projects B-237, B-236, and B-241/202/203 (NE 12th St to Bel-Red Road and points east)
- The north-south route comprised of projects B-330, B-221.1, B-342.1, 342.2, 329.1, 121.2, and 248 (112th Ave NE south to 118th Ave SE)

Public involvement

The Bellevue Transportation Department should be commended for its excellent public involvement process and the accessibility of the staff. Transportation staff have given Bellevue residents a variety of ways to provide input on the plan, including an innovative digital photography-based feedback system that began as a collaboration between the Bellevue Transportation Department and the Cascade Bicycle Club. We believe that the plan will carry more public support and serve Bellevue transportation needs better as a result of these efforts.

Recommendations going forward

Adopt Complete Streets ordinance

We urge the Transportation Commission and City Council to join Redmond, Kirkland, and Seattle in adopting a Complete Streets ordinance. Complete Streets is a commitment to routinely accommodate the needs of bicyclists and pedestrians when roads are built or redeveloped, with some exceptions (like on limited access facilities or when there is a demonstrated lack of need). Complete Streets not a prescriptive policy – it does not mandate one type of facility over another – but it does require a project lacking any nonmotorized accommodation to be approved at a senior level.

Complete Streets policies are the most cost-effective way to build safe and comfortable streets for all users. By implementing bicycle and pedestrian accommodations at the time of construction instead of through expensive retrofits, costs are minimized and borne incrementally. A complete street policy makes bicycle and pedestrian-friendly design the default.

Cascade Bicycle Club stands ready to assist Bellevue with the drafting of a complete streets ordinance as it did for the municipalities listed above.

Apply wide outside lanes with caution

Lane width is positively correlated with vehicle speed. Vehicle speed is positively correlated with collision mortality. Consider these factors when proposing wide outside lanes. Bike lanes are superior to wide outside lanes because they constrain lateral vehicle movement and reduce speeding behavior by motorists.

Improve access through downtown and to other common destinations

The downtown area is conspicuous for its lack of proposed dedicated bicycle facilities. For bicycle routes, the axiom “a chain is only as strong as its weakest link” holds true: when a cyclist does not feel safe throughout his or her trip, they will often choose another, less efficient travel mode. Since downtown is a large and growing trip generator, it is critical that cyclists have safe and convenient routes not just to its edge but also through.

Integrate bicycle network with transit

Bicycling and transit are complementary modes. Insure that major transit hubs are served by the bicycle network and feature adequate bicycle parking, both long and short-term.

Address Mountains-to-Sound Greenway gaps

We support both the interim and long-range multiuse trail alignment concepts recently proposed by the MTSG staff for filling the MTSG trail gaps through east Bellevue and Issaquah. Any MTSG trail additions should not, however, replace or cause the elimination of adjacent existing on-street bicycle facilities; those facilities should be preserved, and improved/added where currently absent.

Complete the plan

We understand that this is a draft list of facilities, not yet a comprehensive plan. When the full plan is written, we urge the Bellevue Transportation Department and Transportation Commission to incorporate all aspect of bicycle transportation, including:

- Implementation plan with facility prioritization
- Policy recommendations for the provision of end-of-trip facilities like bike parking and showers
- Wayfinding signage
- Encouragement, education, and enforcement programming
- Performance measures, including regular bicycle traffic counts

On a final note, we at the Cascade Bicycle Club acknowledge that in a built environment like Bellevue, it can be difficult or impossible to ideally accommodate all users. However, we also know that the provision of automobile capacity is necessarily limited in an urban setting, and that high-efficiency transportation modes including bicycling, walking, and transit will become increasingly important as time goes on. We ask that Bellevue staff, the Transportation Commission, and the City Council keep an open mind and consider future need when deciding trade-offs between transportation modes in limited rights-of-way.

Thank you. Please contact myself or my staff should you have any questions or comments.

Best regards,



Chuck Ayers
Executive Director
Cascade Bicycle Club

cc: Mayor Grant Degginger, Deputy Mayor John Chelminiak, Councilmember Claudia Balducci, Councilmember Don Davidson, Councilmember Conrad Lee, Councilmember Connie Marshall, Councilmember Phil Noble



Bridle Trails Park Foundation
 6619 132nd Ave. N.E., #265
 Kirkland, WA 98033
 www.bridletrails.org

Phone: 425-883-8501
 Fax Phone: 425-883-8501
 Email: BTPARKFOUNDATION@aol.com

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November 19, 2007

Mr. Franz Loewenherz
 City of Bellevue
 450 – 110th Avenue NE
 P.O. Box 90012
 Bellevue, WA 98009

Re: Bellevue Bike/Ped Plan

Dear Mr. Loewenherz,

The Bridle Trails Park Foundation would like to go on record in opposition to your Bike/Ped Plan, job #B302. The trustees are asking Bellevue to abandon any plans to pave bike paths along either side of 132nd Ave. NE between NE 40th and NE 60th.

The Bridle Trails Park Foundation, under a long term agreement with the Washington State Parks and Recreation Commission, pays for 50% of the operating expenses to keep this park open for everyone to enjoy. It is also a wild life habitat and natural area. It is open to pedestrians and equestrians – but bicycles, skate boards, and motorized vehicles are excluded as they pose a danger to horses.

This park is the cornerstone of the entire Bridle Trails neighborhood – a neighborhood that Bellevue defines as an equestrian area. Paved pathways are a danger to horses and riders, especially in areas that equestrians must use to gain access to the park. Clearly, any paved pathway along either edge of 132nd will create a danger to equestrians and a potential liability for the City of Bellevue.

The number of trees that would have to be removed to make this plan work would also go against the tree saving ordinance that Bellevue has worked on for years and recently adopted.

Our organization has met with the Bellevue Parks Commission on several occasions asking for their help in maintaining equestrian trails in this area for equestrian use, not bicycles. Horses and bicycles just don't mix.

Donald Prince
 President, Bridle Trails Park Foundation

Cc: Bellevue City Council

McLean G. Carroll
2438-134th Ave. NE
Bellevue, WA 98005

October 25, 2007

Ladies and Gentlemen of Bellevue City Government:

I am a resident of the Bridle Trails Community, living on 134th Ave. NE. My family and I have lived in this neighborhood since 1985. Upon moving here I was taken aback that there were no trails or sidewalks for negotiating our street. The ability to know our neighbors was limited by this curiosity. Soon thereafter, however, I served on a neighborhood committee with the City of Bellevue to help draw up plans for paths along 134th NE.

The process was a long one, but the results were well worth the time. We have a wonderful bike/pedestrian paved trail on the west side of the street and a horse-friendly gravel path (that is also pedestrian and bike friendly) on the east side. The character of the wooded corridor was not adversely impacted and a whole new world was opened up to my family.

My concern with this new plan is the width of the paths. The nature of our wooded community will not be the same. The addition of paths and walkways that do not currently exist is a fine idea, but they need to stay in the same character as that which already exists.

My other concern is the need for a path on the west side of 132nd NE next to our beautiful park. Please do not encroach on that park. It would only invite bikers into our park where they are not allowed.

Thank you for your attention to this concern. I trust we can all work something out to the benefit of our special corner of Bellevue.

Sincerely,

McLean G. Carroll

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Washington State Department of Transportation

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HarrisStreet Bank

(T) Legislative Committee Member,
(M) Ex-Officio (non-voting) Director



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October 23, 2007

Transportation Commission
C/O Transportation Department
City of Bellevue
P.O. Box 90012
Bellevue, WA 98009

Dear Transportation Committee Members:

The development of Bellevue's new Pedestrian and Bicycle Transportation Plan presents a unique and important opportunity to fill a missing link in a regional Class I Type A Path that will link Bellevue citizens and people throughout the region to major population centers and 100 miles of recreational opportunities. The Mountains to Sound Greenway I-90 trail system currently begins on north Beacon Hill in Seattle and, with a few gaps, can take walkers, bicyclists and all non-motorized users through the Cascade Mountains to the Columbia River. Soon this trail will connect to Safeco Field and the Seattle waterfront and, under State Parks management, will go all the way to the Idaho border. The Bellevue gap is one of only five short missing links in this system and is approximately 1.9 miles long, from Factoria Boulevard to the existing Sunset Trail at 161st Avenue S.E.

The City of Bellevue has been a strong partner in creation and development of the Mountains to Sound Greenway National Scenic Byway along I-90 over the past 16 years. The City and the non-profit Greenway Trust have worked to protect urban and rural open space lands. Bellevue has marked many city trails near I-90 with the Greenway logo. When the City built the Sunset Trail at 161st Avenue S.E., Greenway volunteers planted trees and shrubs alongside. The Trust is a supporter of the new Mercer Slough Environmental Education Center and brings a free environmental education program to students in Bellevue schools.

The Bellevue Comprehensive Plan, in the urban design element, Policy UD-53, states specifically: "Integrate designs of frontage roads along the I-90 freeway corridor as contributors to the Mountains to Sound greenway concept. Give particular attention to multi-use trails, large scale landscaping and pedestrian amenities. (p. 275)

Regarding non-motorized transportation facilities, I believe the goals we share are these:

- Provide accessible alternatives to the automobile in order to lessen traffic congestion and improve the environment
- Provide facilities that make it an easy part of everyday life for people to increase their physical fitness through such physical activities as walking and bicycling.
- Increase safe opportunities for people with disabilities to move safely through the community.
- Connect city dwellers to the experience of nature in the Cascade Mountains on a safe, connected non-motorized network of trails.

Recent surveys among Bellevue residents indicate that, in terms of non-motorized transportation, the number one desire of residents is for off-street, multi-use paths.

The Greenway Trust answers phone calls from school teachers, scout masters and visiting tourists asking if they can travel *safely* by foot or bike from Seattle to the mountains. Unless they are willing to travel some busy streets and short portions of the I-90 shoulder, the answer is “No.” But today, several Greenway municipalities and partner agencies are working to fill these last 5 remaining gaps. The separated trail gap in Seattle is in the design and engineering phase thanks to cooperation between the City of Seattle and WSDOT. The City of Issaquah is currently conducting technical studies of an off-road trail from West Lake Sammamish Parkway to the East Lake Sammamish trail and eastward. A few miles east, another gap in the Greenway trail is in the final stages of design by WSDOT and the State Legislature has allocated \$3.6mm to construct this trail in the next two years.

In Bellevue, the Greenway trail that connects to the I-90 trail at Enatai Beach goes eastward through Mercer Slough and ends abruptly at Factoria Boulevard. The next safe and separated multi-use trail begins 1.9 miles east at the Sunset Trail.

Greenway Recommendation

With the advice and assistance of staff at the Bellevue Department of Transportation, the Greenway Trust staff, advisors and volunteers have reviewed a number of possible routes north and south of I-90, from Factoria Blvd/Richards Road to the existing Sunset Trail. We have drawn the City of Issaquah into the process so that when these gaps are filled they will connect in an efficient, seamless and attractive route. Attached you will find a set of maps illustrating our preferred routes for trail gaps from Bellevue to Issaquah. To focus in each jurisdiction, we have divided the concepts for the regional connections into four segments:

- **Segment 1: Richards Road to 148th Ave**
- Segment 2: 148th to West Lake Sammamish Parkway/Lakemont Blvd
- Segment 3: West Lake Sammamish/Lakemont to SR 900
- Segment 4: SR 900 to East Lake Sammamish Parkway

Segment 1 : Preferred Route: SE 36th Street, north side, from Factoria Blvd. to 148th Street, crossing north over I-90 on an existing 148th Avenue bike and pedestrian overpass (improved) to Eastgate Way and eastward to the Sunset Trail at 161st Ave. S.E.

- SE 36th street is a straight connection from the end of the current trail at Factoria Blvd. and offers panoramic views to the West, the Seattle skyline and the Olympic Mountains. (Eastgate Way has similar benefits and challenges but without the views.) While the north side of SE 36th is closer to I-90 and therefore slightly less pleasant, this route will be far safer than the south side of SE 36th where many driveways and roads would interrupt the path. As the trail develops, masonry, tree and shrub buffers can enhance the trail experience.
- Challenges: On some segments along the north side of SE 36th and along Eastgate Way, there appears to be ample right of way for the addition of a 10-foot path and 2 bike lanes. Other portions of this route may currently be too narrow to accommodate both a separated path, two bike lanes and three car lanes. However, almost all private properties on the south side of SE 36th and north side of Eastgate Way have ample, landscaped frontages where narrow easements might be obtained to change road sidewalk and trail alignments.

Mountains to Sound GreenwayPath Recommendation – page 2

On behalf of the Greenway Trust, we ask that you include this concept for a Class I Type A Path as the Recommended Route in the new Bellevue Pedestrian and Bicycle Plan. This will enable the City, WSDOT, King County, the Greenway Trust and non-motorized transportation advocates to seek funds to study this route. Perhaps more importantly, as changes arise along these roadways and adjacent properties, opportunities will arise to adjust the relationships of Path, bike lanes, sidewalks and traffic lanes to allow a continuous path separated path.

Next Steps: Filling in this critical missing link in a cross-state off-road trail system is a long-term project. There are many unknowns that will require technical study. Following acceptance of these recommendations, the Greenway Trust and other partners will work with the City to acquire funds to begin more technical study and eventually to build this trail.

The power to attract funding for a safe, 100-mile trail system on a designated National Scenic Byway is substantially greater than other city trails. With new national and state initiatives to promote physical activities and fitness, even more funding is being allocated to safe trails.

With committed leadership from the City, this gap in a statewide off-road trail for many users can be filled. Bellevue families can bike to the store or to the baseball game on sunny summer evenings. Perhaps a decade from now, hikers, bicyclists and wheelchair-bound adventurers can walk safely from the city to the mountains and on to the Idaho border.

Completion of the Mountains to Sound Greenway I-90 trail through Bellevue will be a significant legacy for future generations as they inevitably seek the reduction of fossil fuel dependency and healthier ways of living.

We offer our warm appreciation to the staff of the Bellevue Transportation Department for their encouragement and advice in integrating these goals with the scope and format of the Bellevue Plan.

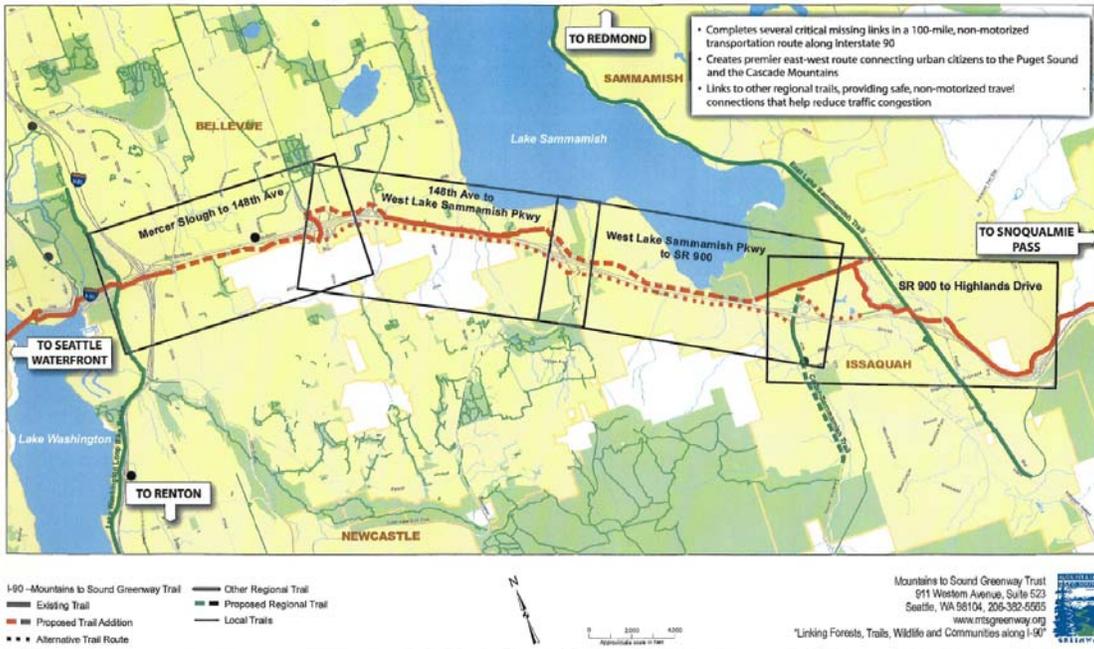
Yours truly,



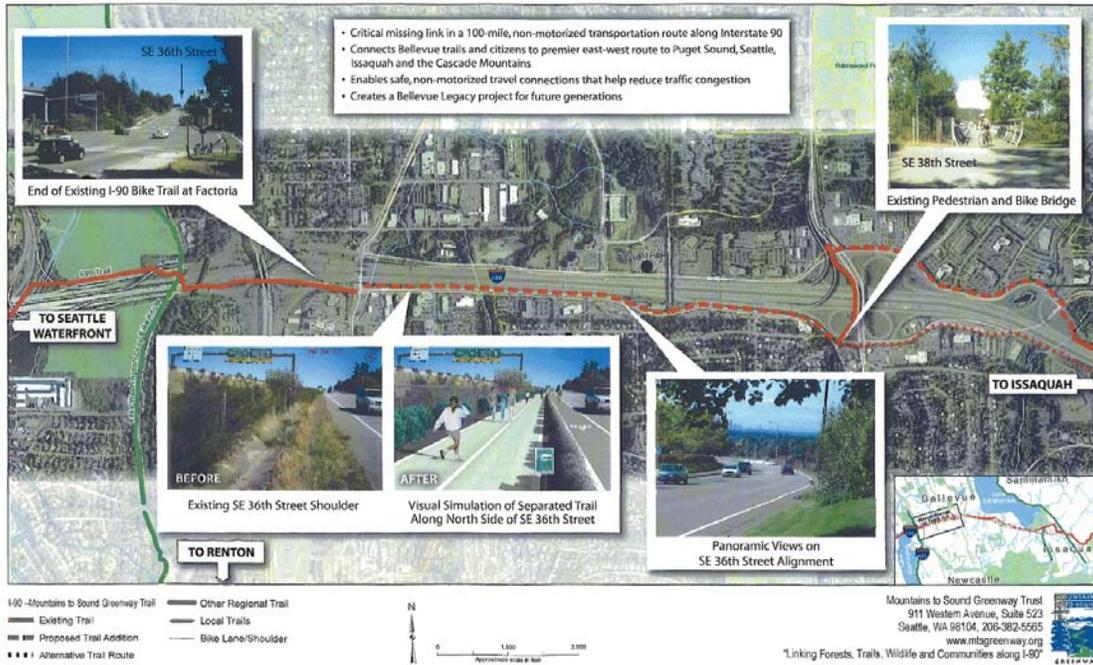
Nancy Keith
Executive Director

cc: Paula Hammond, WSDOT
Bill Vleck, WSDOT Assistant Regional Administrator
Robert Foxworthy, King County Dept. of Parks
Gary Costa, Director, City of Issaquah Public Works

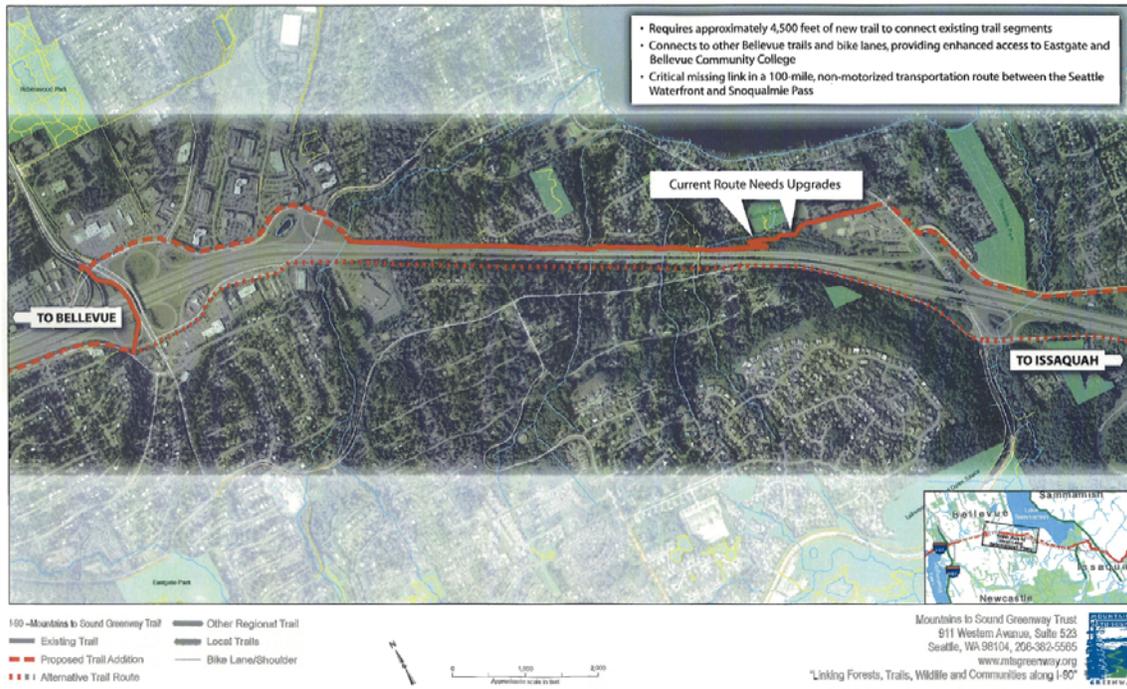
I-90 – Mountains to Sound Greenway Regional Trail System | **Bellevue to Issaquah Segments**



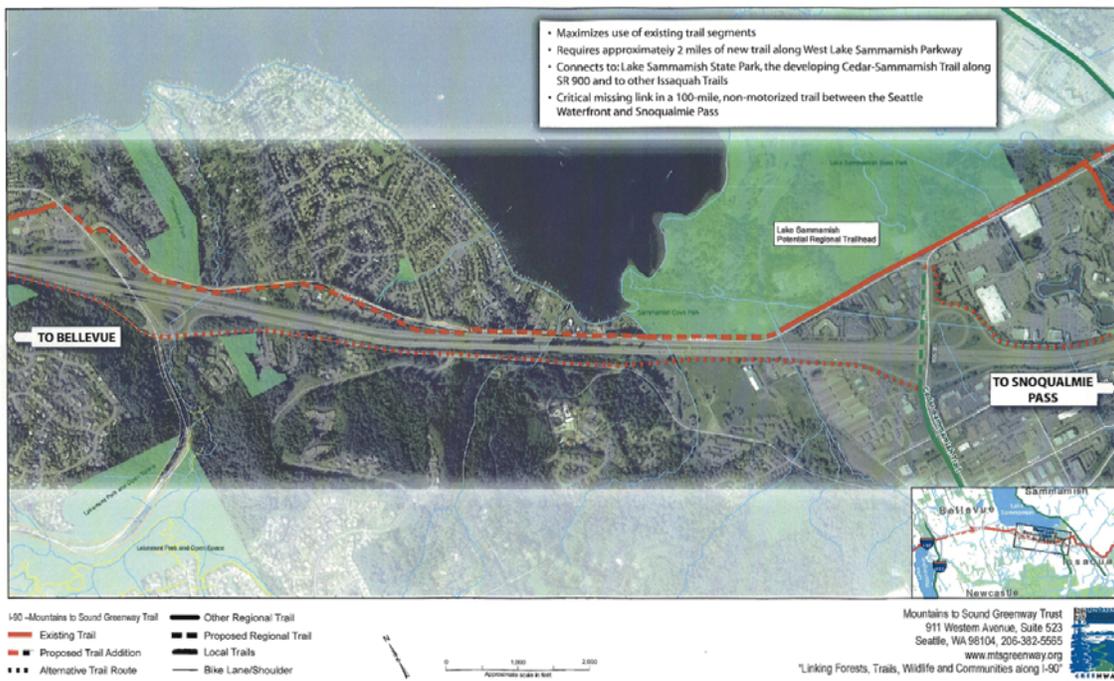
I-90 – Mountains to Sound Greenway Regional Trail System | **Mercer Slough to 148th Avenue Segment**



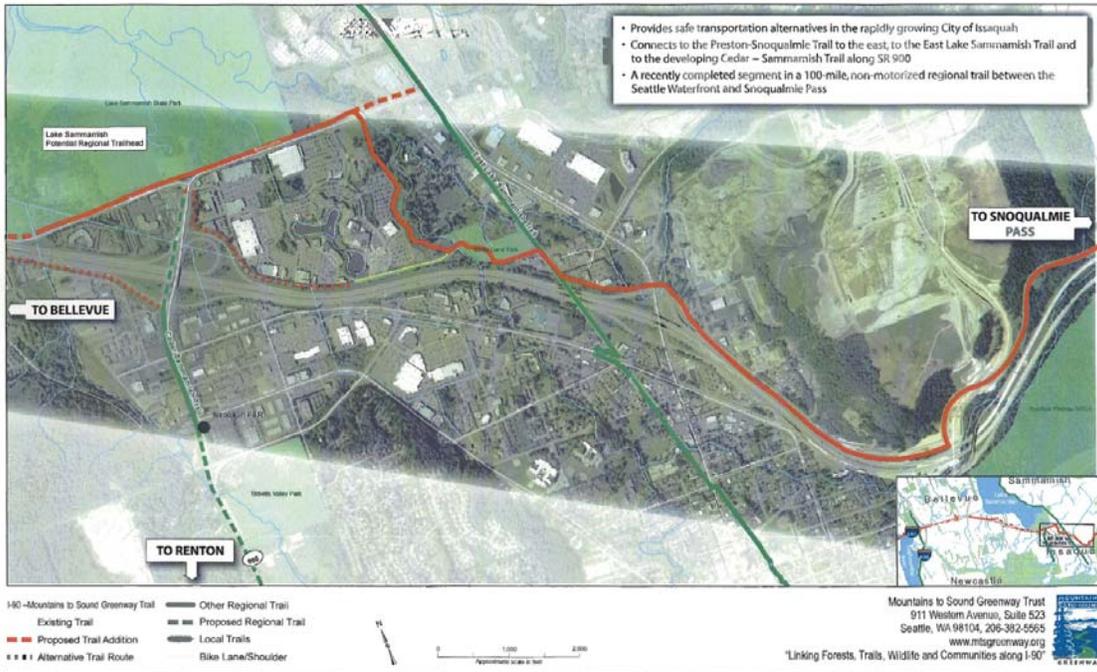
I-90 – Mountains to Sound Greenway Regional Trail System | **148th Avenue to West Lake Sammamish Parkway Segment**



I-90 – Mountains to Sound Greenway Regional Trail System | **West Lake Sammamish Parkway to State Route 900 Segment**



State Route 900 to Highlands Drive Segment





Chairman Al Yuen
City of Bellevue Transportation Commission
Bellevue City Hall
450 110th Ave. NE
P.O. Box 90012
Bellevue, WA 98009

October 23, 2007

Bellevue Pedestrian & Bicycle Transportation Plan 2007

Chairman Yuen,

First, I want to congratulate Bellevue and its city staff for the thorough way in which it has gone through the first phases of updating the pedestrian and bicycle transportation plan. In particular, the careful documentation of issues raised by knowledgeable citizens will allow Bellevue to gain valuable insight into transportation issues that affect bicyclists and pedestrians. As the city continues to grow and becomes more densely populated, bicycling and walking will become ever more essential components in a successful community where people want to live.

In reviewing the transportation plan, I wanted to be sure you are aware of a movement around the nation called Complete Streets. Briefly, it's a philosophy on transportation that ensures that all design, construction and maintenance efforts reflect an underlying belief that streets exist to serve all legal users – buses, trucks, bicyclists, walkers, as well as automobiles. Communities that embrace a complete streets approach take a more holistic approach to planning for current and future needs. As I understand it, much of what Bellevue already does might fall under this broad philosophy but it would enhance the approach and communicate it more effectively if the city were to legalize this position. You may know that neighboring cities such as Redmond, Kirkland and Seattle, have already taken steps to officially adopt a Complete Streets approach: Redmond and Seattle with ordinances.

Given Bellevue's obvious commitment to pedestrian and bicycling issues, I believe adopting a Complete Street ordinance would solidify Bellevue's reputation as a progressive community looking to embrace sustainable solutions to its transportation issues. Our organization would be happy to assist city staff with resources on how a complete streets philosophy would complement the goal laid out by the city in its comprehensive plan.

Sincerely,

Gordon Black
Executive director
Bicycle Alliance of Washington
311 3rd Avenue South
Seattle 98111

WARREN & DUGGAN

A PROFESSIONAL LIMITED LIABILITY COMPANY

ATTORNEYS AT LAW

401 SECOND AVENUE SOUTH, SUITE 600
SEATTLE, WASHINGTON 98104

MICHAEL J. WARREN
JOHN P. DUGGAN

Telephone (206) 343-1888
Facsimile (206) 343-2200
MikeW@Warrenduggan.com

CHRISTOPHER SHARPE
Of Counsel

October 5, 2007

City of Bellevue
Transportation Commission
Attn: Kevin McDonald
450 110th Ave. NE
P.O. Box 90012
Bellevue, WA 98009

RE: Dangerous and defective bicycle paths and roadway

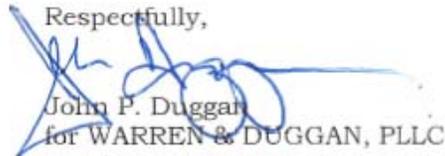
Dear Mr. McDonald:

I am a Bellevue resident, avid cyclist, daily bicycle commuter and attorney whose practice focuses on representing injured cyclists and cycling advocacy. The purpose of this letter is to put you on notice that large sections of the Lake Washington Loop Trail from I-90 all the way to Renton are dangerous and defective. This is especially true in the pathway just south of the Newport Shores' neighborhood and the roadway between Newcastle Park and 106th SE and Hazelwood Lane. It appears that roots from adjacent trees are causing severe buckling in the asphalt.

I am investigating several bicycle accidents caused by the defective pathway/roadway and I have personally observed several accidents and near accidents. The City of Bellevue needs to take whatever steps necessary to make this section of the path/roadway safe for bicycle travel. It is interesting to note that as soon as you cross into Renton, the pathway has been resurfaced and is completely smooth.

Thank you for your attention to this matter. Please call me with any questions.

Respectfully,



John P. Duggan
for WARREN & DUGGAN, PLLC

JPD/mm



**East Bellevue
Community Council**

MEMORANDUM

To: Kris Liljeblad, Assistant Director
Transportation Department

From: The East Bellevue Community Council

Date: November 15, 2006

Re: Pedestrian Plan for East Bellevue

The East Bellevue Community Council is requesting a staff briefing on the current Pedestrian Plan in the East Bellevue area and any future plans for expanding the trail system.

We know that there are a number of existing trails connecting neighborhoods and schools throughout our area, a map depicting these trail systems would be most helpful. We would also like an update on future trail plans and existing easements that would support them, similar to the ones for the SE 18th connection to Phantom Lake.

The Council was surprised to hear at our October 3, 2006 meeting that Mr. Muren had requested a vacation of the trail easement along the north edge of his property. That easement along with the Lang development easement to the north provide the City with a complete right of way connection from 156th SE to SE 18th. What other undeveloped easements await inclusion in the Pedestrian Plan and future development?

Our concern is that the existing easements and the opportunity to add additional trail easements not be lost. As noted in previous communications to the City, this Council is concerned about encroachment issues related to existing trail easements by adjacent property owners. We would like to have staff identify the easements, include them in the planning for expansion of the Pedestrian Plan and be sure that the City takes advantage of future opportunities to expand the trail system throughout East Bellevue.

Improving connections among neighborhoods was one of the goals from the West Lake Hills Investment Strategy.

cc: Bellevue City Council
Goran Sparman, Transportation Director
Patrick Foran, Parks Director
Franz Loewenherz, Senior Planner
Ron Kessack, Right of Way Manager

COMMENT CARDS



Public meeting comment card

① 此处人行道很狭小很乱. 需要整理加宽
 这里的行人和骑自行车的人. 跑步的人很多
 中间40th上的车也很多很快
 要尽快修好!!!
 Jianping Cao

② 又, 从40th到70th之间没有小路可通
 骑自行车困难.

www.bellevuewa.gov/pedbikeplan.htm

148 Ave + 4
 NO traffic light to cross the road



Chinese Information and Service Center
 611 S Lane St
 Seattle WA 98104
 I 206.824.3033
 F 206.624.5634
 cisc-seattle.org

Comment card #1

We need sidewalk on the 40th St from 140th Ave to 148th Ave!
 The road on 40th St needs improvement/maintenance between 140th and 148th Ave. There is no side walk there and I saw there is high usage of the road. I walked on the 40th St from 140th Ave to 148th Ave everyday and I see there so many people use that road. I can tell its hard for the bike rider, pedestrian and driver to share that road. Especially the car goes downhill, their speed is very fast!! Its too dangerous for US! I hope you can get it done as soon as possible!

Jianping Cao

I think we also need a traffic light between 40th St to 70th St. People drive so fast on 148th Ave and there is no traffic light (for pedestrian to cross the road) between 40th to 70th St. Its too dangerous for seniors!



Public meeting comment card

希望舉辦中文"交通學習班", 領取證書, 方便購買
汽車保險。(便宜).

陳國強 425 746-1377

www.bellevuewa.gov/pedbikeplan.htm



Chinese Information
and Service Center

611 S Lane St
Seattle WA 98104

T 206.624.5633
F 206.624.5634
cisc-seattle.org

Comment card #2

We hope the City can conduct some defensive driving class in Chinese for the senior so that we can use it to lower our insurance!

Chan- Yin Kwan
425-746-1377



Public meeting comment card

- ① 行人燈.閃的時間太短.行人過不完馬路.
- ② 140Ave NE 只有#220公車.星期六.日.沒車可至
轉車站.轉車至外地.或外出.
- ③ 單車道.常有中行人道並用.對行人來說不安全.尤其是從不同方向
- ④ 道路=還希望都有行人道.

www.bellevuewa.gov/pedbikeplan.htm



Chinese Information
and Service Center

611 S Lane St
Seattle WA 98104

T 206.624.5633
F 206.624.5634
cisc-seattle.org

Comment card #3

1. The traffic light turns so fast in many of the city area. Pedestrian cannot finish crossing and sometimes we need to run to cross the road. Its too dangerous for a senior!
2. There is only 1 bus service # 220 on the 140th Ave NE and this bus only run on weekdays. We cannot go out during the weekend. We hope we can get more service in that area!
3. I saw there so many bike riders use the pedestrian side walk and there is too dangerous for the pedestrian. Especially they are coming from opposite direction.
4. We hope we can have more side walk in the Bellevue area so that will be more enjoyable to walk and exercise around the city.



Public meeting comment card

1. 从140-148的
40 Street (于) 人行道上树叶盖路, 叶很滑, 老人行走十分不便 感到危险, 感到无路可走, 希望改善并解决。
2. 是140 Ave^{NG}上只有220路公车, 但星期六、日行业运行, 给出行带来不便, 希望六、日行业运行。

www.bellevuewa.gov/pedbikeplan.htm



Chinese Information
and Service Center

611 S Lane St
Seattle WA 98104

T 206.624.5633
F 206.624.5634
cisc-seattle.org

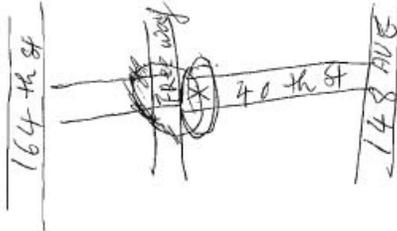
Comment card #4

1. The road on the 40th St between 140th Ave and 148th Ave needs maintenance. The leaves fell on the road and there is not side walk in that road. Its too dangerous to walk on that street. Bike riders, pedestrian and drivers need to share the road! The cars run so fast on that street, plus bike riders as well. The road is slippery and its too dangerous for senior and the other pedestrian as well. I hope the city can take action right away.
2. There is only 1 bus runs on the 140th Ave and it only runs weekdays, its not convenience for us!



Public meeting comment card

紅綠短閃得太快



www.bellevuewa.gov/pedbikeplan.htm



Chinese Information
and Service Center

611 S Lane St
Seattle WA 98104

T 206.624.5633
F 206.624.5634
cisc-seattle.org

Comment card #5

The traffic lights turn so fast, most of the time, the pedestrian cannot finish crossing the road and we have to run.....especially the one on the 40th St between 148th Ave & 164th Ave (right next to the freeway entrance)



Public meeting comment card

3. 140 Ave NE (宁) 的人行道只有一边有. 有时想引起人行道
就得过马路, 十分危险. 希望二边都有人行道.

www.bellevuewa.gov/pedbikeplan.htm



Chinese Information
and Service Center

611 S Lane St
Seattle WA 98104

T 206.624.5633
F 206.624.5634
cisc-seattle.org

Comment #6

There is only 1 way sidewalk on 140th Ave and I hope we can have both side sidewalk for pedestrian on that street.

WALK & ROLL Public meeting comment card

在Lake Sammamish 38-st 在要彎進去的地方有洞請
政府去幫忙補一下，謝乞。

www.bellevuewa.gov/pedbikeplan.htm



Chinese Information
and Service Center

611 S Lane St
Seattle WA 98104

T 206.624.5633
F 206.624.5634
cisc-seattle.org

Comment # 7

There is a Big hole on 38th St in Lake Sammamish area its right on the 38th St and please repair it as soon as possible.



Public meeting comment card

I WAS HIT BY A CAR IN THE
CROSSWALK ON 1st JUST SOUTH OF
DUNKI PARK. CARS COMING OUT OF J.C.
PENNY'S CAN ONLY LOOK ONLY EAST,
PARK (DUNKI TOWN) NEED TO BE SMOOTH
OUT. (DRAG A CHAIR). CARS RUN THE
LIGHT ON 4th BETWEEN BELLEVUE
AND 100th.

www.bellevuewa.gov/pedbikeplan.htm



Public meeting comment card

Major frustration is bikers who travel
on arterial streets that do not have
bike lanes. Bikers on these streets
cause delays and dangerous lane
changes by car drivers. Need to ticket
bikers who cause traffic interruption.

www.bellevuewa.gov/pedbikeplan.htm



Public meeting comment card

140 - B - 201.1
helpful East Side .

Adelina Emerson

www.bellevuewa.gov/pedbikeplan.htm



Public meeting comment card

As a latino Senior Advocate, I'm collecting several comments from the following participants.

- | | | |
|--------------------|--------------------|-----------------------|
| 1 Dieguez, Aura | 6 Arriola, Juana | 11 - Pacheco, Marcela |
| 2 Esqueda, Leandra | 7 Del Corzo, Elisa | 12 - Gonzalez, Juan |
| 3 Ramirez, Mariana | 8 Rivas, Carolina | |
| 4 Paez, Leonor | 9. Vellon, Amelia | |
| 5 Miranda, Nira | 10. Ramos, Adela | |

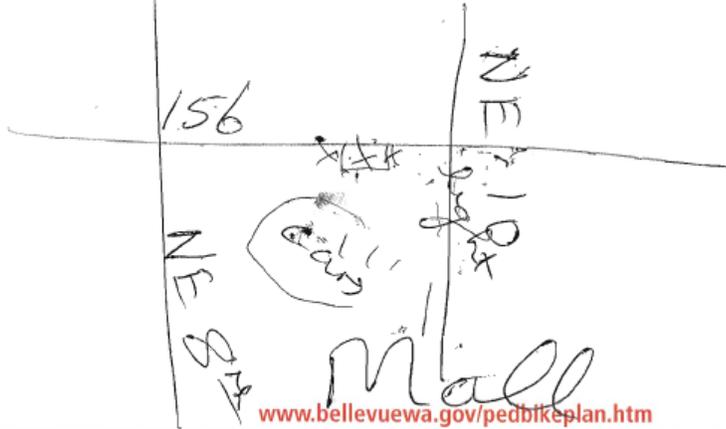
- A) Cross walk with extra lights, flags to use to carry them when we cross.
- B) Advise Drivers ahead ~~that~~ Sr. center zone to reduce ^{speed}

www.bellevuewa.gov/pedbikeplan.htm

- C) Having walking signs for pedestrians that flash the time left



Public meeting comment card



Improve but stop construction
w/ S. Joubert to Mall.
Jaime Salmeron



Public meeting comment card

Amelia Vellan & Leonor Paez live near the Bellevue Senior Center. They have noticed that when crossing the street that plants and other vegetation obstruct their view. They suggest trimming the plants @ 148 & 40th Ave.

Full Address.
4041 145th St
Bellevue, WA.

www.bellevuewa.gov/pedbikeplan.htm

11/12/07

Public meeting comment card

would be glad to suggest some designated routes.

Dear Franz: I was unable to attend your presentation to The Eastside Runners on Oct. 23, but talked to some people who did, and reviewed the info. packet. Also reviewed The draft report online, and it looks good.

My suggestion is from the viewpoint of an (aging) runner. I've lived in Bellevue 30 years and ^{have} seen quite a few formerly runner-friendly roadsides "upgraded" with road widening and/or sidewalk improvements. An excess of pavement, not so good for runners' joints. Could the plan designate some of the ped path (mainly sidewalk) projects to include a gravel path adjacent to the pavement? Only needs to take 1'-2' of the r.o.w., runners can use it single file. Good prototypes exist

www.bellevuewa.gov/pedbikeplan.htm

alongside much of the (proed) Burke-Gilman Trail in Seattle, e.g. along the west edge of UN campus and westward to Gas Works Park. This path is "informal" I'm sure, but obviously much used by runners. Thanks - Pete Mars

P.S. please put me on your e-mail alert list! P.S. Marshall B. Ott, n.d.

WALK & ROLL

Public meeting comment card

www.bellevuewa.gov/pedbikeplan.htm

1. NEED MORE OFF-STREET PATHS
2. PUT SIDEWALKS WHERE-BEATEN PATHS ARE IN EXISTANCE & NOT W. PRIORITIZE CONTRACTOR CONVENIENCE INSTEAD. TO ENCOURAGE
3. DEVELOP A WAY FOR WALKERS TO PICK UP LITTER IN THEIR OWN NEIGHBORHOOD. IT BIVESTHE EXERCISE WALKERS A WAY TO HELP THE COMMUNITY AS WELL AS THEMSELVES.



Public meeting comment card

more benches through out each park so there would be more resting places for disabled people. Benches along major corridors to walk around neighborhoods. Lake Hills connector as well as the Blueberry farm needs more benches also. Crossroads park is a great example of what we would like to see.

www.bellevuewa.gov/pedbikeplan.htm Jenny



Public meeting comment card

I think Bellevue needs to promote the BNSF as a light rail line rather than as bike path. I'm astounded this is not being considered as rapid transit!! I don't believe a bike path is needed as much as a rail line with

www.bellevuewa.gov/pedbikeplan.htm

ability to move people -

Shirley Campbell 726-885-5829



Public meeting comment card

Walking lights are change in
just a few seconds, We need
more time to finish ~~the~~ crossing
specially on 148th Ave NE &
20th Ave NE in Bellevue

www.bellevuewa.gov/pedbikeplan.htm



Public meeting comment card

Safeway cross walk
We need to increase the
time for us to finish walking
140th Ave NE

www.bellevuewa.gov/pedbikeplan.htm



Public meeting comment card

We support this plan and believe it will be a tremendous improvement of our life style 1) Sergey (Zachar Peck).
2) Sima Kosqstvili
3) Mary Pimen

www.bellevuewa.gov/pedbikeplan.htm



Public meeting comment card

In my address 11616 127th Apt B2
Kirkland Wa. 98034-8478.

Speed bump is very high.

www.bellevuewa.gov/pedbikeplan.htm

Compton Green Homeowner's Association Meeting

On February 13, 2008, city staff attended a Compton Green Homeowner's Association Meeting. After a brief presentation and question and answer period, approximately forty residents in the Association came to a consensus that the following projects should be eliminated from the Draft Network Plan project list: S-872; L-451; L-447.2; and, L-449. Staff agreed to apprise the Transportation Commission of this request.



The CGHA Board of Trustees has called
A Special Meeting of the Compton Green Homeowners Association
Wednesday, February 13, 2008 @ 7 pm @ Cherry Crest School, 12400 NE 32nd St

Bellevue Ped/Bike Master Plan. Franz Loewenherz, Bellevue City Planner, will speak to us about the proposed Bellevue Ped/Bike Master Plan and how it affects Compton Green. You can give him your input and we will discuss other ways of giving input.

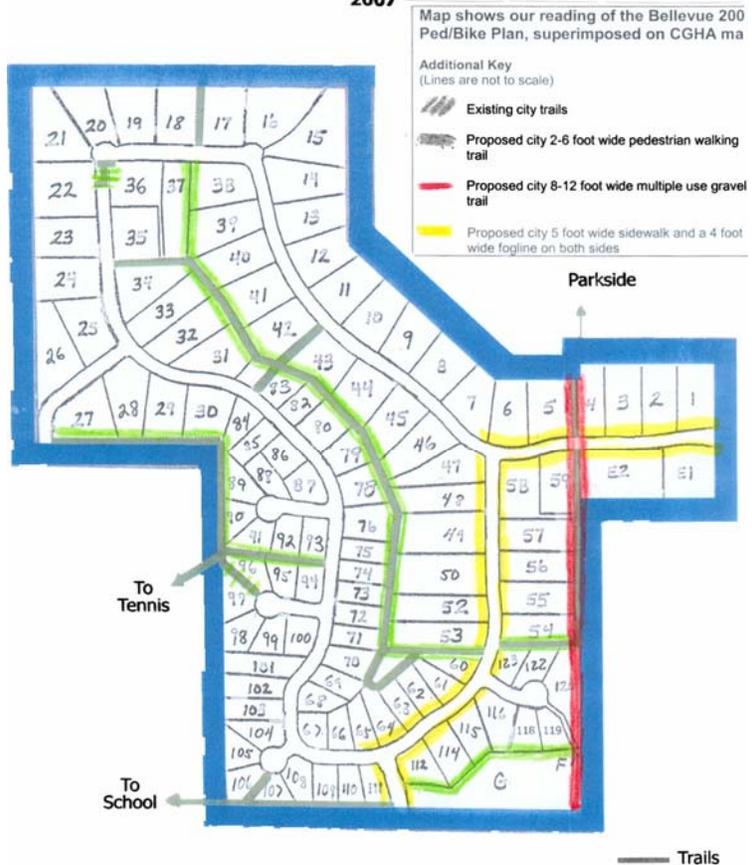
If the Ped/Bike Master Plan is adopted in its entirety as proposed, there will be a large impact on Compton Green including

- City ownership of some existing trails, many of which may be widened.
- Some new trails where there are none now.
- Some 8-12 'wide multiple-use gravel paths
- Sidewalks on both sides of some streets -- 5 feet wide sidewalks with four foot landscaped strips

Check the city site for proposed changes to trails or sidewalks on your neighborhood and on your lot.

<http://www.bellevuewa.gov/pedbikeplan.htm>. Be sure to do the interactive maps. Look under "Trails Plan Map" and under "Peds Plan Map".

Compton Green Homeowners Association 2007



This map depicts trails of general usage, some of which are on dedicated easements, some on CGHA tracts, and some with the permission of the lot owners.

PETITIONS

From: Bennett, Nancy [mailto:nancy.bennett@soundtransit.org]
Sent: Thursday, January 24, 2008 11:23 AM
To: Loewenherz, Franz
Cc: Dugoni; blk206@earthlink.net
Subject: Transportation Commission Petition
Importance: High

Hi Franz.

I recently had a conversation with Betty Lou Kapela. She indicated to me that staff was going to recommend to the Transportation Commission that the trail in our neighborhoods be removed from the Walk & Roll 2007 Pedestrian-Bike Plan. We both went our neighbors and asked them to sign a petition requesting the Transportation Commission so that you would have written documentation of the property owner's desire to do so. I have attached the petitions we have obtained.

I will be submitting the original documents at the Transportation Commission meeting tonight, but felt the Commission members may want to take the opportunity to review this issue before the meeting.

Thanks for all your help Franz and if you have any questions or need to contact me, please feel free to do so at (206) 398-5401.

Please note my new e-mail address is:
nancy.bennett@soundtransit.org

Nancy Bennett

Property Manager

401 S. Jackson St.

Seattle, WA 98104

(206) 398-5401

(206) 398-5228 – fax

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

We, the homeowners in Canterwood Estates are requesting the City of Bellevue Transportation Commission remove project number M-631 north of project number L-462 from their Pedestrian and Bicycle Transportation Plan commonly known as Walk & Roll 2007 Pedestrian-Bike Plan.

Homeowner's Printed Name: Linda Ruskell
Homeowner's signature: Linda Ruskell
Address: 13560 NE 54th Place
E-mail: _____

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

We, the homeowners in Canterwood Estates are requesting the City of Bellevue Transportation Commission remove project number M-631 north of project number L-462 from their Pedestrian and Bicycle Transportation Plan commonly known as Walk & Roll 2007 Pedestrian-Bike Plan.

Homeowner's Printed Name: Nancy Bennett
Homeowner's signature: Nancy Bennett
Address: 13549 NE 54th Place
E-mail: Nancy L Bennett @ gmails com

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

We, the homeowners in Canterwood Estates are requesting the City of Bellevue Transportation Commission remove project number M-631 north of project number L-462 from their Pedestrian and Bicycle Transportation Plan commonly known as Walk & Roll 2007 Pedestrian-Bike Plan.

Homeowner's Printed Name: Frida Kumar

Homeowner's signature: Frida Kumar

Address: 13537 NE 54th Pl. Bellevue, wa 98005

E-mail: Frida@Kumarzone.com

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

We, the homeowners in Canterwood Estates are requesting the City of Bellevue Transportation Commission remove project number M-631 north of project number L-462 from their Pedestrian and Bicycle Transportation Plan commonly known as Walk & Roll 2007 Pedestrian-Bike Plan.

Homeowner's Printed Name: Rex Noffsinger

Homeowner's signature: Rex M Noffsinger

Address: 13561 NE 54th Place

E-mail: rex.noffsinger@colliers.com

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

We, the homeowners in Canterwood Estates are requesting the City of Bellevue Transportation Commission remove project number M-631 north of project number L-462 from their Pedestrian and Bicycle Transportation Plan commonly known as Walk & Roll 2007 Pedestrian-Bike Plan.

Homeowner's Printed Name: ELAINE SHORT
Homeowner's signature: Elaine Short
Address: 13545 NE 54TH PL Bellevue, WA 98005
E-mail: ELLINGTON ELAINE @ HOTMAIL . COM

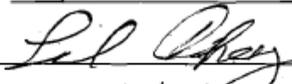
REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

We, the homeowners in Canterwood Estates are requesting the City of Bellevue Transportation Commission remove project number M-631 north of project number L-462 from their Pedestrian and Bicycle Transportation Plan commonly known as Walk & Roll 2007 Pedestrian-Bike Plan.

Homeowner's Printed Name: LAURIE J. AND GREGOIRT K. MERCIER
Homeowner's signature: Mercur Gregory K Mercier
Address: 13553 NE 54TH PLACE, BELLEVUE, WA 98005
E-mail: GREGORYANDLAURIE @ MSN. COM

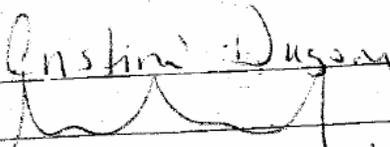
REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

We, the homeowners in Canterwood Estates are requesting the City of Bellevue Transportation Commission remove project number M-631 north of project number L-462 from their Pedestrian and Bicycle Transportation Plan commonly known as Walk & Roll 2007 Pedestrian-Bike Plan.

Homeowner's Printed Name: Yarom Boss, Lili Cheng
Homeowner's signature: 
Address: 13500 NE 54th Place
E-mail: yaromb@microsoft.com

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

We, the homeowners, residents and/or borders of Overlake Farm are requesting the City of Bellevue Transportation Commission remove project number M-631 north of project number L-462 from their Pedestrian and Bicycle Transportation Plan commonly known as Walk & Roll 2007 Pedestrian-Bike Plan.

Homeowner's Printed Name: Justin Dugan
Homeowner's signature: 
Address: 6229 132nd Ave NE Kirkland, WA 98033
E-mail: dugan@msn.com

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

We, the homeowners, residents and/or borders of Overlake Farm are requesting the City of Bellevue Transportation Commission remove project number M-631 north of project number L-462 from their Pedestrian and Bicycle Transportation Plan commonly known as Walk & Roll 2007 Pedestrian-Bike Plan.

Homeowner's Printed Name: SUZANNE MOONEY
Homeowner's signature: Suzanne Mooney
Address: 1400 W. RUFFNER ST #3, SEATTLE 98119
E-mail: _____

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

We, the homeowners, residents and/or borders of Overlake Farm are requesting the City of Bellevue Transportation Commission remove project number M-631 north of project number L-462 from their Pedestrian and Bicycle Transportation Plan commonly known as Walk & Roll 2007 Pedestrian-Bike Plan.

Homeowner's Printed Name: BETTY LOU KAPELA
Homeowner's signature: Betty Lou Kapela
Address: 5657-132 Ave NE Bellevue 98005
E-mail: _____

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

We, the homeowners, residents and/or borders of Overlake Farm are requesting the City of Bellevue Transportation Commission remove project number M-631 north of project number L-462 from their Pedestrian and Bicycle Transportation Plan commonly known as Walk & Roll 2007 Pedestrian-Bike Plan.

Homeowner's Printed Name: R. F. KAPBLA
Homeowner's signature: [Signature]
Address: 5652 132nd Ave NE #266
E-mail: Kapela425@earthlink.net

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

We, the homeowners, residents and/or borders of Overlake Farm are requesting the City of Bellevue Transportation Commission remove project number M-631 north of project number L-462 from their Pedestrian and Bicycle Transportation Plan commonly known as Walk & Roll 2007 Pedestrian-Bike Plan.

Homeowner's Printed Name: PAULA DEUTSCH
Homeowner's signature: [Signature]
Address: 1125 49th Ave S Tukwila 98178
E-mail: _____

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

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Homeowner's Printed Name: Gloria S. Ferris
Homeowner's signature: Gloria Ferris
Address: 4521 - S. Bond St.
E-mail: _____

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

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Homeowner's Printed Name: CITRER CONNOLLY
Homeowner's signature: Citler Connolly
Address: 10316 NE 60th St. Kirk. WA 98033
E-mail: _____

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

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Homeowner's Printed Name: DEBRA CRINZI
Homeowner's signature: Debra Crinzi
Address: 522 W. LK. SAM. S.E., Bell., WA 98008
E-mail: CRINZI@AOL.COM

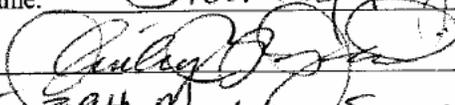
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Homeowner's Printed Name: Doreen Shoda
Homeowner's signature: Doreen Shoda
Address: 13530 NE 29th Place
E-mail: ds11st@att.net

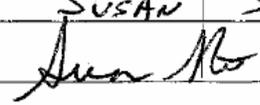
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Homeowner's Printed Name: Shirley DiJulio
Homeowner's signature: 
Address: 2815 39th Ave W Seattle 98199
E-mail: sbdijulio@comcast.net

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

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Homeowner's Printed Name: SUSAN Shecket
Homeowner's signature: 
Address: 1214 25th Ave E Seattle WA 98112
E-mail: sve@revesgarden.com

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

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Homeowner's Printed Name: CRISTIAN BOLSTER
Homeowner's signature: Cristian Bolster
Address: 17558 NE 145th St Kirkland, WA 98034
E-mail: CristianBolster@yahoo.com

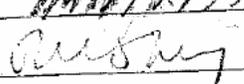
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Homeowner's Printed Name: Manuel Vasquez S
Homeowner's signature: Manuel Vasquez S
Address: 5650 132nd AVE NE APT B BELLEVUE WA 98005
E-mail: _____

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

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Homeowner's Printed Name: MARIANNE SHEY
Homeowner's signature: 
Address: PO BOX 6772 Bellevue WA 98008
E-mail: _____

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

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Homeowner's Printed Name: PAIRICIA OWILLIEN
Homeowner's signature: 
Address: 5121 159th AVENUE Richmond, WA 98057
E-mail: gomez.20@juno.com

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

We, the homeowners, residents and/or borders of Overlake Farm are requesting the City of Bellevue Transportation Commission remove project number M-631 north of project number L-462 from their Pedestrian and Bicycle Transportation Plan commonly known as Walk & Roll 2007 Pedestrian-Bike Plan.

Homeowner's Printed Name: DEBRA CRINZI
Homeowner's signature: Debra Crinzi
Address: 522 N. LK. SAM. S.E., BELL., WA. 98008
E-mail: CRINZI@AOL.COM

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

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Homeowner's Printed Name: Lisa C. Lansford (horse border)
Homeowner's signature: Lisa C. Lansford
Address: 7426 E. Mercer Way NE, WA
E-mail: lisalansford@hotmail.com

REMOVE PROJECT M-631 FROM PEDESTRIAN & BICYCLE TRANSPORTATION PLAN

We, the homeowners, residents and/or horse borders of Overlake Farm are requesting the City of Bellevue Transportation Commission remove project number M-631 north of project number L-462 from their Pedestrian and Bicycle Transportation Plan commonly known as Walk & Roll 2007 Pedestrian-Bike Plan.

Homeowner's Printed Name: DAVID NEIL MACDONALD
Homeowner's signature: Dave Macdonald
Address: 7626 E. Mura Way NE, WA 98040
E-mail: Dave.machone@hotmail.com

REMOVE PROJECT M-631 FROM PEDESTRIAN & BICYCLE TRANSPORTATION PLAN

We, the homeowners, residents and/or horse borders of Overlake Farm are requesting the City of Bellevue Transportation Commission remove project number M-631 north of project number L-462 from their Pedestrian and Bicycle Transportation Plan commonly known as Walk & Roll 2007 Pedestrian-Bike Plan.

Homeowner's Printed Name: LACIE REVAE SIMPSON (bonds Oreo horse)
Homeowner's signature: Lacie Simpson
Address: Franklin College, Ticino, Switzerland
E-mail: laciegirl@hotmail.com

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

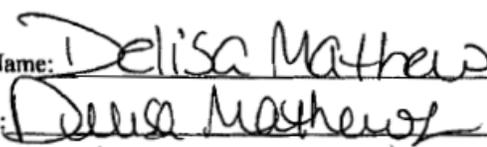
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Homeowner's Printed Name: Dana Kapela
Homeowner's signature: 
Address: 5650 132nd Ave^{NE} Bellevue WA 98005
E-mail: dkapela@msn.com



REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

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Homeowner's Printed Name: Delisa Matthews
Homeowner's signature: 
Address: 6510 130th AVE NE Kirkland WA 98033
E-mail: delisamatthews@yahoo.com

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

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Border
Homeowner's Printed Name: Patricia B. Henry
Homeowner's signature: Patricia B Henry
Address: 11629 NE 95th St, Kirkland WA 98033
E-mail: pshenry@yahoo.com

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

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Homeowner's Printed Name: CHERI CONNOLLY
Homeowner's signature: Cheri Connolly
Address: 10316 NE 60th St. Kirk. Wa 98033
E-mail: _____

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

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Homeowner's Printed Name: ANN RAVNS BORG
Homeowner's signature: Ann Ravnsborg
Address: 11032 40TH AVE NE, SEATTLE WA 98125
E-mail: ann.ravnsborg@seattle.gov

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

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Homeowner's Printed Name: BETTY LOU KAPELA
Homeowner's signature: Betty Lou Kapela
Address: 5652-132 Ave NE Bellevue 98005
E-mail: /

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

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Homeowner's Printed Name: Christina Dugan
Homeowner's signature: 
Address: 6229 132nd Ave NE Kirkland, WA 98033
E-mail: cdugan@msn.com

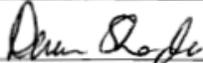
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Homeowner's Printed Name: SUZANNE MOONEY
Homeowner's signature: 
Address: 1400 W. RUFFNER ST #3, SEATTLE 98119
E-mail: _____

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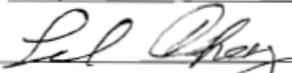
Homeowner's Printed Name: Doreen Shoda
Homeowner's signature: 
Address: 13530 NE 29th Place
E-mail: ds11st@att.net

Chris Cerrato

13530 NE 29th Pl, 98005
cerrato@att.net

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

We, the homeowners in Canterwood Estates are requesting the City of Bellevue Transportation Commission remove project number M-631 north of project number L-462 from their Pedestrian and Bicycle Transportation Plan commonly known as Walk & Roll 2007 Pedestrian-Bike Plan.

Homeowner's Printed Name: Yarom Boss, Lili Cheng
Homeowner's signature: 
Address: 13500 NE 54th Place
E-mail: yaromb@microsoft.com

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

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Homeowner's Printed Name: R. F. KAPBLIN
Homeowner's signature: [Signature]
Address: 5652 132nd Ave NE #266
E-mail: Kapblin425@earthlink.net

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

We, the homeowners, residents and/or horse borders of Overlake Farm are requesting the City of Bellevue Transportation Commission remove project number M-631 north of project number L-462 from their Pedestrian and Bicycle Transportation Plan commonly known as Walk & Roll 2007 Podestrian-Bike Plan.

Horse owner / boarder
Homeowner's Printed Name: Lisa B Cohen
Homeowner's signature: [Signature]
Address: 4682 177th Ave SE Bellevue 98006
E-mail: fineline4@msn.com

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

We, the homeowners in Canterwood Estates are requesting the City of Bellevue Transportation Commission remove project number M-631 north of project number L-462 from their Pedestrian and Bicycle Transportation Plan commonly known as Walk & Roll 2007 Pedestrian-Bike Plan.

Homeowner's Printed Name: LAURIE J. AND GREGOIRT K. MERCIER

Homeowner's signature: *Laurie J. Mercier* *Gregory K. Mercier*

Address: 13553 NE 54TH PLACE, BELLEVUE, WA 98005

E-mail: GREGORYANDLAURIE@MSN.COM

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

We, the homeowners in Canterwood Estates are requesting the City of Bellevue Transportation Commission remove project number M-631 north of project number L-462 from their Pedestrian and Bicycle Transportation Plan commonly known as Walk & Roll 2007 Pedestrian-Bike Plan.

Homeowner's Printed Name: Jack Bennett

Homeowner's signature: *Jack D Bennett*

Address: 13549 NE 54TH PLACE

E-mail: _____

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Homeowner's Printed Name: Linda Ruskell
Homeowner's signature: Linda Ruskell
Address: 13560 NE 54th Place
E-mail: _____

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Homeowner's Printed Name: Nancy Bennett
Homeowner's signature: Nancy Bennett
Address: 13549 NE 54th Place
E-mail: Nancy L Bennett@gmail.com

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

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Homeowner's Printed Name: Frida Kumar
Homeowner's signature: *Frida Kumar*
Address: 13537 NE 54th Pl. Bellevue, WA 98005
E-mail: Frida@Kumarzone.com

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

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Homeowner's Printed Name: Rex Noffsinger
Homeowner's signature: *Rex M Noffsinger*
Address: 13561 NE 54th Place
E-mail: rex.noffsinger@colliers.com

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

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Homeowner's Printed Name: ELAINE SHORT
Homeowner's signature: Elaine Short
Address: 13545 NE 54th PL Bellevue, WA 98005
E-mail: ELLINGTON ELAINE @ HOTMAIL . COM

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

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Homeowner's Printed Name: KENNETH A. SHEPPARD
Homeowner's signature: Kenneth A. Sheppard
Address: 13570 NE 54th PLACE, BELLEVUE, WA 98005
E-mail: kshppard@sksp.com

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

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Homeowner's Printed Name: MARIANNE SHEY

Homeowner's signature: 

Address: PO Box 6772 Bellevue WA 98008

E-mail: _____

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

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Homeowner's Printed Name: Manuel Vasquez S

Homeowner's signature: 

Address: 5650 132 ND AVENUE APT D BELLEVUE WA 98005

E-mail: _____

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Homeowner's Printed Name: CRISTIAN BOLSTERC

Homeowner's signature: Cristian Bolsterc

Address: 12558 NE 143RD St Kirkland, WA 98034

E-mail: crbolsterc@yahoo.com

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

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Homeowner's Printed Name: SUSAN SHECKET

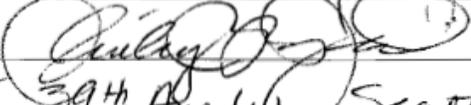
Homeowner's signature: Susan Shecket

Address: 1214 25TH AVE E Seattle WA 98112

E-mail: sve@revesgarden.com

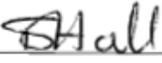
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Homeowner's Printed Name: Shirley D. Julia
Homeowner's signature: 
Address: 2815 39th Ave W Seattle 98199
E-mail: sbdjulia@comcast.net

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

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Homeowner's Printed Name: TRACY HALL
Homeowner's signature: 
Address: 2435 130th AVE NE BELLEVUE, WA
E-mail: _____

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

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Homeowner's Printed Name: PAULA DEUTSCH
Homeowner's signature: Paula Deutsch
Address: 1125 49th Ave S Tukwila 98178
E-mail: _____

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

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Homeowner's Printed Name: Gloria Sierra
Homeowner's signature: Gloria Sierra
Address: 4521 S Bond St. Buddle Peails Property owner
E-mail: _____

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

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Boarder
Homeowner's Printed Name: Judith K Graves

Boarder
Homeowner's signature: Judith K. Graves

Address: 4216-85th Ave SE, Mercer Island, WA

E-mail: judygraves@hotmail.com

REMOVE PROJECT M-631 FROM PEDESTIRAN & BICYCLE TRANSPORTATION PLAN

We, the homeowners, residents and/or horse ^{borders} borders of Overlake Farm are requesting the City of Bellevue Transportation Commission remove project number M-631 north of project number L-462 from their Pedestrian and Bicycle Transportation Plan commonly known as Walk & Roll 2007 Pedestrian-Bike Plan.

Boarder
Homeowner's Printed Name: DALE E. GRAVES

Boarder
Homeowner's signature: Dale E. Graves

Address: 4216 85TH AVE. SE, MERCER ISLAND, WA 98040-4022

E-mail: deg001@hotmail.com

REMOVE PROJECT M-631 FROM PEDESTRIAN & BICYCLE TRANSPORTATION PLAN

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~~Homeowner~~
Boarder
Homeowner's Printed Name: Heather K. Graves

~~Homeowner~~
Boarder
Homeowner's signature: Heather K Graves

Address: 4216-85th Ave SE, Mercer Island, WA, 99040-4022

E-mail: HKgraves@hotmail.com

EMAIL COMMENTS

From: Brian Calado [mailto:brianacalado@yahoo.com]
Sent: Tuesday, February 26, 2008 8:02 PM
To: Loewenherz, Franz
Subject: M-631 Trail Concern & Objection

Franz,

I am concerned and opposed to the M-631 (136 th AVE NE Power Line) Trail proposal since it is proposed to be multi-use and way too wide for our property. A pedestrian path 2-4 feet wide is fine as long as I can have run the perimeter of our property line. Please confirm what the status is for this project and what the current plans are.

Much appreciated,
Brian

From: Nancy Feagin & Paul Brallier [mailto:nfeagin@sprintmail.com]
Sent: Thursday, February 21, 2008 9:30 PM
To: Loewenherz, Franz
Subject: Ped/Bike Plan Comment

I asked my daughter what image did she have when she thought of Bellevue. "Sidewalk Closed," was the answer.

How is it that Seattle can construct multistory buildings without closing it's sidewalks and I have to cross the street 4 times to walk four blocks in downtown Bellevue? This is especially dangerous because of the frequent vehicles that fail to yeild the crosswalk to pedestrians. It has gotten downright dangerous to walk in Bellevue.

The City needs to mend its ways and require developers to maintain open sidewalks with infrequent closures for deliveries instead of sidewalk closures that last years if not decades. Surprised! The recently completed sidewalk from 106th Ave NE to Bellevue Way on NE 12th St. took 37 years to complete (1971-2008). Pedestrian use of sidewalks is for the greater public good. Property can be legally condemned for the purpose of installing a sidewalk and the City needs to put the greater public good ahead of the finacial interests of developers.

Signed,
Feagin Family

From: Cherry Crest Saddle Club [mailto:ccsaddle@nwlinc.com]
Sent: Thursday, February 21, 2008 4:20 PM
To: Loewenherz, Franz
Subject: Re: Parkside East

Mr. Loewenherz:
Parkside is has a public dedicated trail easement completely around the plat, except at the very north end. It seems L449 only discusses maybe the south/ north segment if at all. The project is described from 24th to 36th. Which would not include any of the Parkside dedications.
John Roche

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

From: FLoewenherz@bellevuewa.gov
To: rochejj@iinet.com ; savebridletrails@hotmail.com ; ccsaddle@nwlink.com
Cc: KONeill@bellevuewa.gov
Sent: Thursday, February 21, 2008 3:46 PM
Subject: RE: Parkside East

It appears from the Plat document (see attached) that project L-449 pertains to this location <http://www.bellevuewa.gov/pedbike/TrailProjectDetails.aspx?pid=L-449>. The 1999 Plan identified this project as: "Improve existing trail; Remove blockages; Convert private easement to public; (North end through Parkside Public)."

From: John Roche [mailto:rochejj@iinet.com]
Sent: Thursday, February 21, 2008 3:14 PM
To: Loewenherz, Franz; Citizens Protecting Bridle Trails; Cherry Crest Saddle Club
Cc: rochejj@iinet.com
Subject: Parkside East

Mr. Loewenherz:
Parkside East in Bridle Trails was platted and recorded in the 1970's with dedicated public trail easements.
Is there a reason why the development of these valuable trail easements are not on any project list of the ped/bike plan?
Maybe I missed them and if so please provide the project #.
Thank you
John Roche

From: Cherry Crest Saddle Club [mailto:ccsaddle@nwlink.com]
Sent: Monday, February 25, 2008 9:02 AM
To: Loewenherz, Franz
Subject: Re:

Mr. Loewenherz:

Thank you for your e-mail. I am below responding to it. My response is in red.

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

From: FLoewenherz@bellevuewa.gov
To: rochejj@iinet.com ; KThurstonson@bellevuewa.gov
Cc: savebridletrails@hotmail.com ; jack@madrona.com ; ccsaddle@nwlink.com ; KThurstonson@bellevuewa.gov
Sent: Wednesday, February 20, 2008 4:36 PM
Subject: RE:

Dear Mr. Roche,

Thanks for your interest in the Pedestrian and Bicycle Transportation Plan. I appreciate your strong commitment to the interests of pedestrians, and your history of advocacy for the development of the trail system in Bridal (Bridle) Trails.

The City has a commitment to establishing a recreational trail system that the public can enjoy (Where can I find this commitment in writing by someone in the COB?). As you are aware, there has been much controversy and conflict in the Bridal (Bridle) Trails community regarding the specifics of this trail system. There is also significant legal complexity surrounding the status of the many easements in the area (Not really, I think they are explained in pretty simple terms.)

We are striving to develop a plan that accommodates these varied interests and reflects the legal realities. Many people for the past history have advocated that Bridle Trails needs to be preserved. Just look at the Sub-area plan policies.

In regards to only the CG easements and Parkside East easements; The CG easements are at a minimum dedicated to four sections of land owners. Four square miles which are bordered by 116 Ave NE on the west, 148th Ave NE on the east, Ne 8th street on the south and NE 40th Street on the north. That includes over 4000 property owners, which include the State of WA (1), King County (15) and the COB which owns 57. Additionally the CGHOA as an Inc. organization owns 4. I would like to at a minimum observe, if not contribute to the discussions within the City regarding the "legal realities". In regards to the varied interests; the opposers will come out and bully the City. The rightful users and public, most in general will stay silent while agreeing with the COB plan without even knowing the bully's have opposed a COB plan. A community wide benefit always impacts a neighborhood. However in the matter of CG, it was in 1967 by plat recording and dedication that CG gave rights to all the trail easements. Maybe at least the COB should put out a mailer to let the people know there was opposition and the COB plans to drop the project because a small group bullied the COB. Let the losers of these projects know they are about to lose them.

With regard to the projects that were discussed at the February 13th CG meeting, there has not been evidence presented to the City that these are public easements (This is not true. The evidence has been submitted to certain staff personal, if that information has gotten to the rightful decision makers is not sure. The easements were government required for the benefit of the public and I would gladly show you this, and the residents are clearly opposed to granting easements. (in this regard, 1st the easements were already granted in 1967 and what has happened to our right to have all the easements in good repair so that we can use them?) (the residents only became residents because they committed and dedicated the trail easements to the larger than CG community. CG has a legal duty to allow neighboring community members to pass by on the trail easements and the road right of ways and maintain them. – these are the reasons that we have for suggesting that the Transportation Commission consider eliminating these projects from the Pedestrian and Bicycle Transportation Plan project list. Regarding the vegetation removal at the shoulders of the right of way, what I heard was that the Compton Green Homeowner's Association agreed to discuss among themselves whether to build an informal path instead of city sidewalks. (We disagree on what we heard, however if that is what you heard then I expect CG will have meetings and discussions regarding such a project. The CGHOA needs to demonstrate that such discussions will occur with membership disclosure. We have lived in CG for over 23 years. Never have we witnessed CGHOA willingly having open meetings to discuss any issue. It's always the control group in command. The "control group" are those that have closed trail easements or property impacted by outside community interests such as Cherry Crest people passing safely through CG. The group met are the same people over and over and only come out when discussion regards the trail easements which they are blocking.

You write that there is a difference of opinion within Compton Green and Cherry Crest on some of these trail issues. And you ask me to come to a meeting at Cherry Crest. At this point I am not sure that would serve everyone's interests. (I respectfully disagree. Should a COB properly note a meeting to involve the Cherry Crest Community and disclose the benefits of the improvements, or the negative the COB has received, through CG you will see great interest in these projects. It is my recommendation that the community needs to come together and work out some of their differences on this issue. You have two different groups here. Maybe the COB needs to work with both, not just one group. CG is hard core against out side interests. If Compton Green was allowed to wall themselves of from the rest of the area they would do so. The blocking of the dedicated trail system is in effect doing just that. It's illegal and a misdemeanor to fail to preform a duty and or block public/private right of ways. If they do the City will be better able to develop and implement a good trail plan. You might want to consider working with our Mediation Program on a community facilitation process; feel free to contact Andrew Kidde, Mediation Program Manager at 425-452-5288.

I will work with Kristina Thurstonson to gather and complete the public disclosure information request you've submitted. At this time, staff is in the process of compiling all of the community feedback that we have received through this outreach effort into a report to the Transportation Commission. This report will summarize the months of community input (your January 28 email is included in the packet of materials) on the draft network plan project list from September 2007 to February 2008; during which time staff organized over 20 presentations and open houses **Did Cherry Crest get such a meeting? If when was it and how was it noticed?** This information will be shared with the Transportation Commission at its March 6th workshop and again at both its March 13th and March 27th meetings. **Is there a meeting on this matter this Thursday, February 28th?**

I would appreciate your comment which I can exchange with some Cherry Crest people.

Thank you
John Roche

From: Loewenherz, Franz
Sent: Wednesday, February 20, 2008 4:36 PM
To: 'John Roche'; Thurstonson, Kristina
Cc: savebridletrails@hotmail.com; Jack Creighton; Cherry Crest Saddle Club; Thurstonson, Kristina
Subject: RE:

Dear Mr Roche,

Thanks for your interest in the Pedestrian and Bicycle Transportation Plan. I appreciate your strong commitment to the interests of pedestrians, and your history of advocacy for the development of the trail system in Bridal Trails.

The City has a commitment to establishing a recreational trail system that the public can enjoy. As you are aware, there has been much controversy and conflict in the Bridal Trails community regarding the specifics of this trail system. There is also significant legal complexity surrounding the status of the many easements in the area. We are striving to develop a plan that accommodates these varied interests and reflects the legal realities.

With regard to the projects that were discussed at the February 13th CG meeting, there has not been evidence presented to the City that these are public easements, and the residents are clearly opposed to granting easements – these are the reasons that we have for suggesting that the Transportation Commission consider eliminating these projects from the Pedestrian and Bicycle Transportation Plan project list. Regarding the vegetation removal at the shoulders of the right of way, what I heard was that the Compton Green Homeowner's Association agreed to discuss among themselves whether to build an informal path instead of city sidewalks.

You write that there is a difference of opinion within Compton Green and Cherry Crest on some of these trail issues. And you ask me to come to a meeting at Cherry Crest. At this point I am not sure that would serve everyone's interests. It is my recommendation that the community needs to come together and work out some of their differences on this issue. If they do the City will be better able to develop and implement a good trail plan. You might want to consider working with our Mediation Program on a community facilitation process; feel free to contact Andrew Kidde, Mediation Program Manager at 425-452-5288.

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Commission. This report will summarize the months of community input (your January 28 email is included in the packet of materials) on the draft network plan project list from September 2007 to February 2008; during which time staff organized over 20 presentations and open houses. This information will be shared with the Transportation Commission at its March 6th workshop and again at both its March 13th and March 27th meetings.

Many thanks,

Franz Loewenherz
Senior Transportation Planner

From: John Roche [mailto:rochejj@inet.com]
Sent: Thursday, February 14, 2008 4:50 PM
To: Loewenherz, Franz; Thurstonson, Kristina
Cc: savebridletrails@hotmail.com; Jack Creighton; Cherry Crest Saddle Club; rochejj@inet.com
Subject: Fw:

Mr. Loewenherz:

I was at the Compton Green (CG) meeting last night which you made a presentation.

Me and some others from outside of Compton Green, we also own property in Cherry Crest, are interested in having you do the same type of meeting for the non residence of Compton Green. We believe to establish a balance between all the CG neigh sayers it would be important for you to know what the other users of the proposed improvements would like to see and approve. Could you detail for me the process to have you do such a meeting? It would be helpful if the City could provide such a mailer to at least the Cherry Crest neighborhood or if possible a larger group of the potential users and effected property users. Can that be done?

CG is only 120 property owners yet thousands of others come through here and have the right to come through here as pedestrians in a safe environment. It should not be a City policy to allow a neighborhood to govern what City improvements are when they benefit a much larger community. There are always impacted properties for the greater good of the larger community. And as matter of information, those people who you heard from last night do not speak for the majority of CG. It is well recognized it's only those who oppose the City who attend and speak, not the people who have looked at the plan and have agreed with the improvements. Sure some people who approve will attend but you need to know the people who gathered last night are the bullies to the others. You could have recognized that from the fact there was a police officer in attendance. Quite frankly you seemed to be bullied into eliminating the projects by this minority group.

Also to memorialize the agreement which seemed to be floated last night; Compton Green, or at least those in attendance stated they would get the vegetation removed for the shoulders of the public right of way road so that there would be room to move out of the roadway. Is this what you heard last night?

You made a comment about receiving lots of communication and e-mails and such. With this e-mail I am making a request for all documents and communication which have been received by the City in regard to the four projects you reviewed last night at the meeting. Also a copy of the notes you made on the large sheet of paper.

I did not get a reply to my previous e-mail so I'm not sure if you actually got it. Could you at least confirm the receipt of this?

Thank you for your attention to this matter.

From: Sarah Phillips [mailto:SarahPhillips@captaris.com]

Sent: Wednesday, February 13, 2008 12:26 PM

To: Cieri, Dave

Cc: Loewenherz, Franz

Subject: Bellevue Bicycle Recommendations

Hello,

The Cascade Bike Club recently solicited input from bike commuters regarding routes through Bellevue.

I have a couple of quick suggestions, as you put together your plans:

1. Better pedestrian/bicycle access across I-405. This is very car-centric (makes sense) right now, but rather dangerous as a cyclist or a ped.
2. Work with the city of Medina to put up adequate lighting on Evergreen Point Drive. I realize this is a tough request for some of the residents. But, I basically gave up winter bicycle commuting as my primary route from the Evergreen Point bus stop on 520 to downtown Bellevue goes through Medina. Without street lights, this street is too dangerous, as obstacles such as drains, downed evergreen branches from heavy winter rains, etc., cannot be viewed by the cyclist until you are right on top of them. This is even with a high-powered headlight.
3. Alternatively, improve the multi-modal path on the North side of 520 heading East. Right now, it is far too dangerous in winter (covered with moss, again, not enough lights) and rather uncomfortable in summer (too many cracks in the pavement, ups and downs).
4. Encourage Metro to work expeditiously with their vendor to redesign the 3-bicycle carriers. I understand these were removed because bikes were not secure enough. However, they went a LONG way to reducing bicycle wait times at Montlake and Evergreen Point. I'd love to see these re-engineered and installed by May 1.
5. Give incentives to downtown employers for providing secure bike parking and showers.
6. Better access through Downtown in general. Downtowns everywhere struggle with this, but it really is essential. Access was not too bad from where I work (the PSE building). From there I had a couple fairly reasonable routes to both 520 to catch a bus or to the I-90 bike trail. Extending that access to cyclists trying to get to/from the Mall area would be terrific. Also, finding a good route up to the Lake Hills Connector from downtown would be really nice.
7. Improve the pedestrian experience in downtown. Five minute wait cycles at lights due to all the left-hand turn lanes are infuriating. It really de-motivates people from walking. Moving to a one-way street design for several key arterials in downtown will go a long way to alleviating this problem.

In general, I think Bellevue has done a good job accommodating cyclists. The x marks at the intersections are helpful for tripping the lights. There are a number of good trails and bike lanes.

Thanks for asking for input.

-Sarah

Sarah Phillips

Manager, Solutions Engagements

Captaris, Inc.

10885 NE 4th St., Suite 400 | Bellevue, WA 98004
Office 425.638.4065 | Cell 425.749.8663 | Fax 425.638.1265
SarahPhillips@Captaris.com | www.Captaris.com | NASDAQ: CAPA

From: Susan and Steve Springmeyer [mailto:susanstevespring@comcast.net]

Sent: Monday, February 11, 2008 7:26 PM

To: Loewenherz, Franz

Subject: Pike's Peak trails

Dear Mr. Lowenherz,

I became aware of the 2007 plan when someone taped a flyer to my mailbox. Our community association president sent an email that helped me read more current minutes of the transportation committee and again review the maps. It appears the trail I help maintain, part of the City Light easement, between Cherry Crest and NE 37th, is no longer listed in your plan. Is that true?

I have lived in Pike's Peak since the early 80's, I bike to work in Redmond in the summer, walk and run in Bridle Trails State Park, and have watched trails disappear with developer's "bait and switch" when they put housing east of Cherry Crest school. I can probably still show you the trails that go to no where in that development. Of course, the people that live there have tried to help make them disappear too.

So, if I can be of assistance, let me know. On the other hand, if the Pike's Peak part of the Powerline trail is still on your maps then I will become involved. I want our section of the trail to be available to anyone but I do not want the trail "advertised", on maps, or promoted to the public.

Thanks much and my respect to the work behind the plan and the compliments from Bridle Trails folks that worked with you,

During the day my email is sspringmeyer@spiration.com

Steve Springmeyer
12227 NE 36th Street
Bellevue, WA 98005
425 881-1736

From: lee davis [mailto:xcape2usa@yahoo.com]

Sent: Tuesday, February 05, 2008 8:21 PM

To: Loewenherz, Franz

Subject: Compton Green Trail concerns

Dear Mr Loewenherz

My name is Helene Davis. My family and I (husband and 3 children) live in Compton Green, Bridle Trails. I recently received the flyer sent out by Mary Lynne Poole, along with a map of the proposed trails. I am VERY concerned about the proposed trails - especially the one that shows going behind our house (lot 120). We share a property boundary with Mr Roche. This past year he has resorted to intimidation, harassment, blackmail and bullying to have that trail opened. I have since taken him to court and now have an anti harassment order against him (as did the previous owners of this house). This however has not stopped Mr Roche in his intimidation methods. He now follows me when I take my daughter to school on the horse. I have resorted to taking my camera with me each morning and have photos of him stalking me and my daughter. As soon as he saw the camera he drove away and he has stopped doing this. However, I believe it is just a matter of time before he finds some other way to harass me and my family. This man scares me and I fear that once that trail is open to the public he will have total access to our back yard and open view into my bathroom, kitchen and living areas. My children love playing in

the back yard during the summer and I have never worried about them. It seems this might change and it makes me very angry.

I am not the first, and most certainly will not be the last to have an anti harassment order against Mr Roche. In the past he has lured my neighbors daughters over to his property to see his pony. He did not ask my neighbors if this will be ok. The parents searched for 40 minutes for their daughters and were on the verge of calling the police when Mr Roche walked back to the fence with the little girls (who were then 4/5 years old).

I plan on being at the meeting on the 13th February and will raise this issue. I simply can not begin to tell you how strongly I feel about this matter. The safety of my children comes first and foremost and as long as Mr Roche is in the neighborhood I will not be taking ANY chances when it comes to protecting my family. I have kept all the emails he has sent me. I will be glad to forward those on to you so that you can better understand where I am coming from.

Kind Regards
Helene Davis

From: chris burges [mailto:chrisjcb@hotmail.com]
Sent: Tuesday, February 05, 2008 11:23 PM
To: Loewenherz, Franz
Cc: Deb Burges; chrisjcb@hotmail.com; xcape2usa@yahoo.com; lisahh56@hotmail.com
Subject: RE: proposed trail expansions
Dear Franz,

While our mail below was in regards to the proposed 9 foot sidewalks in our neighborhood, this mail concerns the proposed expansion of the trails next to our house. We also think that this is a bad idea: we maintain the trails next to our house. They are very popular with walkers and we welcome their use of our land. The trails as they are now have a very special character that is unique to Compton Green: they are beautiful, natural, and welcoming.

Expanding these existing trails in any way is fixing a problem that is not broken, and jeopardizes the very special character of our neighborhood, which is totally unique in Bellevue. Again we fear that we would be trading something precious for yet more surburban sprawl.

Why is the city proposing to spend taxpayers' money to solve a problem in a neighborhood where most of the residents are happy with the way things are? I have done some informal polling of my neighbours and have yet to find anyone who thinks that the trail, or pedestrian, proposals are good ideas; most of them are very unhappy about this. I will be collecting signatures in the near future to this end, and we will not rule out consideration of appropriate legal action should the need arise.

Again, please let us know what you think of our comments.

Sincerely,
Chris and Debbie Burges

From: chrisjcb@hotmail.com
To: floewenherz@bellevuewa.gov
CC: debraburges@hotmail.com; chrisjcb@hotmail.com
Subject: proposed ped/bike plan
Date: Fri, 1 Feb 2008 09:17:55 -0800

Dear Franz,

We live at 3312 131st Ave NE, and we will be strongly impacted by the proposed sidewalk and trail plan. I believe that the plan will be very detrimental to our neighborhood: the feel of Compton Green will be completely changed, from a natural, woods feel, to regular suburban sprawl. Perhaps a smaller sidewalk would be OK, but apparently you are proposing to take 9 feet of our land to completely open up the street, on both sides. A major appeal of this neighborhood will be negatively impacted: that is, the feeling of living in or near the woods. This character has been carefully protected for many years (we put up with some rather strict rules to be a part of it) and it will be lost in one blow. The people who live here, do so because they like it this way.

I wouldn't mind a sidewalk, if it was much smaller, less intrusive, and made some accommodation to keep the character of the place intact.

What I think would be far more beneficial, for the neighborhood and for people who walk through it, would be to add speed bumps on 131st Ave outside our house. Cars go very fast up and down that hill, and kids skateboard there (and they would still skateboard in the street if there were sidewalks; the appeal to them is the speed of going down the hill; they will not skateboard down any sidewalk). I have myself seen a car brake violently to avoid hitting a child, just down the street from our house. This is a serious problem, and it will not be fixed by adding sidewalks.

Please let us know what you think of our comments.

Sincerely,
Chris and Debbie Burges

From: David Kannas [mailto:kannas@comcast.net]
Sent: Wednesday, January 30, 2008 8:26 AM
To: Loewenherz, Franz
Subject: Walk and Roll

Thank you, Bellevue, for recognizing the important roll that bicycles play in an overall transportation plan. Bicycles must, however, be viewed as true transportation and not as simply novelties and play things. While I don't believe that Bellevue's plan illustrates these assumptions, there is need to guard against this since not everyone who influences such plans has accurate information about and can even harbor prejudice against bicycles and their true roll in a broad transportation plan. Again, Bellevue is to be commended for such a bold move.

Sincerely,
David Kannas
long-time Cascade Bike Club member and rider

From: John Roche [mailto:rochejj@iinet.com]
Sent: Monday, January 28, 2008 9:31 AM
To: Loewenherz, Franz
Cc: Compton Green; savebridletrails@hotmail.com
Subject:
Hello Mr. Loewenherz:

I live in Compton Green, adjacent to and south of Bridle Trails State Park.

We support every aspect of the ped/bike plan which is being proposed. however we have one item which we would like to give you some input on.

There is a plan for sidewalks on both sides of some streets. We suggest that a sidewalk be only put on one side and then a gravel path on the other side. Why?

We are a horse property neighborhood. We own three horses. Presently there is no paths on the side of the roadways to walk horses. We are in the streets with the cars. So are all the young children who walk the neighborhood during the school year or just for recreation.

Compton Green was required to have a 4 foot all weather foot path located one foot from the property line. However over the years some property owners have landscape the roadway and like monkey see monkey do many others have followed. Today there is no pathways and it's very dangerous. I would be glad to show you these plat conditions.

On one other note. There are some in Compton Green who oppose the City's plans. Not sure why? They have mentioned that they want to meet with the City.

I am asking with this e-mail that should the City decide to meet with anyone from Compton Green that I be given notice and allowed to attend to at least observe and at best participate.

Thank you for your attention to this matter.

John Roche

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

From: Loretta Lopez [<mailto:loretta@mstarlabs.com>]

Sent: Thursday, January 24, 2008 4:23 PM

To: O'Neill, Kevin

Cc: 'Ellen Kerr'; 'Norm Hansen'; Loewenherz, Franz

Subject: RE: Proposed Ped/Bike Plan Bridle Trails Community Club

Dear Kevin,

I do have some questions and comments about the proposed policy changes.

1. PB1: The City proposes deleting: Coordination with community organizations. This does not seem to be a good idea since the City should want as much community input as possible. Is there a particular reason that the City wants to delete this phrase?
2. PB4: This section should set forth the type of notice that the City must provide to neighbors and neighborhood before the design process. In our experience, once the design process is started, the City will not stop the process to reconsider whether the project is necessary.
3. PB5: This section should contain notice requirements for the reasons that I have set forth above regarding PB4.
4. PB6: This section refers to striving to improve existing facilities. Does this mean that the City has to install brighter lights once an improvement is made. For example, the City states that the reason that the City installed many new lightposts with higher lumen levels along NE 24th is that any time an improvement is made that the City has to apply new lighting standards. If this is the case, then the neighbors and neighborhood should be notified in advance of the definition of improvement and all that the improvement entails.
5. PB9: This section should refer to the subarea Plan in addition to, or instead of, the use of the phrase "neighborhood character and context."
6. PB12: This section should refer to the subarea Plan in addition to, or instead of, the use of the phrase "as appropriate based upon the neighborhood context".

7. TR43: This section should also include taking into account the need to accommodate the environment, the type of vegetation that would have to be destroyed to widen a path or bicycle path to meet the City's 10-14 foot requirements. There should be some reference about the need to balance the needs of the users, the neighborhood, and the environment.

8. UD-40: This section refers to the need to provide lighting, seating and other improvements. This section should include a statement that the improvement must be consistent with the neighborhood.

9. TR46(5): This section refers to providing street lighting. The section should include a phrase that makes it clear that the lighting must be consistent with neighborhood.

10. PB19: This section sets forth that the City will notify abutting property owners of their responsibilities to maintain the sidewalks. I think that providing notice is a good idea. And if the City can provide notice to property owners once a project is finished then clearly the City can provide notice to property owners during the planning or vision phase of a project.

Thank you. I will be at the meeting tonight.

Loretta

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

From: Loretta Lopez [<mailto:loretta@mstarlabs.com>]

Sent: Thursday, January 24, 2008 3:40 PM

To: O'Neill, Kevin

Cc: Loewenherz, Franz; 'Ellen Kerr'; 'Norm Hansen'

Subject: Ped/Bike Plan/BTCC Recommendations

Dear Kevin,

Here are the recommendations of the Bridle Trails Community Club. Would you please forward to the Transportation Commission.

At a General Meeting of the Bridle Trails Community Club on January 17, 2008, the BTCC completed voting upon recommendations regarding both the Bike and Trails sections of the Ped/Bike Plan.

The BTCC had previously submitted recommendations to the Transportation Commission on our recommendations regarding two projects on 132nd and 140th.

We did not have time to complete a vote on the 3rd project (Project B-303) or the trails until our meeting on 1/17/08.

The BTCC voted upon project B-303 of the Ped/Bike Plan. The BTCC recommends building:

On both sides of NE 40th, from 140th Ave NE to 145th Place, a 6 foot multipurpose hard surface (non paved) path designed with landscaped berm as exiting on 140th.

The BTCC voted upon and passed the following recommendations regarding the trails section of the Ped/Bike Plan:

1. BTCC supports the Bridle Trails Sub Area Plan which is the framework for maintaining the rural and equestrian character of the area.

2. BTCC supports existing public trail connectivity to Bridle Trails State Park.
3. BTCC supports equestrian/pedestrian access to existing public trail segments and supports the City providing trail maintenance (after consultation with contiguous property owners).
4. BTCC respects private property owner's preferences and will not represent private property owners or Homeowners Associations with the City. BTCC supports the continuation of the existing private trails which are maintained and controlled by private property owners and/or Homeowners Associations.
5. Proposed changes to the Pedestrian Bike Plan affecting the Bridle Trails Sub Area requires 90 day prior written notification via US Mail to all affected property owners and neighborhood associations.

Thank you.

Loretta Lopez

Co President, Bridle Trails Community Club

From: Elizabeth Bailey [mailto:ejbailey83@verizon.net]

Sent: Wednesday, January 23, 2008 5:23 PM

To: Cieri, Dave

Cc: Loewenherz, Franz

Subject: "Complete streets" in Bellevue

Some months ago Bellevue added a sidewalk to 140th Avenue north of 40th street, but did not bother to add a bicycle lane. Why not? 140th is my preferred route to work because it has less traffic than 148th; however, the road is narrow and does not have sufficient paved shoulders for a bicycle to escape if traffic comes too close. If you could add a sidewalk, why was it too difficult to add a bike lane?

A friend of mine who lives on West Lake Sammamish Pky is afraid to ride on the Bellevue end of that road because the lack of a bicycle lane and the proximity of traffic make the road too dangerous. She wants to ride her bicycle to work in Redmond. This road needs a bicycle lane.

Thank you.

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

From: Matt Leber [mailto:matt@lebers.net]

Sent: Wednesday, January 23, 2008 10:17 AM

To: Cieri, Dave

Cc: Loewenherz, Franz

Subject: Comments on walk and roll plan for Bellevue

I have a few comments for you on the walk and roll plan:

1. One of the problems with the existing bike lanes that I see is the piecemeal nature of them. With the projects listed, I am concerned that projects will be completed as money is available rather than focusing on a specific corridor. (For example, finishing the bike lane on 112th but not completing other projects that will link them to Lake Hills connector and beyond.)

2. The routes currently appear to not move through downtown Bellevue. I would like to see either dedicated lanes through Bellevue, or at least education about how bicyclists can co-exist with Pedestrians. I currently bike on sidewalks and yield to pedestrians as the law requires. However, as Bellevue becomes more crowded, this will probably result in conflicts...

3. When bike lanes are added (such as between 114th Ave NE & Lake Hills connector) can the city make sure that they are cleaned of gravel more regularly than the current bike lanes on SE 8th? I frequently just ride in the street because of too much gravel.

Matt Leber
2721 105th Ave SE
Beaux Arts, WA 98004

From: Fleming, Don [mailto:don.fleming@pse.com]
Sent: Tuesday, January 22, 2008 10:07 AM
To: Cieri, Dave; Loewenherz, Franz
Subject: Feedback on Bicycling proposals for Bellevue roads

Some suggestions:

Bellevue is a very good place to bicycle. A good number of bike lanes, mostly courteous drivers. I ride 4 times weekly from Newport Hills to downtown

Still, here's some feedback:

Keep bike lanes off the streets with > 30mph speed limits. An example is Coal creek parkway. That is one scary & dangerous bike lane, cars going by @ 35 to 40 mph, 4 lanes of them. A waste of funds there.

Also a consideration is elevation changes. Cyclists will avoid hill climbing where possible. Fancy bike lanes may be ignored if flatter routes are available with similar outcomes.

An unfortunate recent "upgrade" was the sidewalk on East side of 119th Ave from I405 (SE 44th or so) to SE 56th. Its now quite dangerous to cycle north on 119th(!) There is no bike lane or shoulder at all. I ride 15 to 20mph down it, & cars often try to squeeze passed unsafely, or go over the center line with oncoming traffic approaching. YIKES. I do sometimes use the sidewalk and ride slower on it, but this is not ideal. Please refrain from similar "improvements" elsewhere
Thanks for listening!

Don Fleming
Puget Sound Energy
I.T. Application Analyst
81-2461 / 425-456-2461
Email: Don.Fleming@PSE.Com
Office Location: EST8-W30

From: Sarah Peshkin [mailto:speshkin@comcast.net]
Sent: Monday, January 21, 2008 12:36 PM
To: Cieri, Dave
Cc: Loewenherz, Franz
Subject: Bellevue bike routes

I have heard you are creating a plan to make it easier to bicycle in the Bellevue area. I applaud that! As a road cyclist I ride all over King County on a regular basis and the hardest, most unsafe area I find (and avoid!) is downtown Bellevue. I would really enjoy seeing a few safe routes through or around that area. Right now I feel at risk getting from I-90 to SR520.

Please, please plan for the safety of cyclist in and closely around the downtown Bellevue area.

Sarah Peshkin
speshkin@comcast.net
206-579-4553 (Cell)

From: srgentry@comcast.net [mailto:srgentry@comcast.net]

Sent: Monday, January 21, 2008 9:40 AM

To: Cieri, Dave

Cc: Loewenherz, Franz

Subject: Bellevue Transportation Dept.

The Cascade Bicycle Club suggested I email you concerning the City of Bellevue efforts to improve commuting by bicycle through Bellevue.

During good weather in the Spring, Summer, and Fall months I love to commute by bicycle to work in Bellevue. I live in Auburn, and the 30-mile ride in the mornings and evenings are a challenge, but I look forward to each time I make that commute.

Bike lanes and paths are very helpful in assisting my safe and timely trip. The places I feel are most dangerous are while navigating through city streets in Renton and especially Bellevue. More bicycle lanes would help. They may not exist on every street, but to have connecting ones to complete routes to major areas of town would promote more commuters.

This earth is a beautiful place to live. I want to help keep it that way, and live a long and healthy life to enjoy it's beauty as long as possible.

Thank you,

Stephen Gentry
Auburn, WA

From: Bill Miller [mailto:bill_miller@msn.com]

Sent: Monday, January 21, 2008 8:21 AM

To: Cieri, Dave; Loewenherz, Franz

Subject: cycling in Bellevue

Thanks for taking on responsibility for Bellevue cycling safety. I live in the Mondrian condo on Bellevue Park at 4th and 100th. I ride around Lake WA regularly as well as shorter rides around Mercer Island or Renton and back. I'm pleased that I can ride without fear for most of my way through Bellevue but we could use some help in 2 areas. First is Bellevue Way. We really need a bike lane from 12th St to past Woverine Way (not sure of exact street name/number) where you can easily ride up the hill into Enatai and ride safely to I 90 trail. Second is along Bellred Road between Bellevue Way and where you pick up the trail along 520 (near the 124th 520 on ramp). For West Bellevue residents, those two busy areas would complete the connection to side streets and existing trails pretty well. Additionally, an east/west bike lane would be helpful. Main Street would be wonderful if it had a bike lane from 100th all the way out to Lake Samm.

I'm also a local business owner (see www.onvo.com) and active in local not for profits. I'm willing to volunteer if you need additional community involvement.

Regards, Bill

Bill Miller
Bill_Miller@msn.com

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

From: Dean and Judi Wilson [<mailto:dejjs@verizon.net>]
Sent: Sunday, January 20, 2008 9:43 PM
To: Cieri, Dave
Cc: Loewenherz, Franz
Subject: Walk and Roll draft

Hi,

I would like to provide feedback on Bellevue's draft pedestrian and biking plan. Looking over the maps of the proposed projects I'm happy to see that Bellevue is taking an interest in providing city infrastructure that can be useful for bike commuters like myself. I'm very glad to see a bike lane proposed for Northup way between Lake Washington Blvd and the current SR520 bike trail. This is a dangerous stretch of road and an obvious link between these two bike ways. Also I'm glad to see a bike lane on Bellevue Way. Unfortunately, on the map I saw it looks like there is a missing link right in downtown Bellevue near the downtown park. I'm thinking this is a mistake on the map, because it would be clearly astonishing to abandon bike commuters right in the middle of downtown. This is a crucial route from Lake Washington Blvd in the north to the I90 bridge bike lane in the south. Maybe if you passed a Complete Streets ordinance, this type of oversight would be less likely to make it into a civic plan. Also, it appears that there are no convenient bike routes from the west side of downtown to the transit center. Pedestrian and biking connection through downtown to the transit center should be a major goal of any transportation plan, providing as many non-auto options as possible. Lastly, the completion of the Mountains to Sound Greenway should also be a priority.

Thank you

Dean Wilson

425-828-3745

From: Michelle Sailor [<mailto:msailor@comcast.net>]
Sent: Sunday, January 20, 2008 9:59 AM
To: Cieri, Dave
Cc: Loewenherz, Franz
Subject: bike transportation

I live in downtown Kirkland and I am a member of the Bellevue Club. I do not have a safe way of commuting by bicycle to the club from my home. I would like to take Bellevue Way. The sidewalk is not a good option for me. I looked at your bike plan and it seems that you are addressing this but as I do not know all of the streets, would you let me know if this will answer my needs? It would be nice for Kirkland and Bellevue to work together to provide better and safer cycling transportation between the 2 cities.

Thank you,
Michelle Sailor

From: Shelley Kloba [mailto:shelley@kloba.com]
Sent: Sunday, January 20, 2008 9:01 AM
To: Cieri, Dave
Cc: Loewenherz, Franz
Subject: bike plan

Dear Sirs:

I was heartened to hear that the City of Bellevue is considering some changes and expansion of bike routes. Please be as comprehensive as possible with these plans. It is very important to enact a complete streets ordinance so that multi-modal transportation is addressed on all new street construction and current street repair.

I noticed that the draft facilities map does not have a way to get through the downtown core on a bike. I have ridden on Bellevue Way on a few occasions and it is a nightmare. In order to get more commuters and recreational cyclists to and through Bellevue, routes must include the downtown area. In addition, incorporating the routes with the current transit hubs would be a very smart investment.

Thank you for the opportunity to give feedback. I look forward to following the progress of this draft plan.

Sincerely,

Shelley

Shelley Kloba, LMP
Kirkland, WA
425-823-9732

From: P & G Quinn [mailto:gpquinn@ionet.net]
Sent: Saturday, January 19, 2008 10:27 PM
To: Cieri, Dave; Loewenherz, Franz
Subject: Comments on the City Cycle Plans
Hello,

I frequently commute from Sammamish to my work in downtown Bellevue. I wanted to share some thoughts with you about your street plans as they relate to cyclists. First please approve the "complete streets" ordinance requiring that roads being built or repaired include accommodations for bicycles and pedestrians. This is happening in Redmond and Issaquah and it would be terrific to have Bellevue take this position also. I also think your bike routes plan needs to include routes through downtown. While the current draft facilities map currently proposes many routes that would bring cyclists to the edge of downtown, there are not enough routes passing through it to deliver riders to popular destinations. I also think that the final network should be integrated with Bellevue's transit hubs. Lastly, I hope you will work to complete the Mountains-to-Sound Greenway.

Thanks for listening!

Paul & Gail Quinn
gpquinn@ionet.net
home: 425-369-9220
2714 232nd PL SE
Sammamish, WA 98075

From: Keith Stobie [mailto:Keith.Stobie@microsoft.com]
Sent: Saturday, January 19, 2008 7:21 PM
To: Cieri, Dave
Cc: Loewenherz, Franz
Subject: Bellevue Draft Bike Network Map

Bellevue needs a "complete streets" ordinance requiring that roads being built or repaired include accommodations for bicycles and pedestrians

I, as a cyclist, need routes through downtown. While the draft facilities map currently proposes many routes that would bring cyclists to the edge of downtown, there are not enough routes passing through it to deliver riders to popular destinations

Please ensure that the final network is integrated with Bellevue's transit hubs
I also hope we can get the completion of the [Mountains-to-Sound Greenway](#)

[Keith Stobie](#) | Test Architect | Protocol Tools and Test | [Microsoft](#) Corporation |
voice:425.703.7247| [blog](#) | Fax:425.936.7329

From: Khaja Ahmed [mailto:khaja.ahmed@comcast.net]
Sent: Saturday, January 19, 2008 12:23 PM
To: Cieri, Dave
Cc: Loewenherz, Franz
Subject: Suggestions on making bicycles viable as a transport in Bellevue

It is heartening to see the City make efforts to make Bellevue more bicycle-friendly. Thank you.

In looking at the proposed plans I do want to point out that we will remain a long way from making Bellevue bike-friendly for a large number of people. Hardy souls who are willing to battle traffic, ride along side speeding cars are the only ones who can truly use bicycles as transport regularly.

Most of us have to build up the courage for the adventure and do it once every so often. That can and should change. A few suggestion:

- To begin with, make the interesting and popular destinations for shopping, eating out, entertainment accessible and navigable on bikes. Seems like, while the draft facilities map currently proposes many routes that would bring cyclists to the edge of downtown, there are not enough routes passing through it to deliver riders to popular destinations.
- The best and most opportune time to make a road bicycle friendly is when it is being built or being repaired. If we pass a "complete streets" ordinance requiring that roads being built or repaired include accommodations for bicycles and pedestrians, we will have a cost effective plan to move the city progressive towards the desired state of being truly bike friendly for the average person.
- It is important that transit hubs be integrated into the bicycle path network. This makes it possible to have a strategy that has a mix of bicycle and public transport for getting about.
- The completion of the mountains to sound greenway will be tremendous incentive to people to get on to their bicycles, use it as the means of spending a pleasant weekend

rather than motoring around, and act as training wheels for people who are contemplating a bicycle centric transportation strategy.

These things are necessary to get to a state where some meaningful percentage of the population gets about primarily and mostly on bicycles for their day to day commuting, shopping, entertainment and socializing.

Khaja

From: Anne Rittenhouse [mailto:Ritts@comcast.net]
Sent: Friday, January 18, 2008 10:20 PM
To: Cieri, Dave
Cc: Loewenherz, Franz
Subject: Walk and Roll 2007
Importance: High

Dear Bellevue Transportation Commission:

I would like to thank you for sharing your "Walk and Roll 2007" program and for inviting comments on your plan.

I have been a resident of Bellevue for 21 years, do "Live, Work & Play" here (I own 2 businesses, both in Bellevue) and am proud that I live in a City that is forward thinking and (getting) "green". I was so thrilled to be living in one of the first city's to provide mixed recycling AND to provide yard waste to be mixed with food waste. You do set an example for our neighboring city's to follow.

I do believe that Bellevue has another opportunity to LEAD by creating a "complete streets" ordinance that will require more accommodations for bicycles and pedestrians. When the City completed the "car less" route between Bellevue Square and the Galleria, I felt it was a great improvement! We need more routes that cater to walkers, bikers and rollers. These routes, that are void of cars, boost the quality of life for your residents by encouraging biking and walking to improve health, both physical and mental. There is no comparison between a stroll along a car less route and one along a typical sidewalk with stinky, loud cars, construction trucks and impatient drivers, inches from your body.

The City should provide more routes for cyclists through downtown, and to major destinations like the library, Whole Foods and hospital hill, Bell Square and ESPECIALLY to transit hubs. Traffic is so heavy in the main downtown area and there are so few safe routes for bikes, that it discourages residents from riding. Playing in the City should absolutely include biking to favorite destinations. We often bike along Bellevue Way, but don't feel safe unless we are on the sidewalk. Cars are simply going too fast and there are too many of them. There is not sufficient space for bikes to ride safely, ESPECIALLY if a family is trying to ride together. Our favorite route, from Newport Hills to Chace's Pancake Corral for a weekend family breakfast, would always get tense as we approached Bellevue Way. It's like there are partial great routes, but not FULL bike routes, to get around the City.

Improving these partial routes, finishing these partial routes, enhancing and adding to what Bellevue already has done, will make the City really become more pedestrian and bicycle-friendly. I think this is an important goal for an important city.

And, I don't think you should stop there. Bellevue is a great City, with a lot of influence. Some of that influence should also be used to help complete the Mountains-to-Sound Greenway. What an exciting day that will be!!

Walking and biking are NOT just for sunny summer days, but the lack of SAFE routes forces many walkers and bikers to steer clear of the streets in rainy weather. Drivers just don't see us and the City has not provided enough safe space and routes for citizens to travel by bike or by foot.

I am hopeful that you will expand your Walk and Roll plan to provide these much needed routes and spaces for your citizens.

Thank you for your consideration.

Sincerely, Anne

Anne Rittenhouse
Rittenhouse Consulting
Right-of-Way, Relocation and Real Estate Services
6229 121st Ave. SE, Bellevue, WA 98006-4422
206-714-0826 425-641-4091 FAX
Ritts@comcast.net

From: Mike Barnett [mailto:Michael.Barnett@microsoft.com]
Sent: Friday, January 18, 2008 8:40 PM
To: Cieri, Dave
Cc: Loewenherz, Franz
Subject: Walk and Roll Draft Facilities

I live in Seattle and bike to Microsoft as my normal commute. I would very much like to encourage you to ensure that all streets should have bike lanes added whenever they are built or repaired (when feasible, of course). For instance, a lot of work has been done over the last few years on 148th Ave NE, but it still doesn't have a bike lane. That would be okay if there were nearby avenues with bike lanes, but 156th doesn't have one and the one on 140th is incomplete. It just makes such a huge difference. My commute has become markedly safer since the new bike lanes on 145th SE were added so that bikes are separated from cars that are turning right. (I.e., the bike lane is painted in between the lane going straight and the lane for right turns.) Even though it is just a painted line, cars visibly obey it and give me much more room than they used to.

I would also like to see the other points brought up by the Cascade Bike Club be addressed: downtown routes, the Mountains to Sound Greenway, and to make sure that the bike network connect smoothly with any transit hubs so that bike/bus commuting is supported as fully as possible.

While it isn't directly connected to your draft, I also wish that the streets with major bike traffic (like 140th or SE 36th) would get cleaned more often, especially in winter. Cars push debris off the street, but it ends up in the bike lanes and is much more dangerous for bikes than it is for cars. And it isn't clear to me whether the bike path along I-90 is controlled by the city or WSDOT, but the path almost never gets the leaves cleaned off in the fall and they present a huge hazard when they get wet.

Thanks,
Mike

From: Lori Williams [mailto:law588@yahoo.com]
Sent: Friday, January 18, 2008 7:47 PM
To: Cieri, Dave

Cc: Loewenherz, Franz
Subject: feedback on proposed plan
Dear Bellevue Transportation Commission:

Thank you for work on the Bellevue Transportation plan. I live in the neighboring town of Kirkland and I ride through part of Bellevue on my bicycle commute every day. I would love to be able to visit businesses in downtown Bellevue by bicycle, but to do that I need a safe route to get there. The draft map proposes many routes that bring cyclists to the edge of downtown, but I would like to ask you to add more routes through downtown Bellevue that end at popular destinations, especially bike-related businesses and Bellevue transit hubs. I would also like to encourage Bellevue to pass a "complete streets" ordinance requiring that roads being built or repaired include accommodations for bicycles and pedestrians.

Thank you,
Lori Williams

From: David Bolocan [mailto:bolocan1@hotmail.com]
Sent: Friday, January 18, 2008 6:42 PM
To: Cieri, Dave; Loewenherz, Franz
Subject: Bellevue bike plans

I am a resident of Issaquah (starting in March). I would like to be able to ride on bike paths from Issaquah to downtown Seattle where I work. I plan to drive to the Bellevue park and ride near I-90 and ride from there. However, if there was a bike path near a bike and ride closer to Issaquah, I would drive there and ride the rest of the way.

I also use Bike paths for recreational riding.

From: Dan Larkin [mailto:danlarkin@hotmail.com]
Sent: Friday, January 18, 2008 6:12 PM
To: Cieri, Dave
Cc: Loewenherz, Franz
Subject: Comments on Walk and Roll for Transportation Commission

I work in downtown Bellevue and live in Renton. I commute by bike about 2 times per week on average April through October and 2 times per month on average November through March. I appreciate the Walk and Roll plan and support Bellevue's efforts. I have four specific requests for your consideration:

1. Please provide improved access on where Coal Creek Parkway transitions to Lake Washington Boulevard as it approaches and goes under I-405. This section is particularly hazardous for a bike commuter travelling Northbound on Coal Creek Parkway on the way to downtown Bellevue. When the on-road bike-lane ends at 124th, there is no reasonable alternative for continuing the trip except for riding in middle lanes where high volumes of automobile traffic are changing lanes. There needs to be an on-road bike line throughout that section, or an off-road bike trail on the northbound side of that section in order to provide adequate and safe flow.
2. Improve North-South bike access in the downtown core. There should be bike lanes in both directions on 108th between NE 12th and Main to allow North-South traffic in downtown, and to connect to the Transit Center.
3. Improve East-West bike access in the downtown core. Adding bike trails to the existing pedestrian corridor is great, however the bike trails need to also connect to other facilities. There needs to be a means to move East-West, whether that be with bike lanes on 8th or 4th, or by

connecting the planned bike lanes along the 6th pedestrian corridor to the bike lane on 114th and along Bellevue way to 4th or 8th to move past Bellevue Square.

4. Please pass a Complete Streets ordinance to ensure that pedestrian and bicycle accommodations are considered as a part of every road project in Bellevue.

Thank you,
Dan Larkin
5302 NE 22nd Ct
Renton, WA 98059

From: Andre Vachon [mailto:Andre.Vachon@microsoft.com]
Sent: Friday, January 18, 2008 4:18 PM
To: Cieri, Dave
Cc: Loewenherz, Franz
Subject: Cycling in Bellevue

While all of this is great,

- Ask Bellevue to pass a "complete streets" ordinance requiring that roads being built or repaired include accommodations for bicycles and pedestrians
- Tell them that cyclists need routes through downtown. While the draft facilities map currently proposes many routes that would bring cyclists to the edge of downtown, there are not enough routes passing through it to deliver riders to popular destinations
- Ask that the final network be integrated with Bellevue's transit hubs
- Encourage the completion of the [Mountains-to-Sound Greenway](#)

Please start on W Lake Samm as soon as possible. I've ridden on lots of dangerous roads (I grew up in Montreal, Canada, where Taxi cabs *try* to run you down) including lots of mountain roads in Europe. There are only two places that I have been scared on my Bike:

Riding on the shoulder on I-5 with Semis almost sucking me in due to the wind draft.
Riding North on W Lake Samm.

Please fix it.
-Andre

From: Peggy Price [mailto:PPrice@appraisalgroupnw.com]
Sent: Friday, January 18, 2008 2:51 PM
To: Cieri, Dave; Loewenherz, Franz
Subject:

I work in Bellevue and live in Newcastle. I have ridden my recumbent bicycle to work on 112th Ave. NE (between the sports park and I-405) a few times. It's about 8 miles. I'm wondering how the bike route along the proposed rail trail will get across SE 8th and NE 8th Streets, then to the east side of 112th Ave. NE, where I ride on the sidewalk for safety.

In addition, a very popular bike ride preparing for the Seattle-to-Portland and Seattle-to-Vancouver BC rides is around Lake Washington. (Twice around Lake Washington is a little farther than one half STP.) There are only three major portions of this ride that are not built for bicycles. Renton is working on its bicycle routes, currently. Seattle (through the Arboretum) is shared with a lot of cars on a narrow road. But Bellevue is the worst. After riding along the west side of I-405 on the bicycle route, we are dumped at the intersection of 112th Ave. NE and NE 8th Street. From there, I sometimes cross the on- and off-ramps and take the NE 8th St. bridge going east (over something like 14 lanes of traffic!), then go over to Bel-Red and follow that to Redmond. Alternatively, I can go up to NE 12th and cross on that bridge, but the sidewalk is so

narrow, it's hair-raising. I ride on the sidewalk, where neither the grade nor the width is bicycle-friendly, but at least it is out of traffic. (I can't go more than about 2 miles per hour on my heavy recumbent on the east-bound up-hill of Bel-Red, nor can I go in an absolutely straight line.)

I'd also like a good route to the transit center, both from Bellevue Square and from around-the-lake bicycle route. I always choose to eat lunch in another city, because Bellevue doesn't have its bike trails going by any restaurants, or even a coffeehouse. You're missing some infusion of cash. I almost always stop at a really good deli-grocery store on the Burke-Gilman Trail north of the University of Washington, and there are always other cyclists stopped there to eat and drink, too.

I understand you are working on making Bellevue at least somewhat bicycle-friendly. Thank you so much!

Peggy E. Price
Bookkeeper
PPrice@AppraisalGroupNW.com
(425) 453-9292 x101

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

From: jonh [<mailto:jonh@jonh.net>]
Sent: Friday, January 18, 2008 2:31 PM
To: Cieri, Dave; Loewenherz, Franz
Subject: feedback about Bellevue bike plans

Hi Bellevue Transportation Commission,

I live in Seattle, work in Redmond, and bike a lot in Bellevue. When I chat with other riders about routes around and across Lake Washington, one "hot spot" is the hassle of getting safely in and across Bellevue, so I'm very excited to hear that the city is looking hard at how to improve biking facilities.

Based on my personal experience, I have two specific suggestions:

- A safe way to get between the west end of the 520 trail (at 405) and the Yarrow Point freeway station. Right now, the best option is a treacherous ride on a 3-inch "shoulder" next to speeding SUVs on Northrup. Yikes!

- A safe way to get between the west end of the 520 trail and the I90 trail. The best route I've found goes down 120th Ave, through a dangerous crossing at NE 8th, another challenging crossing from SE 1st onto 116th ave, down a welcome stretch of off-street trail, then through another tough crossing through SE 8th, under 405, and onto 118th Ave NE. A better route through downtown would be wonderful.

I also support other suggestions from Cascade: a general commitment to complete streets, connections to transit, and completion of the Mountains-to-Sound Greenway. I love encouraging others to bike, and the number one challenge I face is convincing them that they can do so safely.

Thanks for helping make our community more bike-friendly!

--Jon

From: Chris Williams [<mailto:Chris.Williams@sirana.com>]
Sent: Friday, January 18, 2008 2:04 PM

To: Cieri, Dave
Cc: Loewenherz, Franz
Subject: Walk and Roll 2007 plan comments
Dear Sirs and Madams:

I'd like to offer my comments on the Walk and Roll plan currently under study.

First, I'm a Redmond resident, and I'm an owner of a software company currently located in Bellevue. Our offices are at 14711 NE 29th Place. I ride my bicycle to work 4-5 times per week, all year round.

First, I'd like to reinforce that bicycle issues are important to Bellevue. My company employs seven people, and half of us do some form of bicycle commuting. Having good access to bicycle trails and bike lanes is a key determinant about where we locate our business. We chose our current location because of its proximity to the 520 bike trail. However, we've been unhappy about Bellevue's car-centric transportation approach, and we are considering moving our business to a more bicycle-friendly location. Specifically, we'd like to use our bikes to visit stores and restaurants in the 148th & 24th Overlake area, but there are no bike lanes and the streets are crowded with cars. It's difficult to access stores and restaurants in this area, even by car, let alone bicycle.

Redmond, along with several other nearby cities, has recently adopted a Complete Streets ordinance, which requires that roads accommodate bicyclists and pedestrians. Should Bellevue adopt a similar resolution, it would indicate a sincere desire to address transportation issues for all users, not just drivers. I urge Bellevue to adopt a resolution of this type.

However, getting people to take other forms of transportation requires focus in other areas as well.

One of the last times I took my bike out to run errands in Bellevue during the lunch hour resulted in a minor accident because of pavement height mismatches.

I regularly ride my bike in Redmond, and I don't often have to think about how to safely enter a building's parking lot. The streets seem uniformly level. However, I was travelling west on Northup way, and tried to turn right into the US Bank parking lot west of 140th. I found myself quickly on the ground, with torn bike pants and some small cuts and abrasions. The reason? The concrete driveway entrance there was about 2-3 inches higher than the asphalt roadway. Not prepared for that, my bike tire was caught in the height disparity, and I was thrown.

I'm sure that in a car, no one ever notices details like a 3 inch height disparity between the road and a driveway. They just roll right over it. But on a bicycle, things seem a lot different. And from that point, I got the idea that Bellevue was designed for drivers, and wasn't serious about bicyclists.

I urge Bellevue to help change that thinking. Please adopt a Complete Streets ordinance. Make Bellevue safe for all users. And adopt bicycle-friendly programs that will keep businesses in Bellevue.

Sincerely,
Chris Williams
President, Sirana Software

From: Andy Voss [mailto:andyvoss@microsoft.com]
Sent: Friday, January 18, 2008 1:01 PM
To: Cieri, Dave

Cc: Loewenherz, Franz
Subject: Draft Bike Network Map

I am a bike commuter that passes through the City of Bellevue almost every day. The following are my comments on the Bike Network Map:

- I would encourage you to pass a "complete streets" ordinance requiring that roads being built or repaired include accommodations for bicycles and pedestrians
- Cyclists need routes through downtown. While the draft facilities map currently proposes many routes that would bring cyclists to the edge of downtown, there are not enough routes passing through it to deliver riders to popular destinations
- The final network should be integrated with Bellevue's transit hubs
- You should complete Mountains-to-Sound Greenway

Thank you for your time.
Andy Voss

From: Dennis Neuzil [mailto:dennisneuzil@foxinternet.com]
Sent: Wednesday, January 09, 2008 12:49 AM
To: Loewenherz, Franz
Subject: Comments on Bellevue Pedestrian Network Plan (2007 Ped-Bike Plan)
To Franz Loewenherz, Senior Transportation Planner
City of Bellevue Transportation Department

Dear Franz:

My recommended additions and revisions for the draft proposed Pedestrian Facilities Network chapter of 2007 Ped-Bike Plan are as follows:

1. 100th Avenue NE (NE 14th to NE 24th Streets)

Please extend the curbed PCC concrete sidewalk along the the east side of this busy collector and transit route street from NE 14th St to NE 24th St. This will not only directly improve pedestrian safety and comfort, but also eliminate the pedestrian-impeding auto parking that takes place on the present shoulder along the east side of the street.

In making this improvement , provide for the benefit of bicycle traffic a wide curb lane with fog line northbound (east side of street), which is largely on an upgrade north to NE 24th St (as was done when the sidewalk on the east side of the street was extended from vicinity NE 12th to NE 14th Streets several years ago).

2. NE 14th Street (100th Avenue NE to 98th Avenue NE)

NE 14th Street is the only direct, continuous east-west connection between 100th Ave and 92nd Ave NE. The only pedestrian facility existing on the 100th to 98th segment is a narrow, uneven, poorly-drained asphaltic sidewalk (no curb) on the north side of the street. Lacking a curb, cars often park on that sidewalk. Please construct a curbed PCC concrete sidewalk from 100th Ave to the existing curbed, concrete sidewalk which begins at 98th Avenue.

Cross-Section Figures

Add "Type A" , (B, C) to the cross-section figure titles in the pedestrian network chapter to better correlate with the network map titles and the chapter subheads.

Thanks for the opportunity to make this input!

Dennis Neuzil, Dr.Eng., P.E
2307 - 94th Avenue NE
Clyde Hill, WA 98004
Tel 425-455-1419 (Fax 425-454-9122)
Email: dennisneuzil@foxinternet.com

From: Nicole Mogul [mailto:nicole@acewasterecycling.com]

Sent: Monday, December 17, 2007 11:46 AM

To: Loewenherz, Franz

Subject: Ped/Bike Plan Comment

Hello,

My friend and long-time colleague David Levinger referred me to your amazing Pedestrian and Bicycle plan.

I am the chair of a local committee, the Pedestrian and Bicycling Advisory Committee in Reston, VA. I am very interested in your mapmaking software. Can you explain whether this is something that you developed in house, or is it a program that you paid tons of money to be able to use?

I am also a board member (along with David) of America Walks, a national coalition of pedestrian advocacy groups. I think our members would be very interested in this application.

Thanks so much for your time!

Nicole Mogul
1816 North Shore Court
Reston, VA 20190
703-880-6661 (home)
703-851-4895 (cell)

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

From: Loretta Lopez [mailto:loretta@mstarlabs.com]

Sent: Thursday, December 06, 2007 5:46 PM

To: Loewenherz, Franz

Cc: Sparrman, Goran; 'Ellen Kerr'; 'Norm Hansen'; 'Pat Janes'; 'Heidi Benz-Merritt'; 'Jim Mantell'; 'Alice Prince'; 'Lorraine Trosper'; Council; 'Duse McLean'; 'Drew Smith'; 'Kim Carnesale'; 'Cindy Ludwig'

Subject: Proposed Ped/Bike Plan Bridle Trails Community Club

Dear Franz,

The Bridle Trails Community Club met on 11/29/07 and discussed the Proposed Ped/Bike Plan. Would you forward the message below which sets forth our comments and provides an update to the members of the Transportation Commission on the status of our discussions and recommendations. Thank you.

Loretta Lopez

Dear Commissioners,

As you know the Bridle Trails Community Club (BTCC) has expressed concern about the proposed Ped/Bike Plan (Plan). Approximately ten Bridle Trails residents met with the City staff on 10/23/07 to discuss the proposed Plan.

Then on 10/25/07, approximately thirty Bridle Trails residents attended the Transportation Commission meeting and spoke about the impact of the proposed Plan on the wooded/rural character of the Bridle Trails area, on the Equestrian Overlay and on public/private property rights.

In response to these concerns, Franz Loewenherz met with a group of Bridle Trails residents to walk and ride through the neighborhood to ascertain and summarize the concerns. Franz compiled the information and summarized the comments and concerns in a memorandum dated 11/20/07. He has provided the 11/20/07 memo to the Commission and City staff. The memo contains some preliminary revisions to the Bridle Trails Projects referenced in the Ped/Bike Plan. We appreciate his time and his work in gathering the information from our community.

At the 10/25/07 Transportation Commission meeting the BTCC informed the Commission that the BTCC would discuss the Proposed Plan at the 11/29/07 general meeting. The BTCC informed the Commission that the BTCC would attempt to provide the Commission with a BTCC recommendation by mid-December.

At the Bridle Trails Community Club meeting on November 29th, some of these potential revisions were presented and discussed before the General Membership (with over fifty residents both from Bellevue and Kirkland) for confirmation or modification for recommendations to the proposed Ped/Bike Plan. We were able to confirm recommendations for most of the Ped/Bike portion but did not have time to discuss and recommend revisions for the trails portion of the Plan.

Since we did not have enough time to continue, we voted to form a sub-committee and close to twenty residents volunteered to join the committee. The sub-committee will review Plan including the City's revisions and provide further recommendations to the City and the Transportation Committee on or before 1/24/08. We will then have the general membership vote on recommendations at the BTCC meeting on 1/31/08.

We have set forth the recommendations on the Ped/Bike portion of the two projects that the BTCC voted on below.

There was overwhelming agreement for the following input to the Ped/Bike Plan regarding multi-purpose paths on our arterial streets:

132/134 Avenue NE from NE 24th to NE 60th (City limits)

Keep the current status quo (existing configuration) without any further expansion as proposed in the Ped/Bike Draft Plan. The multipurpose path serves the community well and expansion in width or adding an additional path on the east side of 132nd Avenue NE (Bridle Trails State Park) side is not desired.

140th Avenue NE from NE 24th to NE 60th (City limits): The BTCC also oppose changes to expand the pathway width as outlined in the Draft Ped/Bike Plan. The current multipurpose path width serves the community well.

Thank you for your consideration in working with the community to obtain a balanced approach that has wide community support and is consistent with the Bridle Trails Sub Area Plan.

Respectfully,

Ellen Kerr and Loretta Lopez, Bridle Trails Community Club Co-Presidents

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

From: Coledge, Joseph T [<mailto:joseph.t.coleedge@boeing.com>]

Sent: Sunday, December 02, 2007 12:49 PM

To: Loewenherz, Franz

Subject: Opposition to the Walk and Roll Project

Mr. Franz Loewenherz
Project Manager
Walk and Roll Pedestrian and Bicycle Transportation Plan
City of Bellevue, Washington

Dear Mr. Loewenherz:

We are writing to state our opposition to the Walk and Roll project and to explain why this project is not a good fit for the Bridle Trails area.

One of the proposed trails, (project L-442, Pike's Peak Transmission Line), would pass through our residential property in Pike's Peak, located between NE 39th Street and the south end of Bridle Trails State Park. We have carefully reviewed our easement documents. There is not a public easement; nor is there an easement for the City of Bellevue to use our property for the purpose of a public trail or path. We have not given permission to the City to use our property for a public trail or path, nor do we intend to do so. Our property is fenced, with locked gates at the north and south ends. The fences and locked gates were in place when we move here in 1985, and we have maintained them. There have been incidents of trespass by walkers or runners over the years. This has on several occasions resulted in deliberate destruction and damage to our property by the trespassers. Given this history, putting a trail through our property would result in more trespass incidents with further damage and destruction to our property.

In addition to the concern for our private property, there are other reasons why the Walk and Roll project is not right for the Bridle Trails area.

We moved to this neighborhood because of the quiet, low-density equestrian setting for which the neighborhood was designed. All the neighbors that we have talked to on our street feel the same way. A bicycle trail or path is simply not in character for our neighborhood.

Bridle Trails state park was created specifically as an equestrian/pedestrian park. It was never intended for bicycles, and bicycles have never been allowed in the park. Horses are inherently frightened of people on bicycles; they often startle and may throw their rider or collide with the bicyclist. Therefore it would be a definite safety hazard to allow horses and bikes on the same trails. It is not logical to have bicycle trails leading to a park that does not allow bicycles and has numerous horses in the vicinity.

We have been to two community meetings where the Walk and Roll project was discussed: a Transportation Commission hearing on October 25, and a Bridle Trails Community Club meeting November 29. In each of these meetings, all of the Bridle Trails area attendees (30-40 at each meeting) were unanimously opposed to the project, for the reasons we explained above. We and our neighbors have not been given information

on who is expressing a desire for a new trail system in our neighborhood. This is puzzling since none of us who live in the area are in favor of it. We believe the existing trails are perfectly adequate. Were it not for our notification by our neighbors, we would not even be aware of the project, because the City has not communicated sufficiently with the people most affected: the property owners.

Thank you for the opportunity to provide our inputs.

Sincerely,

Joe and Cynthia Cooledge
12224 NE 39th street
Bellevue, WA 98005
425-883-8176

From: John Nave [mailto:john_na2@hotmail.com]
Sent: Thursday, November 29, 2007 11:19 PM
To: Loewenherz, Franz
Subject: feedback on trails planning

Hello!

I have just learned about Bellevue's plans for enhancing the walking and biking trails in our fine city. In general, I think that this is a wonderful project -- I am an avid cyclist and runner, and think it will be a great addition to our community to have a more coherent system of trails for these activities. Thank you!

However, as a resident of the Bridal Trails neighborhood, I am concerned that there is no mention of preserving or enhancing the equestrian trails in this neighborhood. There are two aspects of this that are important to me and others in this neighborhood.

First is the ability for riders to have safe and ready access to the park itself. If the trails that are noted in your plan as pedestrian trails will also be available for equestrian traffic, then this concern is probably dealt with. If not, there are several trails planned for what are currently equestrian access routes and would mean that riders will no longer be able to get to and from the park.

Second is preserving the rural feel of our neighborhood. One of the most wonderful things about living in Bridal Trails is that despite being close to downtown Bellevue, we have the feel of being in the countryside. Please ensure that the trails and paths in this area are not overly "urban" in character.

I noticed on your web site that there is a meeting tomorrow to finalize the prioritization of these plans. Is that meeting open to the public? And will there be further opportunity to comment or give feedback as the individual trail plans are finalized?

Thank you,

John Nave
13406 NE 37th Pl.
(425) 861-5574

From: Shoda, Doreen [mailto:Doreen.Shoda@T-Mobile.com]
Sent: Thursday, November 29, 2007 4:11 PM
To: Loewenherz, Franz
Subject: Bellevue Bike and Ped Plan- Blocked part of the Powerline trail

Hello Franz-

I am a Bellevue resident that recently bought a home on 29th Place with outbuildings and fences to keep horses on the property within 10 blocks of an equestrian park. I has been a lifelong dream to move to Bridle Trails from New Jersey and live in such a community. After suffering a fire which destroyed the entire home, I am in the process of restoring the property so I can enjoy riding to Bridle Trails Park as well as anyone else who will purchase the home in the future. Eventhough I am only 10 blocks away from the park, it is very problematic and dangerous getting to there due to a lack of safe trails to get there.

On 29th, it is a narrow private road with no soft trail on the side of the blacktop. It is steep and slippery to ride a horse up it as well as has a blind corner at the top where incoming traffic cannot see anyone coming up the hill. The next street 30th is accessible by the Powerline trail but is even steeper to get up even for a pedestrian and has no soft trail on the side so it is too slippery on the blacktop to get to 134th. The most direct and safest route to the park is taking the Powerline Trail up from 29th to 40th. It is a soft trail that is flat, clear of trees overhead and on the side, and wide enough for pedestrians and equestrians to use it safely at the same time. The only problem is a resident has blocked the trail in the last 100 ft before 40th where I can turn down a path to get to the park or follow the trail to meet up with other equestrian friends in Trail's End from which I am cut off from because of this. Is there some way to investigate and clear this blockage to the trail so residents can pass through?

Note: I can use a small, short path that takes me from the Pipeline Trail to the end of 33rd Place that a resident allows people and horses though. One still needs to walk up the entire street as there is no soft trail to get to 134th. When you get to 134th, it is soft trail but in many places...it is not flat or wide enough for equestrian or baby jogger to ride through due to the number of trees and telephone poles on the path. It is even more problematic when horse or walker needs to pass one another. One has to stand in the road. With cars and trucks passing by, it is not the safest for the drivers with people or horses in the road. For the equestrians or pedestrians, it is not safe on soft trail if car drops anything in the road or makes any noise to scare the horse and rider. Is the new Bellevue Bike and Pedestrian Plan going to address about this blockage? This greatly impact the quality of life for those that live south of the blocked trail cutting off those in that community.

Thanks you for your time and consideration,
Doreen Shoda
13530 NE29th Place.
Bellevue, WA 98005

From: Patrick Blackburn [mailto:Patrick.Blackburn@microsoft.com]
Sent: Thursday, November 29, 2007 1:04 PM
To: Loewenherz, Franz
Cc: Patrick Blackburn; Council
Subject: pedbike feedback

Hi Franz, thank you for soliciting feedback on the walk & roll plan. I am a Bellevue resident and support the vision of improved ped/bike use as long as they balance the vision of a continued diverse city including the rural and equestrian nature of Bridle Trails neighborhoods. I am a bicyclist, equestrian, and pedestrian and very frequently use the routes in the current proposal for family leisure and commuting purposes.

As you know Bellevue is one of the rare remaining cities with a neighborhood that still has deeply rural characteristic so close to such a large surrounding population. Not without a struggle involving changing city code to protect this valuable characteristic, Bridle Trails neighborhood has remained heavily treed and very rural feeling which creates a great natural transition zone between the state park to the more urbanized centers nearby (Bellevue highlands to the south, Microsoft to the east, I405 to the west, Snyders Corner + multi-family dwellings to the North). I strongly urge you to avoid degrading this asset by applying too many features such as 8-12 foot off road paved paths, graveling existing natural winding foot paths, and taking down trees and shrubs in the process.

Improved East-West bicycle routes would be beneficial but only those that really make sense. Bridle Trails State Park and I405 both create a natural break that forces foot/bike traffic to 24th/Northup or 60th so it is unclear how much value would really be gained by developing 40th into a bicycle E/W route with pavement or gravel on both sides of the street. It would make much more sense to focus the contiguous routes on 24th, 60th for East / West and 140th and 116th for North / South. Furthermore to retain the great characteristic of the Bridle Trails Neighborhood those routes should only be developed on one side of the street by improving existing trail/path/sidewalk structures. North / South access on the power line and Bridle Trails Equestrian Overlay Easement should be maintained but also kept as rural as possible. Today it is a beautiful place I walk with my 5 year old daughter (on foot or on horseback) and gaze up in the tall trees as we wind our way along the natural dirt trails. In this state we can learn about leaves decomposing into soil on the trail and how to tell the difference between dog, coyote, horse, and pony footprints . Rather than laying 8-12 wide gravel and making this feel like a logging road that kids, dogs, ponies, and coyotes will want to avoid walking on let's just open up any blocked sections and leave it natural.

Please help keep the diversity of our great city by not turning Bridle Trails into one that looks like every other neighborhood with large "development" features like paved paths and fewer trees on both sides of the streets.

Thank You
Patrick Blackburn
3852 136th AVE NE
Bellevue, WA

From: Hansennp@aol.com [mailto:Hansennp@aol.com]
Sent: Wednesday, November 28, 2007 11:02 PM
To: Loewenherz, Franz; bugsyk1@hotmail.com
Cc: ken.barney@ins.com; loretta@mstarlabs.com; Dewald, Dan; Bradley, Geoff
Subject: Re: trails

Franz, My interpretation is that from our tour and Dan's comments that a Type A trail for this location is appropriate to meet our community needs. Norm Hansen
In a message dated 11/28/2007 3:17:49 P.M. Pacific Standard Time,

FLoewenherz@bellevuewa.gov writes:

Hello Ellen:

I do recall some of the people in attendance at our field visit stating 2' to 6' wide; however, there was never clear consensus as to the width. Also, I recall Dan Dewald stating on our last stop at this site (coming in off of 134th) that a trail width of 4' (plus a clear zone of 1' on either side of the trail) adjacent to the driveway, on undeveloped City ROW, would not have a significant impact on existing trees, would be an aesthetic benefit and provide a equestrian friendly surface versus

riding on the existing roadway. I will share your perspective with the Transportation Commission. Again, thank you for your participation in this plan update.

Regards,

Franz Loewenherz
Senior Transportation Planner
425-452-4077

From: Ellen Kerr [mailto:bugsyk1@hotmail.com]
Sent: Wednesday, November 28, 2007 10:18 AM
To: Loewenherz, Franz
Subject: FW: trails

Hi Franz-

I wanted to let you know our impression of where we ended up after the site visit on project B-304. We all stood around at the site and discussed having that trail classified as a type A trail. That would mean, according to your specs that it would be 2-6 feet wide and I believe we discussed using bark not crushed rock for the surface. I am not sure of the definition of an "off-street path"?

We clearly do NOT desire anything 8-10 feet wide and did not discuss this as an option on the site visit.

We would appreciate you changing the description before it is presented to the Transportation Commission.

Thank you in advance for making the change.

Please confirm with an email. Please let me know if you have any concerns or questions on the above.

Thanks for your continued work on this project Franz. Loretta Lopez, the other BTCC Co-President will be at the meeting on Thursday to represent the Club. Norm will be in touch no later than mid December with any additional suggestions.

Regards-

Ellen

From: mary decher [mailto:klingsberg@gmail.com]
Sent: Wednesday, November 28, 2007 9:03 PM
To: Loewenherz, Franz
Subject: Bridle Trails Easements

Hello Franz, We were given your name by Ken Barney as the person to respond to regarding the easements in the Bridle Trails area. We'd like to comment on what we know about the history of the easement along the power line between NE 20th and NE 52nd, where it turns west along the Cantershire easement.

We moved into our home almost 40 years ago (March 1968). At that time and for the next almost 10 or more years we could ride safely along this easement almost to NE 20th. When our children were too young to go into Bridle Trails alone they were safe riding their ponies along the power line easement. They met their friends from 4-H who lived south of NE 40th and when older went

safely to the Park without having to ride along any roads, although they did have to cross NE 134th. Also, in days past there were a lot of neighbors who used to walk their dogs and go see the view from the water tower at the top of NE 40th - from both directions.

Unfortunately times changed when access was blocked by two homeowners just south of NE 40th. This was a sad day for our community. Our children's best friends had just moved from north of NE 40th to just south of it and they could no longer reach the Park or our home without going onto 134th NE. We tried to fight this but without the City that was not in a position to take on this blockage, we lost the battle. It has remained a sore spot ever since then.

Safe interior pedestrian/equestrian trails are more important today than ever before because adjoining roads are very heavily used by drivers. Most are unfamiliar with horses. and do not understand that horses don't always do well with horns blowing etc. The crosswalks with riders present are very often ignored. The rider is not nearly as well in control as the drivers may believe.

We recognize that access to good trails is also justifiably sought by bicyclists. However, we strongly urge you to recognize that horses and bicycles cannot share the same trail. The risk of injury caused by a frightened horse is too great for any rider. Horses instinctively flee potential danger. Note that the Bridle Trails State Park specifically prohibits bicycles for that reason. Bicyclists deserve good continuous trails for their use but these should be separate from those for equestrians. The City has developed 140th and 134/132th Avenues NE with such facilities for bikes.

We are very happy to see the City working on a comprehensive trail system as this is a real community asset. We would sincerely appreciate the City's leadership in redressing a long dormant issue: opening up blocked interior trails and securing continuous easements for horses and pedestrians. We have a jewel of an Equestrian Park in our midst and keeping access safe and continuous is and should be of paramount importance.

Thank you,

Mary and Reiner Decher
5249 140th Ave NE
Bellevue WA 98005

From: Michele Miller [mailto:shelbym59@hotmail.com]
Sent: Wednesday, November 28, 2007 9:16 AM
To: Loewenherz, Franz
Subject: Modification Request for Ped/Bike Proposed Trail,M631

Franz,

I would like to reiterate Norman Hansen's view as well add a few other consideration. I live next door one of the other properties which would be impacted by this trail. In the past under the homeowners control we allow people to cut through along the proposed property. The end result was massive garbage left behind including beer bottles, cans and condoms but most frightening my barn was started on fire with horses locked in on 3 different occasion this became the reason why people no longer are allowed to cut through. I can not except the responsibility for the actions of people with no common sense. Insurance for horse property is expensive enough under controlled access but allowing people to have access directly to my fences and barn is suicide. This is not the same as a Power line or Pipe line which could be justified as good for more then a few this will benefit only a few and put the homeowners at great risk.

Sincerely,

Michele Miller
3839 -136th Ave N.E.
Bellevue, WA.
425 883-0317

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

From: CAROLYN A MAXIM [<mailto:camaxim@msn.com>]
Sent: Tuesday, November 27, 2007 2:32 PM
To: Loewenherz, Franz
Subject: trails plan comments

Hello, Franz,

Thank you for your time this morning. I am responding to the numerous plans to deal with trails in Bellevue. As I told you, I do ride horseback. I do not live near Bridle Trails but do have property abutting Wilburton Park and realize some of the impacts public use brings to owners of private property.

Bridle Trails Park is unique in offering a place for horseback riders to use their horses. A relatively few horses are boarded beside the park, and so most are ridden from their stabling to get there. In recent years, paths to the park have been lost: cut off by fences or new lawns and landscaping or obstructed by brush, downed trees, etc. Some landowners may not realize they are blocking easements. Horses' shoes tend to slip on pavement, so riding paved streets to get to Bridle Trails Park isn't a safe option.

Many projects listed on the city's interactive site plan are therefore very important to the equestrian community -- too many projects, in fact, to respond interactively to each one without having masses of unobligated time.

My overarching comments are that connections from more distant sites all around Bridle Trails TO the park are vital and that they need to be suitable for horses' use. The trails should be available for the public's use where easements exist. Where there are concerns by homeowners about equestrian use, the city needs a process to air and resolve concerns. Currently a vehicle for hearing or fully understanding others exists. My experience in riding has been, however, that 95% of people are very willing to bend when they realize how minimal are the gestures that can solve difficulties. Practically, installation of signage also can help. For example, within Bridle Trails is posted the simple request to "speak up when approaching [horses] from behind", and generally it works.

I understand that bikers, like horsemen and walkers, want to use trails. Fine. Equity is important. The trails should benefit the public. Still, as I mentioned on the telephone, horses tend to be nervous about what approaches silently or quickly, so separated lanes, perhaps through use of resilient material on one side of the major trails, would be worth consideration.

Finally, I hope that the simple fact of their having been established years ago isn't damning to easements and paths between nearby neighborhoods and Bridle Trails Park. Is age itself a negative? Many public goods established decades and longer back have been preserved in the public's interest, despite various pressures or pleas to "modernize". Bellevue needs to think long term and preserve what's valuable for all. I can be reached at 425 454 0917, if that is useful.

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

From: Valerie Horvath [<mailto:valerieh@gmail.com>]
Sent: Monday, November 26, 2007 12:43 PM
To: Loewenherz, Franz; Cieri, Dave
Subject: Bellevue Ped Bike Plan and Bridle Trails

Sirs:

I was one of the attendees of the October meeting of the Transportation Department. I would like to weigh in with our family's comments on the proposed changes to the trail system.

We fear the effect on our neighborhood of these proposed changes. We moved to Bridle Trails for the character of the neighborhood. The proposed changes will radically alter the feel of our equestrian community. We enjoy watching the horses ride by. We want to preserve the ability of people to ride horses here as our first priority because horses and bikes don't mix.

We are also quite concerned about the discrepancies between the Ped Bike plan and the documented and approved Growth Management Act and sub-area plan for Bridle Trails. In a nutshell, the Ped/Bike plan does not conform to the GMA.

Specifically, as a homeowner whose property abuts the 51st Street Equestrian trail, we are VERY concerned about plans to widen and "improve" the existing trail system along 51st Street. Please don't! The existing trails are quite adequate for the horses and pedestrians that use them. We worry about increased vandalism, especially with the new Acheson annex to Bridle Trails State Park. We are already seeing more garbage, vandalism, etc along our property. But right now we have an equilibrium. If the trails are widened or otherwise "improved", resulting in the trail becoming a thoroughfare we will end up needing to fence our entire yard at a cost to us and to horses and pedestrians that use the trails around our property. We can also tell you that the proposed plan will result in the loss of several old trees, which so much represent the character of the neighborhood. Retaining the mature trees was deemed important enough by the Bellevue council to legislate a very restrictive tree removal policy, which the proposed Ped/Bike plan would violate, unless great expense was made to survey every tree.

Finally, we don't want to turn 132nd into a major throughfare. This community and park are gems in the midst of the city. Adding 2 major "paths" seems like overkill. While a dedicated bike lane (i.e 3' wide) along the sides of 132nd would be nice, two 12' wide lanes provide no additional utility, destroy trees, and alter our neighborhood's feel.

To sum up: We like the trails we have as they exist today. They fit the use and character of the neighborhood. We very much want to retain our neighborhood feel and to provide access to the trails to equestrians and pedestrians. We do not want to widen, improve or otherwise change the existing trails. We do not see a need for new trails such as have been proposed. It is a waste of my and other homeowners' tax dollars to improve things for which there is no need.

We would hope and appreciate that future proposed plans are presented to those affected before they appear as a fait accompli.

Sincerely,

Valerie Horvath

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

From: Marc Hoffman [<mailto:marc@dartfrogmedia.com>]

Sent: Wednesday, November 21, 2007 9:45 AM

To: Loewenherz, Franz

Subject: Please Leave Bridle Trails Alone

Dear Mr. Loewenherz:

I understand that there are plans to pave, widen or otherwise "improve" many equestrian trails and access points in and around Bridle Trails and other equestrian trails in East King County.

I am writing to voice my strong opposition to expanding or paving these trails. I also oppose allowing homeowners to block the public trail easements that provide access to these trails.

Our equestrian trails are important to a great many riders who live near the trails or trailer to them, and others who enjoy and appreciate horses.

There are precious few safe, accessible trails for equestrians in our area as it is. The numbers of these trails is dwindling. Paving the trails will make them unsuitable for use by equestrians. The other proposed changes also threaten to seriously erode the safety, access, and quality of these trails for equestrians.

Please preserve and protect these trails and their access points so that they remain safe for and accessible to equestrians. And act to encourage homeowners to maintain and open public trail easements.

Please let me know how you intend to deal with these proposed changes.

Sincerely,

Marc Hoffman
12829 NE 107th Place
Kirkland, WA 98033
(425) 256-1200

From: Hilleberg the Tentmaker [<mailto:tentmaker@hilleberg.com>]

Sent: Wednesday, November 21, 2007 9:10 AM

To: Loewenherz, Franz

Subject: Future of Bridle Trails

Dear Mr. Loewenherz:

I understand that there are plans to pave, widen or otherwise "improve" many equestrian trails and access points in and around Bridle Trails and other equestrian trails in East King County. I am writing to voice my strong opposition to expanding or paving these trails. I also oppose allowing homeowners to block the public trail easements that provide access to these trails. Our equestrian trails are important to a great many riders who live near the trails or trailer to them, and others who enjoy and appreciate horses.

There are precious few safe, accessible trails for equestrians in our area as it is. The numbers of these trails is dwindling. And the proposed changes threaten to seriously erode the safety, access, and quality of these trails for equestrians.

Please preserve and protect these trails and their access points so that they remain safe for and accessible to equestrians. And act to encourage homeowners to maintain and open public trail easements.

Sincerely,
Petra Hilleberg
President
Hilleberg the Tentmaker, USA
14685 NE 95th Street
Redmond, WA 98052
Phone: 425-883-0101
Toll Free: 866-848-8368
Fax: 425-869-6632
Web: www.hilleberg.com

From: Tina Blade [mailto:TBlade@zetron.com]
Sent: Wednesday, November 21, 2007 7:58 AM
To: Loewenherz, Franz
Cc: sshecket@mindspring.com; tinablade@comcast.net
Subject: Keep Equestrian Trails Safe and Accessible!

Dear Franz:

I understand that there are plans to pave, widen or otherwise "improve" many equestrian trails and access points in and around Bridle Trails and other equestrian trails in East King County. I am writing to voice my strong opposition to expanding or paving these trails. I also oppose allowing homeowners to block the public trail easements that provide access to these trails. Our equestrian trails are important to a great many riders who live near the trails or trailer to them, and others who enjoy and appreciate horses.

There are precious few safe, accessible trails for equestrians in our area as it is. The numbers of these trails is dwindling. And the proposed changes threaten to seriously erode the safety, access, and quality of these trails for equestrians.

Please preserve and protect these trails and their access points so that they remain safe for and accessible to equestrians and act to encourage homeowners to maintain and open public trail easements.

Sincerely,
Tina Blade
12829 NE 107th Place
Kirkland, WA 98033

From: Ltrosperss@aol.com [mailto:Ltrosperss@aol.com]
Sent: Monday, November 19, 2007 11:55 AM
To: Loewenherz, Franz; Council
Cc: Afprince42@aol.com
Subject: Bellevue Bridle Trails Ped/Bike Trails Draft Plan

I reside in Kirkland Bridle Trails and am a horse-owner. My children and I have used the State Park and most of the trails adjacent to the Park in both Kirkland and Bellevue for many years. I

am also an active board member of the Bridle Trails Community Club, the South Rose Hill/Bridle Trails Neighborhood Association, the Bridle Trails Park Foundation, the Lake Washington Saddle Club and the King County Exec. Horse Council. Over the years (43) I have observed the loss of many of our neighborhood access trails due to development. Several years ago we (King County Horse Council) worked with the cities of Kirkland and Bellevue to have both of our Bridle Trails areas declared a Horse District/Equestrian Overlay in order to preserve our State Park and the unique equestrian area which surrounds it. Kirkland has been very supportive in this regard. With regard to Bellevue, due in part to the tremendous amount of development, we still continue to lose our access trails.

The subject Ped/Bike draft plan as presented certainly would add to this loss. Horses and bicycles are not compatible - they are not allowed in the State Park - we do not want to lose 10 - 14 ft. of Park land and trees along I32nd Ave. NE. nor do we want bicycles whizzing along a wider trail on the east side of that street which would also create a more hazardous crossing into and out of the Park. This would be particularly true considering the use of the newly acquired Acheson property as part of the Park. As was emphasized in the recent Transportation Commission meeting on this subject, there is strong opposition also from the residents on the east side of I32nd regarding widening and making bicycle-friendly power-line and access trails thru their equestrian neighborhoods.

I have also noticed - over many years of observation - along the west side of I16th N.E. and south of the Bellevue/Kirkland city limits, there are bicycle lanes - and cyclists, almost without exception, do not use them, they use the street. Bellevue has also provided a much-used pedestrian/equestrian path (using Stabilizer) on the east side of I16th - thank you.. Please leave our equestrian trails alone and spend that huge amount of money where it is wanted - and needed.

Lorraine Trosper
6150 - I30th Ave. N.E.
Kirkland, WA

From: Trudi Jackson [<mailto:trudijackson@comcast.net>]
Sent: Sunday, November 18, 2007 3:44 PM
To: Loewenherz, Franz
Subject: Ped/Bike Plan Comment - Please make Horse Trails a priority

I want to encourage focus on equestrian trails in the Bridle Trails area - Cherry Crest, Pikes Peak, 116th to 140th. The character of our area is absolutely dependent on maintaining the viability of our home-stabled recreational riders.

It is important that trails be appropriate for riding, and that blockages, like single homeowners who have closed off their easements, be eliminated. I would also like to see all shared trails have signage alerting pedestrians and cyclists to horse cautions, and requiring dogs to be on-leash. Highest priority should be on all trails that provide direct access to the park.

From: Andrea Lorig [<mailto:alorig@comcast.net>]
Sent: Thursday, November 15, 2007 10:27 AM
To: Loewenherz, Franz
Subject: RE. PLANS FOR IMPROVING & EXTENDING TRAIL ACCESS

I have just had an opportunity to see the overlay of proposed trail accesses in vicinity of Bridle Trails Park and wish to encourage Bellevue in the realization of this plan.

If we do not improve safe, easy access for walkers and riders in the area now, it will be impossible to reclaim the possibility later. As you are aware, there is great pressure to increase

the density of housing in that area because of it's proximity to Seattle and East Side business. Cars, pedestrians and horses will become an increasingly dangerous mixture if nothing is done to enhance the few trails that provide a healthy network that separates the first from the second and third.

Worse yet, it will undermine a unique equestrian neighborhood. Many communities have failed to defend their turf in this matter and lived to regret the demise of such a rare amenity. Furthermore, Bridle Trails State Park is one of the few such public, horse friendly, suburban open spaces left in this country. To allow anything less than increased access to it's amenities would be a tragedy.

We could all take a lesson from communities in New England who have been jealously guarding their open spaces for many generations. Within 20 minutes of Boston it is still possible to ride a horse through miles of trails from one township to another.

Sincerely, Andrea H. Lorig (owner)
Park Place Farm
4694 116th Ave N.E.
Kirkland, Wa. 98033
Charter trustee: Bridle Trails Park Foundation
Member: Lake Washington Saddle Club
Advisory Board: Equine Vet College, WSU
Secretary: Woodbrook Hunt Club

From: icehorse@att.net [mailto:icehorse@att.net]
Sent: Wednesday, November 14, 2007 3:01 PM
To: Loewenherz, Franz
Subject: QUESTION- Are you still accepting comments from the plan website?

Trail users would just like a network of North/South soft trail that runs parallel with 132/134th so that pedestrians, runners, and equestrians can use it instead of walking on the side of a narrow busy road especially on 134nd past 40th and with connecting East/West soft trails that go to the Bridle Trail Park primarily.

The Powerline trail is like taking a walk on a quiet country lane with trees on both sides and a soft dirt trail. People do not always smile and say hello with noisy cars going by on the main road but they do on the trail because it is so quiet and people/horses are relaxed enough to be engaged. Yes the trail does back to people's yards but the lots are big enough that houses are set back that you are looking into people's windows. It doesn't seem right that one person can stop the livelihood of multiple people who are just want to walk by to get to public facilities on land that was saved for the public.

Doreen Shoda

From: Ellen Kerr [mailto:bugsyk1@hotmail.com]
Sent: Monday, November 12, 2007 1:24 PM
To: Loewenherz, Franz
Subject: BT comments
Hi Franz-

I am submitting comments to you via email. Hope that is okay.

Talked with Norm and he said you weren't going to sum things up till the 19th. As a suggestion, you might let others know. Thanks.

B-302 We support the suggestion of tearing up the existing path on the E side of the street and putting down stabilizer. We do not support anything being done on the W side. What we have as a path on the E side, seems to work well for the community. Stabilizer works well for horses and cyclists.

B-304- We agree with Norm's comments. We support the project being removed. There is very little usage of this trail and it is adequate for those that do use it. We also question whether the City has right of way on this proposal.

L-458 same comments as B-304. Unclear whether this is the same project as B-304?

Thanks Franz.

Look forward to hearing from you.

Best-
Ellen

From: Hansennp@aol.com [mailto:Hansennp@aol.com]
Sent: Sunday, November 11, 2007 8:19 PM
To: Loewenherz, Franz
Cc: Chris.d.Romney@ragenmackenzie.com; Michelle Miller; Noble, Phil; O'Neill, Kevin; Liljebblad, Kris
Subject: Modification Request for Ped/Bike Proposed Trail,M631(See City Website)
Reference Proposed Trail M631,
<http://www.bellevuewa.gov/pedbike/TrailList.aspx>

Franz,

It might seem that some believe that the PSE Powerline and Olympic Pipeline easements are public and so those looking to put trails in assume that these properties are theirs to do as they desire. Quite the contrary. These properties are in fact private properties that are fully taxed and sized as others in the area.

They are already impacted with restrictions that take up 120 feet of property.

The question in our mind is that should others including the City have the right to determine additional usage limits on these properties? We don't feel that this is desirable.

This is an equestrian area and trails are in existence to provide access to Bridle Trails State Park and other trails and paths in this area. In fact, it is noted that the existing off street soft surface trail 2 blocks to the west on 134th Ave NE from NE 24th to NE 40th has served the community for many years.

It is requested Bellevue modify the proposed trail to protect private property rights for homeowners from NE 38th to NE 40th in the vicinity of the Puget Power Transmission line. This proposal in this vicinity is no longer feasible since homeowners want to retain their private property rights and are not interested in providing land for the proposed public access purpose.

As stated above, these properties are already restricted in use by the overhead powerline and underground pipeline. Any additional use would severely impact and restrict private homeowner property rights and usage. Accordingly, we ask that Bellevue respect and honor our private property rights and that this modification can be accommodated in your recommendation to the Transportation Commission.

Please review and advise.

Sincerely,

Norm and Pat Hansen
3851 136th Ave. NE
Bellevue, Washington
425-861-7333

From: albert paige [mailto:abpaige@msn.com]
Sent: Saturday, November 10, 2007 1:14 PM
To: Loewenherz, Franz
Subject:

We are emailing you to oppose Project #L-460--the proposal to add a 2-6ft. wide walking trail from 132nd Ave. NE to 135th Power line Trail. There are numerous reasons for our opposition which I will detail at a later date as we are leaving on Sun. AM 11/10 on a trip. My neighbors at 13435 NE 47th St., Jim and Lucille Wright are also strongly opposed and will be sending you a list of their objections which also will include ours. Thank you for considering our concerns. If you are not the appropriate person to contact, please forward this email to that person. Thank you. Albert and Ruth Paige, 13436 NE 47th St. 885-6444. Fax 881-7767.

From: Morris, Evan [mailto:evan.morris@hp.com]
Sent: Thursday, November 08, 2007 11:27 AM
To: Loewenherz, Franz
Subject: draft plan & concerns for bike/ped improvements

Franz,

I met several people & discussed the Bellevue bike/ped plan when I was stopped while bike commuting. Can't recall the gentleman's name that I spent most of the time talking to, but please forward this on. I'm not a Bellevue resident, but bike to work in that area. I've looked at some photos from the draft plan & have these concerns: I'd hate to see a lot of money spent on improvements that do little **overall** good, or are at worst, detrimental. I think the main priority should be to fix those areas that are nearly impassible from a cyclists standpoint – the 4-lane high-speed roads around the Overlake area. Someone in the group that I talked to mentioned using the sidewalks, but this is just not practical when a cyclist can travel 25 mph. I rarely use the ped/bike lanes on 140th Ave as they cross blind driveways. Drivers often pull through driveways and into the road – if you are on the sidewalk or path then you have no reaction time or place. By State law the cyclist can 'take the lane' and that is often what I have to do. Perhaps the most inexpensive solution is a sign that says "Yield LANE to cyclists" posted in areas such as Crossroads & Overlake where there are no other bike lanes. Or paint it in the lanes on the street surface.

I bike commute and also ride with my family – running errands instead of using our cars. Also, I've been active in other Bicycle Advisory Committees & have been riding for (yikes!) 30 years. I'd rather see the 'red roads' (on the bike map) improved than moving more 'purples' to 'green.' Many city residents could use their bikes instead of cars to run shopping errands but not if there's just one really bad stretch. If I have to run over to Microsoft as part of my job, I'll sometimes 'wimp out' and drive, and that's just sad! I do like bike lanes *as long* as they are wide enough, have an escape route, and are not just used to stripe off the junky part of the road – Kirkland and Redmond have some that are too full of debris and metal grates & drainpipes etc to even safely use! And a recent cyclist fatality in Seattle points out that bike lanes offer no safety from drivers cutting across.

One other concern where money spent may be detrimental: on the photo showing SE 16th St (B-215.2) – I'd rather it be left as the 'before' photo for the above reasons of road debris & maintenance – the bike lanes often become collectors of broken glass & metal objects from cars that puncture tires. Drivers often don't understand if I'm outside of the bike lane & that is often the reason why. Also, there should be an 'exit strategy' for the cyclists, they should not be forced next to a tall curb with no room to avoid hazards – the drivers will squeeze them as far right as possible. I prefer the *before* picture because of the better chance to 'bail' onto the shoulder. I would ride outside that stripe where the road surface is free of debris. Oddly enough, I like the fact that there is no yellow stripe as cars can move over more to pass – drivers often try to stay inside their own lane, squeezing dangerously by even when there is no oncoming traffic.

Thanks,
Evan Morris
425-443-2588

From: Jennifer Duncan [mailto:duncan66@msn.com]
Sent: Wednesday, October 31, 2007 11:15 AM
To: afrince42@aol.com; Loewenherz, Franz; Council
Cc: loretta@mstarlabs.com; Liljeblad, Kris; O'Neill, Kevin; bugsyk1@hotmail.com; hansennp@aol.com; dugoni@msn.com; bridle.trails@parks.wa.gov; dfpseattle@aol.com
Subject: RE: BridleTrailsBike/Ped Plan

Thank you Alice! You speak for all us who value the equestrian lifestyle we enjoy in Bridle Trails. It is very upsetting to know that yet again we have not been included and the needs of equestrians have yet again been ignored by Bellevue. We cannot let this continue. Horses cannot be ridden safely on pavement or with bicycles whizzing past. Bridle Trails State Park is a natural area for equestrians and pedestrians **ONLY**. Bridle Trails is an **EQUESTRIAN** neighborhood and we must all work very hard to make sure it stays that way.

Bellevue should look to Kirkland for an example of how to work with their constituents. Kirkland City officials have embraced and value the equestrian needs of this neighborhood. They are placing signs to help with traffic control, extra crosswalks at equestrian crossings and speed bumps to slow down traffic. We are involved and consulted regarding changes in our neighborhood including an equestrian overlay and advisory board. Bellevue should be doing the same.

Jennifer Duncan

From: Afrince42@aol.com
Date: Wed, 31 Oct 2007 13:01:16 -0400
Subject: BridleTrailsBike/Ped Plan
To: FLoewenherz@bellevuewa.gov; council@bellevuewa.gov
CC: loretta@mstarlabs.com; KLiljeblad@bellevuewa.gov; KONEill@bellevuewa.gov; bugsyk1@hotmail.com; Hansennp@aol.com; dugoni@msn.com; duncan66@msn.com; Bridle.Trails@PARKS.WA.GOV; DFPseattle@aol.com

Dear Franz and other members of the Transportation Commission,

As a member of the Bridle Trails Park Foundation and the Lake Washington Saddle Club, I am upset at the recap that you sent to the Bellevue City Council of what has gone on so far.

You don't mention the fact that people at the Nov. 25th study session were dumbfounded that your Transportation Committee had not made any effort to notify any of the residents in the Bridle Trails area of your intentions. The Bridle Trails Park Foundation and the Lake Washington Saddle Club represent a very large constituent base for Bridle Trails State Park and work very closely with Park Ranger, Mary Welborn. And yet the **ONLY** contact you seemed to have made

was to the e-mail address of the Foundation.

Given that your plan, if it goes forward, will require the acquisition of a lot of privately owned property, don't you think that deserves early notification of your plans to everyone who would be affected by this? In fact, **NO** notice even went out to the Park Ranger or Washington State Parks. When you're talking about taking 14 feet out of our park, you're not only encroaching on a State Park which our Foundation has bent over backwards to save, but you're spitting in the face of the tree ordinance that Bellevue wrote just a year ago, and still, not a word of notification.

At the Tues., Nov. 23rd focus group meeting that the BTCC called, you told people that a lot of these paths would be widened or paved or both in order to make it easier for bicyclists to get to Bridle Trails State Park. If you had done your homework ahead of time, you would have known that bicycles are not now, and **will not be**, allowed in Bridle Trails State Park. This restriction went into effect quite some years ago. Both the Foundation and the Lake Washington Saddle Club have agreements with the State that this is a "natural area" which accomodates horses, not bicycles. Bicycles and horses are not compatible and the horse people are the reason this property was made into a State Park in the first place in the early 1930's, and they have been stewards of this Park ever since.

The bicyclists have the whole world to ride in. The horse people have Bridle Trails State Park and the Bridle Trails community. Every time government steps in to pave another trail or to widen one and open it to more people, the horse community gets squeezed just a little bit more. Bellevue and the community surrounding Bridle Trails State Park has a legacy worth holding on to, and yet every time you commit one of these supposed "upgrades" to our community, you tear gaping holes in the fabric of what makes this community unique.

The bicyclists have 116th, 140th, and 148th to ride on. Please, leave the area between 140th and Bridle Trails State Park alone. The more pavement you put in, the less safe it becomes for horses. Our Park is open to pedestrians as well as equestrians, but we will fight tooth and nail before we'll let bicyclists invade and take over our park.

If you want to spend money here, take up the pavement on the north/south trail that Bellevue put down 15 years ago because of the bogus report of results of a survey done by your Commission. Put down "Stabilizer" or some trail with a binder so families can bicycle there with their kids if they want to, but so horses can use it too (which they have not been able to do since it was paved), and let the "communter" cyclists use one of the other streets.

Thank you,

Alice Prince

From: Megan Davidson [mailto:MeganD@abdi.com]

Sent: Friday, October 26, 2007 10:32 AM

To: Liljeblad, Kris; O'Neill, Kevin; Loewenherz, Franz

Cc: Afprince42@aol.com

Subject: Bellevue Bridle Trails Ped/Bike and Trails Draft Plan Input

Thank you for taking the time to read the following (hopefully brief, but heartfelt) missive regarding the proposed Pedestrian/Bike Path in Bridle Trails.

Moving to Bridle Trails was a dream my family realized four years ago, when my daughter was five years old. Being a life-long horse fanatic, I was thrilled when the opportunity to live with my horse arose. Shortly thereafter, a pony was added to the "herd" so that my daughter and I could ride together, and it has been complete bliss ever since. (It is really hard for a kid to get into trouble when they are busy with the responsibility of horse-ownership).

My great concern is the addition of concrete to paths that horses use, as well as the removal of a barrier between the horses and the road. Concrete and asphalt are very slippery to metal horseshoes, and even to barefoot horses. The thought of any misfortune happening to my daughter - or anyone else or their family - based on an unfortunate slip, is really scary, to say the least. In addition, it is detrimental to a horse's leg health to be ridden on such hard surfaces for any length of time, and their joints suffer, as well as potential bone splints develop. Unlike humans horse's stand virtually 24 hours a day, and cannot rest injuries as easily as humans can. a broken bone is a death sentence.

As for the barrier, let me note that not all drivers are particularly careful or sensitive to horse's "delicate" nature. They do not normally slow down near horses, and there has been more than one occasion where someone has purposely swerved towards me while mounted on my horse, likely thinking it was funny, and hopefully not that it is life-threatening to both of us.

I can appreciate that you have a lot of folks who would like to use the Bridle Trails area for recreational purposes, and wholeheartedly support that. Doing so at the risk of horse's health and people's lives is just not a good trade-off.

Thank you so much for your consideration. I really hope this person's perspective speaks for many.

If you would like to meet in person to discuss, I would certainly be available. I only apologize for not making the meetings. Unfortunately, short notice, my nine year old's schedule, and taking care of the afore-mentioned four legged beasts intervened!

Best regards,

ABD Insurance & Financial Services - a Wells Fargo Company

J. Megan Davidson, ARM

Assistant Vice President

Direct: 206/892-9255
Cell: 206/390-4202
Toll-free: 877/422-3732
Fax: 206/892-9201

From: Bennett, Nancy

Sent: Thursday, October 25, 2007 3:52 PM

To: 'FLoewenherz@bellevuewa.gov'

Cc: 'Bennett, Jack D'

Subject: RE: 2007 Pedestrian and Bicycle Transportation Plan

It was nice meeting you as well.

Here is a picture retrieved off of your interactive website indicating how just a few of the proposed trails will affect me. As you can see, the plan is proposing to install a 8 – 12 foot gravel path right down **the middle of my front yard, across my driveway as well as through my fountain planter area!** The plan is proposing to install another trail on the south side of my property leaving me with criss-crossing gravel trails in my front yard. I think you would be hard pressed to find any homeowner that would find this acceptable. The two trails being referenced in this picture are M-631 as well as L-462.

My husband and I relocated in 2006 to the state of Washington. We had numerous choices on locations to move to and after just one visit to the Bridle Trails area we both decided we had to live there. Paramount in that decision was the area's character and rural atmosphere. The proposed update to the City's transportation plan is totally unacceptable to us. We love the area

the way it is and WOULD NOT have moved here if we had known the City was planning such sweeping changes. We are hoping that the City will take the time to further evaluate its plan including actually physically surveying the areas affected. We are confident that once this is done the City will realize Bridle Trails has numerous pedestrian/equestrian trails right now which do not need to be widened or have the material contained within them changed. The City should also keep in mind that many of the existing easements are pedestrian/equestrian easements. After speaking with several equestrians in my area, having graveled paths is not conducive to horse riding.

We are respectfully requesting that the City Council not spoil the natural appearance of our neighborhood. Based on your own data, only 39 people out of the 405 people that were surveyed reside in the 98005 zip code and out of those 39 people only 7%, or less than 3 people, felt that the City needed to address the issue of the trails. Before ruining our neighborhood based on less than 3 people's opinion, the City should increase their survey sample.

Again, please leave our beautiful neighborhood the way it is. Thank you for considering our input.

Please note my new e-mail address is:
nancy.bennett@soundtransit.org

Nancy Bennett



From: Hansennp@aol.com [mailto:Hansennp@aol.com]
Sent: Wednesday, October 24, 2007 8:24 PM
To: Liljeblad, Kris; O'Neill, Kevin; Loewenherz, Franz
Cc: The Mantells; DFPseattle@aol.com; Lynnfh@verizon.net; Ltrosperss@aol.com; kcarneale@mba1996.hbs.edu; cindy.a.ludwig@boeing.com; allen.cole@comcast.net;

heidibenz@verizon.net; jamesbinder@att.net; Oldelm@comcast.net; dusemcl@msn.com; Drew.Smith@osioutsourcing.com; patriciajanes@verizon.net; Loretta Lopez; Ellen Kerr; sncoleman@msn.com; Nancy.Bennett@soundtransit.org; agisa1@verizon.net; Noble, Phil
Subject: Bellevue Bridle Trails Ped/Bike and Trails Draft Plan Input

Thank you for meeting with eleven Bridle Trails Residents on short notice regarding understanding the Ped/Bike proposed Draft. As we discussed, there is substantial concern over the compatibility with our neighborhood character and rural nature of our Bridle Trails Subarea Comprehensive Plan Elements. Basically we are concerned about the 10 to 14 foot width and scale of the proposed multipurpose paths in the plan along our streets.

As you know, we already have multipurpose trails or sidewalks along our collector and minor arterial streets except for a short segment along NE 40th between 140th Ave. NE and 148th Ave. NE. These multipurpose trails are 5 to 6 feet wide separated from the edge of the pavement with a 2 to 3 foot landscaped barrier. We feel that the current configuration serves our community and our region very well. It provides a safe path for Bellevue and the surrounding area residents now and in the foreseeable future.

We will be evaluating our recommendations to City Staff and the Transportation Commission within the next few weeks. We also plan to attend the Transportation Commission Meeting on Thursday 10/25 at 6 PM to learn more about the public input process and the Draft Plan. Our recommendations will also include the desirability and feasibility of the proposed Trails Plan. The Bridle Trails Community Club General Meeting is scheduled for Thursday, November 29th. We expect to have a community recommendation after confirmation with the General membership by mid December. This timing has been coordinated with the Bellevue City Staff Project Manager, Franz Loewenherz.

We look forward to working with City Staff and the Transportation Commission to reach consensus on a final plan.

Ellen Kerr and Loretta Lopez, Co-Presidents Bridle Trails Community Club

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

From: Martin Nizlek [<mailto:wsrh93a@msn.com>]
Sent: Wednesday, October 24, 2007 6:29 PM
To: Loewenherz, Franz
Subject: RE: City of Bellevue Pedestrian and Bicycle Transportation Plan (West Lake Sammamish Parkway Projects)

Franz - if my earlier mail did not reach you, it expressed by appreciation for this correction. It has quelled many concerns.

Thanks,
Marty Nizlek

From: <FLoewenherz@bellevuewa.gov>
To: GSparrman@bellevuewa.gov, KLiljebblad@bellevuewa.gov, NLacombe@bellevuewa.gov, DBerg@bellevuewa.gov
Subject: City of Bellevue Pedestrian and Bicycle Transportation Plan (West Lake Sammamish Parkway Projects)
Date: Wed, 24 Oct 2007 15:25:50 -0700

To On-Line Map Respondents:

I want to apologize that the web-site links for the Draft Ped/Bike Plan <http://www.bellevuewa.gov/pedbike/BikePlanMap.aspx> inaccurately showed West Lake

Sammamish Parkway with 10-14 foot wide bike paths on both sides of the roadway. The projects listed as 205.1, 205.2, 206.1 and 206.2 were incorrect.

As you are aware, the City worked for a little over 2 years on an extensive public involvement process with the community to identify a recommended alternative for the parkway. The city is committed to the recommendation that came from this process. That recommendation will provide:

- Ten-foot vehicle travel lanes in each direction
- Four-foot continuous, paved shoulder on the east side of the parkway. While the east side does not call for formal bike lane markings, it can be used by faster cyclists traveling northbound, or by pedestrians to access one of the five proposed mid-block crossing locations, or 3 proposed intersection crossing locations. This east side four-foot continuous paved shoulder would be signed for no parking.
- Ten-foot multi-use path on the west side of the parkway. Portions of the west side path will be separated from the vehicle travel lanes by two to five foot landscape planting.
- Five mid-block crossings, and three intersection crossings.
- A new traffic signal at West Lake Sammamish Parkway and SE 34th Street.

Today we met with several representatives from the West Lake Sammamish Association and corrected the website to reflect the following project descriptions:

Project B-205.2

Street Name: West Lake Sammamish Pkwy

Project Limits:

North City Limit to Northup Way

Description:

Add a 10-14 foot-wide off street path on the west side of West Lake Sammamish Parkway from North city limits to Northup Way

Project B-206.2

Street Name: West Lake Sammamish Pkwy

Project Limits:

Northup Way to Issaquah

Description:

Add a 10-14 foot-wide off street path on the west side of West Lake Sammamish Parkway from Northup Way to Issaquah

Project B-205.1

Street Name: West Lake Sammamish Pkwy

Project Limits:

North City Limit to Northup Way

Description:

Add a shared shoulder with fog line on the east side of West Lake Sammamish Parkway from North city limits to Northup Way

Project B-206.1

Street Name: West Lake Sammamish Pkwy

Project Limits:

Northup Way to Issaquah

Description:

Add a shared shoulder with fog line shoulder on the east side of West Lake Sammamish Parkway from Northup Way to Issaquah

Again, I apologize for the confusion and the inability to catch this before it went public. Please do not hesitate to contact me if you have further questions.

Sincerely,

Franz Loewenherz
Senior Transportation Planner
425-452-4077

From: Bob Wismer [mailto:bob@wismer.us]
Sent: Wednesday, October 24, 2007 12:23 PM
To: Philip and Laura Bloch; Loewenherz, Franz
Subject: Eastside Runners meeting
Franz,

Attached are photos taken at last night's Eastside Runners meeting. Feel free to use that as you wish.

I took notes, but primarily of what you shared, so I don't know if they would be of any help. I would like to review it with you when it's written up to make sure I don't state anything incorrectly.

Thanks for coming and presenting the program. It was very informative and useful. I hope you get a lot of feedback from our group.

I would like to throw my opinion into the hat for adding whenever possible a narrow soft shoulder (crushed gravel, dirt, wood chips) alongside a paved trail or sidewalk. It would get used frequently by runners, and probably by a lot of walkers. As a runner we're encouraged to run on as soft of surface as possible to preserve our joints, especially as we get older. The gentleman that spoke after you mentioned this as well. He's also the one that brought the topic up during your Q&A period. Tom Cotner is one of the top running coaches in the Northwest Region. Also, if you've spent much time along some of the more popular trails frequented by bikers, runners and walkers (Burke-Gilman Trail and Sammamish River Trail), a fair percentage of bikers are not very courteous about keeping their speeds down and warning peds when they're approaching from behind (particularly alarming when there's congestion or a narrow path and they cut close to you). A side shoulder gets you out of their path.

Thanks again,
Bob Wismer

From: Afprince42@aol.com [mailto:Afprince42@aol.com]
Sent: Tuesday, October 23, 2007 11:35 PM
To: Bradley, Geoff; Loewenherz, Franz
Subject: Bridle Trails Bike/Ped/Horse trails
To Whom It May Concern,

My name is Alice Prince. I am one of the founding members and secretary of the Bridle Trails Park Foundation.

I was in attendance at the meeting with Mr. Loewenherz on Tues. afternoon 10/23 regarding the bike/ped/horse trails in Bridle Trails.

As I stated there, about 15 years ago the north/south soft surface horse trails that ran along the east side of 132nd NE from NE 40th to NE 60th was paved over, supposedly so bikers would use it instead of the road. They don't and since then horses rarely do because it's too dangerous. Because that trail was paved a little girl came out of the park one night in 1996 and crossed the road at a place that was directly across the street from where she kept her horse rather than at the

crosswalk which would have forced her to travel on that paved trail to get to her stable. They were hit by a car, and while the girl escaped serious injury, the horse had to be destroyed because of it's injuries.

This road and others like it that run through the Bridle Trails community used to be horse friendly, but your plans of putting down more pavement and inviting more bicycles is not compatible with safe horseback riding.

Bicyclists have the whole world to ride in, Bridle Trails is a very small area that equestrians have left, and as urbanization consumes the land around this area, it grows even smaller.

Besides that, you're talking about taking our trees, confiscating property, and turning the "rural" character of our community into just another bunch of city streets.

The Bridle Trails Park Foundation has worked for 6 years now raising money to keep Bridle Trails State Park open and as it has been since the 1930's. Your plan to put some 10' - 14' bike path down both sides of 132nd NE would mean cutting trees in our park thus making it just a little smaller, as well as making it that much more dangerous for horses to cross 132nd to get into the park. As the Foundation now pays half the operating costs of the Park, we have a lot to say about what happens to it, and we would adamantly oppose your taking any part of it for any reason - especially so you can lay down more pavement. We also have a constituency of over 2,000 families in the area, and their support alone, says they don't want our park cut up and paved over.

Please, spend your money where people want your paved bike lanes and leave Bridle Trails alone.

Thank you.

Alice Prince

From: SMccoy9999@aol.com [mailto:SMccoy9999@aol.com]

Sent: Monday, October 22, 2007 4:48 PM

To: Loewenherz, Franz

Cc: dkapela@msn.com

Subject: Ped/Bike Plan Comment

Please add this comment to the public record. This is another stupid government Make Work project to spend precious tax payer dollars. Let's have a double savings! Let's not spend the money (savings 1) and let's fire the surplus government employees who thought this up to "Make Work" (savings 2)!

Mr. & Mrs. S. D. McCoy
13205 N. E. 55th Place
Bellevue, WA 98005-1030
PH 425-883-0784 Fax 425-869-8932

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

From: youting zhu [mailto:zhuyouting@yahoo.com]

Sent: Thursday, October 18, 2007 1:34 PM

To: Loewenherz, Franz

Subject: Appeal to WALK&ROLL

Dear Sir; Hi, Our home is in the 4020 122nd Ave SE. Bellevue WA 98006. This is very difficult to Down Town. No Bus transport to Seattle. We wish and need one or more Bus pass go through our area. A Ped Project we agree, now same very short road allow walk.

Thank You!
Sincerely
Daoming Zhang
Youting Zhu Oct 18 2007

From: Waldeck, Joan [mailto:WaldeckJ@LanePowell.com]
Sent: Thursday, October 18, 2007 9:56 AM
To: FLoewenherz@bellevuewa.gov.
Subject: Ped/Bike Plan Comment

This message below was sent from our home computer but I got a message that it could not be delivered so I am trying again from my work computer.

I recently called about sidewalks in our area and you asked that I e-mail you. Sidewalks on at least one side of the road are needed (desperately, in my opinion) from Somerset Boulevard to the Eastgate Shopping area. There are no sidewalks from Newport Way to the flashing red light going up the hill (I don't know if the street has changed its name from 150th to 148th or is now Highland Drive). There is also no sidewalk on either side from the flashing light up the hill to Somerset Boulevard on some portions. In one area, the homeowners on both sides of this main artery have shrubbery that is out to the road so that there is no where for a pedestrian to walk except in this main arterial street.

There are buses that run along this street. People should not have to walk in the street to get to the buses. My husband and I have walked this and one lady driver quite literally stopped in the street so we could continue to walk. It is totally unsatisfactory. I have difficulty understanding why sidewalks are being installed in neighborhoods when there is a main arterial that lacks sidewalks. I do not mind walking in the street in residential areas, although I must admit, I have not done that at peak traffic times, so quite possibly even in neighborhoods, it is dangerous then. But I do know 150th, 148th, and Highland Drive are dangerous all the time.

Please let me know when sidewalks will be installed along 150th, 148th and Highland Drive on at least on one side of the road.

Thank you.
Joan Waldeck 14005 SE 46th Street Home Phone 425-747-6605



Legal Secretary
Lane Powell PC
1420 Fifth Avenue, Suite 4100
Seattle, WA 98101-2338
Direct: 206.223.4912
www.lanepowell.com

From: Michael Kallay [mailto:michael@kallay.net]
Sent: Saturday, October 06, 2007 9:23 AM
To: Loewenherz, Franz
Subject: Bike Ped plan comment

Having attended your open house last week I was impressed by the scope and vision of your bike ped plan. As a commuter by bike I could not ask for anything more, but the devil is in the details! Please do not neglect the connections between bike routs at their junctions. For example, there

are currently bike trails along Northup Way and NE 24th St, but their junction is badly neglected. Even the right turn from NE 24th to Northup Way going west, which should be easy, is bike-unfriendly, not to mention the left turn there, or the flow of the Northup Way trail across the northern part of 116th Ave NE. (And by the way, you should not wait for the master plan; you could fix these now).

Thanks,
Michael Kallay

From: Lynne Robinson [mailto:lmrpt@foxinternet.net]
Sent: Thursday, October 04, 2007 12:54 PM
To: Loewenherz, Franz; McDonald, Kevin; Ingram, Mike
Subject: walking for exercise area
Hello Mike, Kevin and Franz:

Thank you all so much for your great presentations today at the NOA meeting. I am writing today as a Bellevue resident. I would like to propose a designated walking area in downtown Bellevue where residents and people who work in downtown could go to walk for exercise and pleasure. Many people do not have time to exercise outside of their lunch hours.

I would like to propose that you take the city block where Bellevue City Hall is located and: 1) install rubber sidewalks around the entire block, 2) install signage that tells how many calories you burn if you walk around that block at certain speeds, 3) benches be installed in the surrounding landscaping and 4) that some sort of cover be built over the sidewalk so it could be navigated in the rain. This would provide a friendly, safe place for easy exercise, and publicize the location of City Hall. It would also direct exercisers out of the busy sidewalk areas of downtown Bellevue. This would cater to employees and residents of downtown, of all ages.

I wonder if there is a possibility of this idea becoming a reality, and if I need to do more than this email. Please let me know. Thank you again, Lynne Robinson (425) 445-2767

From: Nancy Huenefeld Gese [mailto:nancyhue10@hotmail.com]
Sent: Wednesday, October 03, 2007 10:37 PM
To: Loewenherz, Franz
Subject: walk and roll
Franz,

I enjoyed seeing some of the walk and roll plans after reading some about it in the It's Your City. More sidewalks and bike paths will make the city safer, help with traffic, and add to the quality of life. I'd like to request that our neighborhood which borders downtown Bellevue, receive sidewalks. We currently try to walk downtown weekly with our kids in their stroller. Our boys will soon be walking and we have no sidewalks in Surrey Downs. Having sidewalks would make it safer and easier for us to walk downtown as oppose to driving. Please add Surrey Downs to the list of very needed sidewalks.

Thanks much!
Nancy Gese and family 909 110th Ave S

From: David J. Kotker [mailto:djkotker@earthlink.net]
Sent: Tuesday, October 02, 2007 1:13 PM
To: Loewenherz, Franz
Subject: RE: Walk & Roll 2007 Plan

Hi Franz,

It was nice talking to you today. However I was so taken back by the concept of of a 10-12 foot wide off-street bike path on 100th Ave NE that I didn't ask you to write down my request for a sidewalk on the block of NE 5th St between 99th Ave NE and 100th Ave NE. Please do so.

I'll also record my interest on the map that you're launching.

Thanks for the help,
David J. Kotker, President
Windsor House Homeowners Association
401 100TH AVE NE, #317
Bellevue, WA 98004

From: RON4SHER@aol.com [mailto:RON4SHER@aol.com]
Sent: Tuesday, October 02, 2007 6:33 AM
To: Loewenherz, Franz
Subject: Bike Connections

Hi Franz,

One of the possible bike connections which I think would be quite simple and would create a great ammentiy for the public, would be to make a connection between the south end of Bellfield office park and to the paths near the house owned by the parks department on Bellevue way just north of the park and ride.

Also, we did discuss making the lake to lake trail more bike friendly, with trestles etc. Frankly I'm not sure it's worth the money unless it could be moved more to the North. Otherwise bikers might as well just use the Lake Hills connectors. Best Regards, Ron Sher

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

From: Claire Petersky [mailto:cpetersky@yahoo.com]
Sent: Tuesday, September 04, 2007 5:26 PM
To: Loewenherz, Franz
Cc: Liljeblad, Kris; O'Neill, Kevin; Iosso, Claude
Subject: Re: FW: photo on "bike and roll" page

--- FLoewenherz@bellevuewa.gov wrote:

> Hello Claire: I took the image on the Walk & Roll page on NE 8th. The
> photo was selected for the webpage because: (i) it included both a
> cyclist and a pedestrian (sadly we do not have many images that include
> both user groups);

This is indeed a sad situation.

> and, to a lesser extent, (ii) it reflects what I'm
> hearing from casual cyclists in the city who "feel" safer operating on
> the sidewalk system (despite the fact that numerous non-motorized safety
> studies confirm that riding bicycles on sidewalks is unsafe for both
> pedestrians and cyclists).

This is an even sadder situation. In fact, it points to how hostile an environment Bellevue is for many cyclists.

> I did not envision that the public would
> regard this image as the city's vision of a desirable scenario.

Especially considering that the cyclist is riding the wrong way, which is unfortunately one of the most dangerous things an inexperienced cyclist might do. Riding the wrong way on the sidewalk is a way to make it as likely as possible that you'll get hit by cars (other than practices that are more obviously dangerous, like riding unlit in the dark, or riding drunk). So why would it be OK to show someone doing this on a city website? Would you show the guy riding a bike without a helmet? If not, then why would it be OK to show the guy riding a bike the wrong way on the sidewalk?

Further, I guess I have been rendered paranoid by a city council member painting a picture at a council meeting of legitimate non-motorized folks, specifying mothers pushing strollers as the good guys, who are diametrically opposed to mouth-foaming cyclists, and that these users have competing needs. To illustrate her point - no? - we have a photo on the website of a cyclist (Mr. Evil, probably not even a City of Bellevue resident, even worse, probably a member of Cascade Bicycle Club) engaged in a highly dangerous practice, about ready to mow down nice Ms. Bellevue Citizen indeed pushing a stroller with her innocent baby inside.

Unlike that city council member, I believe that pedestrians and cyclists have complementary needs. As a mom who pushed my kids in strollers for many years on the streets of Bellevue, as well as being a regular cyclist, I think that we all share the needs for good facilities for bikes and for peds, and for positive motorist education and well-designed streets that include traffic calming.

> I've
> been looking on the Flickr photosharing site for images that include
> both user groups; perhaps you have taken one you might share?

I think your difficulty is if you're trying to get pedestrians walking along facing traffic and still get the bike in the frame of the photo, on the other side of the street.

I'd be happy to get a picture in our neighborhood of pedestrians and bicyclists, but unfortunately, our neighborhood, like many in Bellevue, has very few pedestrian facilities, and no bicycle facilities at all. Do you have to have sidewalks in your photo? Do you have to have the pedestrians walking against traffic?

If not, I could get easily snap a photo for this - just let me know.

Warm Regards,

Claire Petersky
cpetersky@yahoo.com
<http://www.bicyclemeditations.org>

From: Aguilera [mailto:kayago1@comcast.net]
Sent: Thursday, June 28, 2007 9:39 PM

To: Loewenherz, Franz
Subject: RE: Bike concerns

Hi! Had another comment to pass along regarding bike travel within Bellevue.

- There is no safe way to travel north/south within any area of the city. This is true in both east and west Bellevue: all of the north/south routes (ie: Bellevue Way, 112th, 116th, 148th, 156th, etc) have extremely heavy traffic volumes and no shoulders or bike lanes.
- Since it is highly unlikely that any of these streets would or could be widened to add bike lanes, how about taking a lesser cost approach and select a couple of these streets and utilize the side-walk area to establish a pedestrian/bike lane.
- For example, widen the sidewalk on the west side of the entire length of 148th Ave, in coordination with the city of Redmond. Starting from NE 85th/Redmond Way and down to say Eastgate Way, an 8 to 10 foot sidewalk could accommodate both pedestrians and bikes, and keep everyone away from the heavy traffic volumes on the arterial.
- An example of where this is in place is Harbor Ave in West Seattle. The east sidewalk is in essence the pedestrian/bike trail that runs from Spokane St north to Alki Ave.

Thanks for your consideration,
Augusto Aguilera

From: Page Hamilton [mailto:page.hamilton@oracle.com]
Sent: Tuesday, June 12, 2007 11:09 AM
To: GTECcomment; Loewenherz, Franz
Subject: need better bike trails in the city!
Hello,

In response to your May 2007 flyer in my downtown Bellevue work building, I would very much appreciate more focus on consistent, safe bike trails for getting around Bellevue, and into downtown. Trails on NE 8th, and all throughout the city, are here and there, which is not usable. We need a steady, safe bike lane all down, for example, NE 8th, BellSquare to Northrup. This would make a huge difference in how frequently I bike to work.

thanks,

ORACLE

Page Hamilton | Sr. Principal Service Delivery Manager | w:425.990.2925, c:425.941.3011
Oracle Support Services, Enterprise Service Delivery Management
500 108th Ave NE, Suite 1300, Bellevue, WA 98004

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

From: Jennifer KEHR [mailto:casakehr@msn.com]
Sent: Monday, March 19, 2007 9:26 AM
To: Loewenherz, Franz
Subject: City seeks input on pedestrian and bike trails

Dear Franz,

I walk for fitness and for conservation. I live near NE 3rd and 148th Avenue. Walking in Bellevue is risky business.

For fitness I head south on 148th Avenue and cross at the signal between Main and SE 8th to enter the trails at Larsen Lake. Once on the trails I feel relatively safe. I have to wait a LONG time at that signal, however,

before I can cross over to the trails. I also have trouble crossing Lake Hills Blvd at the unsignaled crossing near Lake Hills Library. Cars go pretty fast along there and often do not stop for waiting pedestrians. Cars along 148th Avenue generally go 5 to 10 miles over the speed limit.

I also walk for conservation. My son and I share a car, so one or the other of us walks to get to school, church, or other appointments. If I can walk to my destination within 30 minutes and loads of groceries are not involved, then I choose walking over driving...the amount of rain is also a factor. I have concerns about melting away in a downpour.

I have walked northbound on 148th, using only signaled crossings, and have found it to be extremely dangerous. Drivers do not exercise enough care making right turns. I have been a near miss too many times for my comfort. I've also had trouble using the sidewalk along Fred Meyer. Drivers entering and exiting that parking lot ignore pedestrians walking along there.

Actually, it seems that drivers have difficulty sharing walking paths at any point of entry for most business any where in Bellevue.

Bellevue just isn't a very pedestrian friendly place. The residents seem so uppity and insist on a car for every member of their family over 16, so we end up with too many gas hogging vehicles on the road.

Personally, I'm thinking about moving. I'm looking for smaller towns that haven't become so urban and over developed. Where it might be safer to go for a nice long walk and the class structure isn't so darned obvious.

If you're heading up this project, are you trying out the trails and sidewalks regularly? I hope you do. Don't just rely on surveys to make your decision. Check it out for yourself. I'll show you every trouble spot I know of, if you'd like.

Good luck with this project. I hope you are successful getting more people out of their cars and onto the trails and side walks.

Sincerely,

Jennifer Kehr
425-941-2170

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

From: Stephen Liss [<mailto:stephen.liss@gmail.com>]
Sent: Saturday, March 17, 2007 9:58 AM
To: Loewenherz, Franz
Subject: "City seeks input on pedestrian and bike trails"

One thing that could be done to improve the life for pedestrians would be to change traffic signal priorities to give priority to pedestrian walk signals over left-turn signals for vehicles. It takes a very long time for signals to change for pedestrians. Too long, in my opinion.

Stephen Liss
847-858-6549
Yahoo! IM: ic_stephen_liss

Skype, Google Talk: Stephen.Liss
AIM: stephenliss

From: Aguilera [mailto:kayago1@comcast.net]
Sent: Friday, March 16, 2007 2:54 PM
To: Loewenherz, Franz
Subject: Bike concerns

Good day! Saw the article in It's Your City.
Being retired, I bicycle for recreation. Major concern I have is that the bike trails "**do not connect**" to each other. Suggest an effort to make "**true**" connections to various existing trails.

Examples:

- The 520 bike trail - going towards central Bellevue - that currently just ends at NE 24th - up from Lowe's. From there one has to navigate fairly busy streets in order to get to the Lake-to-Lake route. What I do is head downhill at NE 24th, then west on Northup, then south on 116th NE, then west on Bel-Red/ NE 12th, then south on 112th NE, then west on NE 6th, and finally south on 114th as it becomes 118th and Lake Washington Blvd. The scariest portions are the Bel-Red/NE 12th portion over I-405, and the 112th/NE 8th intersection. No bike lanes and extremely aggressive drivers.
Bicyclist coming from Kirkland along Lake Washington Blvd that take Northup eastbound and then south on 108th/112th also have to contend with the NE 8th/112th intersection.
- The I-90 trail - going towards central Bellevue - that currently ends at Eastgate Way & SE 37th. Again, fairly busy streets in order to get to the Lake-to-Lake route, or even to the rest of the trail that leads to Mercer Island. My route is to follow Eastgate Way along the north side of I-90 to Richards Rd/Factoria Blvd, then south to the trail connection at the intersection of Factoria Blvd & SE 36th. Another option would be to follow streets along the south side of I-90, but going through the tunnel under I-90 is fairly scary due to poor lighting, fast cars, and narrow shoulders.
The Factoria Way/SE 36th intersection is always extremely busy and it is difficult to make it across to the trail entrance on the southwest corner.
And, the crossing of the I-90 trail at Lake Washington Blvd - under I-90 - could use some improvement for visibility as one approaches it at an angle to traffic and widening of the bike lane along the west side of the road under I-90.

Would also like to see work finally commence on making West Lake Sammamish more bicycle friendly. And, it would really be nice to add "paved" shoulders onto the portion of Northup Way that runs from 116th NE to 108th NE; a route heavily travelled by bicyclists to/from Kirkland.

Thank you,
Augusto Aguilera
5758 - 146th Avenue, NE
Bellevue 98007

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

From: Bruce Gutman [mailto:bgutz42@gmail.com]
Sent: Thursday, February 01, 2007 10:17 AM
To: Loewenherz, Franz
Subject: Re: Bicycle Commuting

Dear Mr. Loewenherz,

I appreciate your response as well as the information about the YMCA.
I am pleasantly surprised of the thought and consideration that went into it. I am also impressed with some of the efforts that Bellevue is making to support alternative transportation.

To be frank though, I am going to start looking for work in Seattle. My skills are highly in demand and the whole thing (riding to a bus stop, going across the 520, fighting the city traffic in Bellevue, going to the YMCA, getting to work) is just not worth it.

Thank you again.

Sincerely,
Bruce Gutman

On 1/30/07, FLoewenherz@bellevuewa.gov <FLoewenherz@bellevuewa.gov> wrote:
Dear Mr. Gutman:

Thank you for writing to the City Council with your suggestion to require showers in office buildings as a strategy for promoting bicycle commuting in Bellevue. Your interest in commuting by bicycle is commendable, and we hope to see more of it in the future

At present, building owners (through Bellevue's Transportation Management Program) and major employers (through the State's Commute Trip Reduction Ordinance) are entrusted with the responsibility to identify strategies they intend to incorporate into their facilities and business practices to encourage alternative commute modes. By way of example, CH2M HILL in Downtown Bellevue rounds out its transit, carpool, and vanpool commute program elements with covered bicycle racks, showers, lockers, and a guaranteed ride home in case of emergency or illness for employees who use alternative commute modes.

Current policy frames showers and lockers as an elective choice of the property owners and major employers, and while that could change to a requirement in the future, it does not seem probable. I will be leading an update of the City's Pedestrian and Bicycle Transportation Plan over the next year, and if this became an approved recommendation, it could lead to proposed legislation for consideration by the Transportation and Planning Commissions and the City Council in the 2008-2009 timeframe.

Since our plan update process will not assist you in your current situation, we also want to apprise you of the YMCA Fitness Center's shower membership program located at 777 108th Ave. NE, Suite C; Bellevue, Washington 98004. The monthly fee for this program is \$20. This would not entitle you to the full use of the YMCA's facilities, but it is less than half the \$44 cost that you cited below. For additional information, please contact Marion Toy at the YMCA at 425-451-2422.

Meanwhile if you have an interest in being involved in our Pedestrian and Bicycle Plan Update, please give me a call at 425-452-4077. I would encourage your ongoing participation.

Thank you,

Franz Loewenherz
Senior Planner
Bellevue Transportation Department
425-452-4077

> -----Original Message-----
> From: Bruce Gutman [<mailto:bgutz42@gmail.com>]
> Sent: Friday, January 26, 2007 9:40 AM
> To: Council
> Subject: Bicycle Commuting

>
> Dear Bellevue City Council members,
>
> I work in software development in the Seattle/Bellevue region.
>
> About a year ago, I was working for a company in Downtown Seattle and
> grew frustrated with parking and hated taking the bus. A friend
> recommended bicycle commuting, so I gave it a try.
>
> Other than dealing with traffic in downtown, it was a joy. I got my
> exercise out of the way, avoided dealing with parking lots, and stayed
> out of traffic jams. Best of all, I had more energy and it took less
> time than other exercise options. This gave me more time to spend with
> my wife and children.
>
> I recently took a job in downtown Bellevue and am very disappointed.
> The logistics to commute here over the 520 and through the city are
> daunting. But the worst part is that I am in an extremely modern
> building that has no showers.
>
> When I spoke the building manager, she had the gall to tell me that
> they encourage bicycling and alternative transportation. Additionally,
> the company for which she works is in the process of building another
> skyscraper, also without shower facilities.
>
> Without a shower, bicycle commuting is not possible.
>
> My only option is to join a health club at \$44 a month plus signup
> fees. I should not have to pay extra money to go through the
> inconvenience of relieving pressure on the transportation
> infrastructure.
>
> Please create legislation to require commercial buildings of a certain
> size to provide shower facilities. It is extremely inexpensive, but
> would mean a lot to those who are trying to make a difference in the
> region.
>
> Sincerely,
> Bruce Gutman

INTERACTIVE MAP COMMENTS

- **B07-001:** Add a 5 foot-wide bike lane on both sides of NE 16th Street from NE 12th Street to 120th Avenue NE

B07-001	I suppose this means actually building NE 16th St as well?
B07-001	We desperately need a safe way for bikes to get over 405 from downtown Bellevue.
B07-001	Yes, Please include this bike path. There have been too many weekends where I am walking with my young (4 & 6 yrs) children and somebody comes flying down the sidewalk over the NE12th I-405 overpass. I love the idea of the bike path here and my kids do as well.

- **B07-002:** Add 10-14 foot-wide off street path along both sides of NE 16th Street from 120th Avenue NE to 130th Avenue NE

B07-002	If we're NEVER going to widen Bel-Red, or put a bike lane on it, then some sort of way to get easily from downtown to Crossroads by bike has to be developed. (NE 8th is too up/down; 520 bike trail goes too far north). This is I guess as good as we're going to get.
---------	--

- **B07-004:** Add a wide bike shoulder on both sides of 120th Avenue NE from Bel-Red Road to Northup Way

B07-004	Good idea. While you're at it, could you make a smoother crossing at the multiple old railroad tracks on this road? It's almost bad enough now to bust a tire!
---------	--

- **B07-005:** Add a 5 foot-wide bike lane on both sides of NE 156th Avenue from NE 8th Street to Lake Hills Boulevard

B07-005	If there's not going to be any parking, then this would be OK. This street, however, is pretty bike-able right now. The only reason to add the lanes would be to encourage young cyclists to ride to St. Louise or the Jewish Day School.
B07-005	More consideration should be given for the route from the Overlake area of Bellevue/Redmond over to the Eastgate area of Bellevue. There is currently no good, safe direct route and this plan does not significantly improve this. Ideally, a bike lane would be provided along either 148th NE or 156th NE clear from NE 20th Street to Bellevue Community College.

- **B07-009:** Add a 10-14 foot-wide off street path along SR-520 connecting NE Points Drive to Northup Way over the Bellevue Way Interchange area just north of SR-520

B07-009	This looks interesting, but make sure the eastern entrance has a good connection for westbound bike traffic on Northup Way.
---------	---

- **B07-010:** Add a wide bike shoulder on both sides of 156th Avenue SE from SE 28th Street to SE Eastgate Way

B07-010	While I feel like I am performing a valuable neighborhood/community service by providing traffic calming by riding this stretch, there are other cyclists who might find this section to be scary to ride. The curve coming up from Eastgate visually looks very narrow and cars are afraid to pass bikes there, and it's a little uncomfortable for the cyclist, too. Unfortunately, the way the lights are timed means that you'll nearly always have 2-6 cars passing right at this bend. Having a little extra room would be nice for everyone. And not having street parking on 156th would be really nice for cyclists. Again, I feel like I'm performing traffic calming for the neighborhood as I ride a safe (more than open car door length) distance from the parked cars, but motorists often are upset at having to cross the center line to get around me on my bike.
B07-010	This will be a great enhancement to this route. It is not safe to ride this street northbound in the area around the State Patrol office. It goes from 4 lanes to 2 lanes with a median, and you are climbing a slight grade, so you are at risk.
B07-010	Strongly support, especially on uphill side. Thank you!

- **B-105:** Add a 10-14 foot-wide off street path on along the Eastgate Trail from 156th Avenue SE to SE Eastgate Way.

B-105	This would be VERY helpful. I always end up riding on the sidewalk through here. not a good ting. Need to connect the trails.
-------	---

- **B-107:** Add a 10-14 foot-wide off street path along the connection from Robinswood to Eastgate from SE 28th Street to SE Eastgate Way.

B-107	A needed connection in the area. Strong support. Thank you!
-------	---

- **B-114.1:** Add a 10-14 foot-wide off street path on the south side of SE 8th Street from 114th Avenue SE to 112th Avenue SE.

B-114.1	much needed improvement
B-114.1	This will probably not get much traffic. Low priority.

- **B-114.2:** Add a 10-14 foot-wide off street path on the east side of 112th Avenue SE from SE 8th Street to 113th Avenue SE (I-90 trail).

B-114.2	Great idea.
B-114.2	Hi, I am interested in more information on the 114.1 and 114.2 projects. Is more information available? Are these projects that are budgeted and planned with a timeline, or simply proposals. We are looking at a move to Bellevue, and the trail system is very much of interest to us. Thanks, Paul
B-114.2	look forward to using this as cyclist. Traffic can be very fast on this road.
B-114.2	Off-street bike paths are not usable if there are too many intersections. This project is good in concept, but particular attention needs to be paid to the crossing at the entrance to Bellefields Office Park. Ramps should be in line with the main bike path, and pavement markings should alert motorists that bikes/peds have the right of way. If motorists are given the right-of-way, the path will be unusable from the P&R to SE 8th.

- **B-121.2:** Add a 10-14 foot-wide off street path along the Burlington Northern Bike Path from the southern city limit to the northern city limit.

B-121.2	This will be the most exciting addition of them all. I hope the trail goes across the Wilburton tressle. I'll use it to commute to work in Bellevue very often.
B-121.2	This is a critical corridor for north/southbound bike traffic. It's about time we put a trail here. It would be great to design an onramp next to Northup Way to connect with bikes coming down the 24 th St hill from the 520 bike path.
B-121.2	Great plan. I am all for it. Be sure to have lots of access points so that users can incorporate the trail into their routes. Thanks.
B-121.2	I am in favor of all paved off-street bike trails, especially ones that would have easy connections to other paved off-street bike trails like the Sammamish River Trail/Burke Gilman Trail
B-121.2	This would be an incredible route! I've walked the length of the tracks over the years and dreamed of something like this. It would make a North-South bicycle commute through town not only safe, but fun too.
B-121.2	This looks like an awesome option through Bellevue!
B-121.2	This will be heavily used. I will use it to commute
B-121.2	How do i find out more about this project or potentially help with this! I think this is a great idea and would like more details.
B-121.2	Please support the development of this trail. I commute by bicycle through Bellevue three nights per week. Traveling from I-90 to the Totem Lake area, it is very difficult to find a safe route through Bellevue, particularly during the winter months.
B-121.2	This is so exciting. My dad currently commutes from Lake Hills to Group Health, but Group Health is moving to 116th by Overlake Hospital. I thought he should retire rather than bike on 116th (he'd rather die than drive), but this bike path looks like a promising solution. Please build it soon!

B-121.2	This proposed trail would greatly increase the attractiveness of living downtown, as it would allow downtown dwellers easy access to long biking trails without needing to fight traffic. Great idea!
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- **B-201.1:** Add a 10-14 foot wide off street path on the west side of 140th Avenue NE from NE 40th Street to NE 60th Street. Add a 10-14 foot wide off street path on the east side of 140th Avenue NE from NE 40th Street to the golf course (201.3) as well

B-201.1	The link here said "type C Bike shoulder with fog line" is more preferable here instead of an "off street path". The "type C" is a great idea here.
B-201.1	This project is NOT needed. There is already an existing off street path that was just completed along the West side that is sufficiently wide to support both bike and pedestrian usage. Expanding this wider and to the east side will require removal of many trees and will degrade the natural atmosphere that Bridle trails neighborhood is known for and proud of.
B-201.1	140 th needs to get cooperation from Redmond for improvements on their end. The bike path gets pretty bad north of 48 th or so.

- **B-201.3:** Add a 10-14 foot-wide path along the east side of 140th Avenue NE in front of the Bellevue Golf Course

B-201.3	there is already a path along the west side that should be enough. Doing this on the east side would require taking down trees. By the way the slide presentation had a picture of this street but was taken at an angle that hid the existing paved walk-way on the west side.
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- **B-201.4:** Add a 10-14 foot-wide path along the east side of 140th Avenue NE from NE 40th Street to NE 24th Street

B-201.4	only thing needed on this project is to fix gaps in the existing sidewalk / path that is already there. Doing anything more would take out more trees
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- **B-202:** Add a 5 foot-wide bike lane on both sides of NE 24th Street from Bel-Red Road to 172nd Ave NE

B-202	Existing shoulder here is OK; the biggest problem (consideration for bike lane) is that the shoulder disappears on the north side of the street west of 173 rd by the greenbelt, and bikes are forced out into traffic, typically without the motorist being aware of why the bike is suddenly popping out in front of him/her.
B-202	This is really needed
B-202	Good project but B307 and B202 need to connected. I realize it is Redmond but we should work with them to make sure there is a safe link between the two.
B-202	I really wish that bike lanes could be added for going east bound (uphill) on NE 24 th between 148 th and 156 th . If I want to get to 156 th & NE 24 th from the 520 trail I have to go all the way up to NE 40 th or fight the unfriendly traffic getting off at 148 th .

- **B-203:** Add a 5 foot-wide bike lane on both sides of Bel-Red Road from NE 40th Street to 156th Avenue NE

B-203	Bike lane going downhill on Bel-Red not direly needed: bikes are moving pretty fast because of the downhill and existing shoulder works. Uphill, though, the bike lane is direly needed. The bike lane starts half-way up the hill, with a sign, "bike route begins" as if we all helicoptered in somehow on to the street. Bel Red is a relatively nice direct, gradual uphill from the Lake road and Marymoor, and frequently used by cyclists, both recreational, and commuters to Microsoft. Having bike lanes on the uphill direction is sorely needed.
B-203	Very excited about good bikelanes on Bel-Red road between 40 th & 156 th – current "bike lane" is dangerously narrow and sidewalk is too busy with peds to be used as an alternative.
B-203	Outstanding! I would use this regularly.
B-203	Speeding seems to be a problem on Bel-Red. I'm not sure if I'd want to be in the bike lane going downhill at 20+ mph with cars passing at 40+ mph. I might continue taking the lane if it appears to risky unless something is done to slow cars down. The uphill climbing bike lane will be very appreciated.
B-203	The proposed bike lanes on both sides of Bel-Red road are a fantastic idea and will work well for many commuters. Please also consider extending clear to Bellevue on Bel-Red Road and clear to Eastgate on 156 th Ave.

- **B-204.1:** Add a wide bike shoulder on both sides of 172nd Avenue NE/173rd Avenue NE from NE 19th Place to Northup Way where not complete

B-204.1	As a daily rider of 173 rd , anything to make this road more bicycle friendly is highly appreciated. This is a relatively non-hilly/low-traffic route, so it is used fairly frequently by commuting cyclists heading to Microsoft or Group Health.
B-204.1	This stretch of road needs improvements for bikers. I ride it often.

- **B-205:** Through an extensive public involvement process city staff and the community identified a recommended alternative that will provide:
 - Ten-foot vehicle travel lanes in each direction
 - Four-foot continuous, paved shoulder on the east side of the parkway. While the east side does not call for formal bike lane markings, it can be used by faster cyclists traveling northbound, or by pedestrians to access one of the five proposed mid-block crossing locations, or 3 proposed intersection crossing locations. This east side four-foot continuous paved shoulder would be signed for no parking.
 - Ten-foot multi-use path on the west side of the parkway. Portions of the west side path will be separated from the vehicle travel lanes by two to five foot landscape planting.
 - Five mid-block crossings, and three intersection crossings.
 - A new traffic signal at West Lake Sammamish Parkway and SE 34th Street.

B-205	Yes, yes, yes. I hope we can get it done in my lifetime. One suggestion If this project can not be done "soon" we should look into improving the northbound shoulder. It does not have to be an extensive revision. There are already places where the shoulder is rideable enough to allow a biker to pull over and give auto traffic more room. However there are places where riding beyond the fog line or pulling off the road to stop, is impossible because there is only gravel or a ditch. For the short term we should seriously look into what it would take to make this route safer. I ride around Lake Samm. Quite often but I NEVER go north along the lake for safety reasons (except in Redmond and south of Vasa Park). A minimal paved shoulder would make a big difference.
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B-205	Thank you for moving this project forward and for funding design. Now we need to find the rest of the funding to get it built.
B-205	If we can keep parked cars off of the shoulder, this will be a wonderful improvement to WSLP. Right now, I can not ride north on WSLP. After this improvement, it will be my available direction for riding around the lake. There are fewer potential conflicts with cars (no scary intersections like the one at Northup/WSLP), and it is easier to get through Issaquah as a series of right turns rather than a series of scary lefts near high-traffic Costco (etc.)
B-205	This is now a dangerous spot, with the road being several inches higher than the bike land shoulder. I was riding this summer with a gal who broke her elbow as her wheel contacted the street edge and she went into a big crash.
B-205	This section of roadway is well past due for bicycle friendly enhancements. Thanks for considering this safety issue.
B-205	This is already a hair-raising intersection for cyclists. Motorists will not be looking for bicycles coming the wrong way. By insisting on having bicycles ride on the wrong side of the street, we will have many (fatal?) accidents at this intersection. How will the City protect bicyclists at this location? How will they *force* motorists to look in the non-intuitive direction?
B-205	As someone who lives above West Lake Sammamish (187 th Avenue NE) and a regular biker I strongly support the idea of a dedicated bike path on Lake Sammamish Parkway. I strongly encourage cooperation with the City of Redmond to come up with a comprehensive solution that would connect Lake Sammamish Parkway north to Marymoor and Microsoft campus. There are many bikers who ride that route for commuting.
B-205	Lets see if we can get this done while I am still alive. It is long overdue.
B-205	NO! This is not what was agreed upon in the project planning meetings and this is not acceptable. There was to be a smaller bike lane on the east side of the street of a maxium of 3 feet. After all the time and energy the community put into this it's a disgrace that you have availab it without notification or imput from us. I demand that this be brought up to the Bellevue City Council and to the neighbors again for a vote if a change is to be made. This is totally unacceptable.
B-205	The description noted is inconsistent with the recommendations that came out of the series of meetings held as part of the planning process. The recommendation was a 10-14' bike lane on the east side of the street and a shoulder on the west side. The shoulder on the west side was a significant aspect of the project – one that represented a compromise between the interests of the bike riders and the property owners. I trust this compromise hasn't been lost in the design process.
B-205	If this City goes forward with having a path (which I do not think is the best option for WLSP), it will have to think long and hard how it is going to have a safe transition from the Bellevue path to the safer Redmond bike lane on the other side of the street. What exactly are cyclists going to be expected to do? Are motorists going to be aware of bicycles crossing the street as they zip along? This is going to be highly dangerous.
B-205	This is long overdue. This is plenty of room in the right-of-way for this path and the parkway is very dangerous to cyclists at present. Please have the courage to do what is best for all the citizens of the City of Bellevue and let us all use this lovely parkway in safety.

B-205	Riding in a bike lane on Lake Sam Parkway as it exists now is hair raising at best. An off street lane would be wonderful and long overdue on this popular bike route. At the very least, put the lane on one side as it may be hard to I two, separate lanes.
B-205	This sounds incredible! Sign me up!
B-205	The approved plan for the Pkwy calls for only a multi-use trail on one side of the facility, not on both. Please correct this OR NOTIFY THAT YOU ARE NOT CORRECTING IT.
B-205	<p>The Project B205.2 does not reflect the project that was approved three years ago. I'm assuming an arbitrary change to the long planning effort that was approved is not your intent and I would like an explanation.</p> <p>Entry onto and off the parkway while contending with the safety of bikers on a bike trail is a huge issue with a steep driveway coming directly onto the parkway and resulting in the loss of the existing and only available waiting area for automobiles.</p> <p>The project was approved for a bike trail on the west side of the parkway clearly recognizing the safety issues.</p> <p>I await your response.</p> <p>Thank you, Sharon and Patrick McGill</p>
B-205	It was my understanding that one lane was to be added for bike traffic–NOT two as indicated in the above diagram. Bike traffic on the lake side of the road is REALLY unsafe. Common sense should dictate that access and egress problems for cars and pedestrians associated with the use of bike lanes in areas that are heavily used by turning traffic is an accident waiting to happen. Hundreds of heavily used driveways are located in this area. The lobby efforts of a few people who do not have to live with the daily available of unsafe bike lane locations should not rule the day. My family and friends love to bike ride. We are not opposed to bike lanes. We do, however, want safe bike lanes.
B-205	This should be the highest priority project for bike lanes. Some of the other projects such as SE Eastgate Way have enough room, they just aren't marked as bike lanes. The entire West Lake Sammamish Parkway needs to be repaved.
B-205	The bike path on both North and South sides of West Lake Samm. Pkwy is a requirement for safe bicycle passage on this road. Anything less is unsafe.
B-205	Great idea – Let's build it!
B-205	This roadway is way past ude to receive bicycle friendly improvements – thank you for considering this safety issue
B-205	This intersection, across from the Little Store, is at this time already a hair-raising intersection for cyclists. Motorists will not be looking for bicycles coming the wrong way. By insisting on having bicycles ride on the wrong side of the street, we will have many accidents at this intersection, especially since this part is slightly downhill and cyclists tend to be moving pretty quickly through here. How will the City protect bicyclists at this location? How will they *force* motorists to look in the non-intuitive direction?
B-205	This link to the I-90 bike trail needs much better signage so pedestrians and bicyclists know that it exists.

B-205	<p>I would like there to be bike lanes of 14' wide on one side of WLSP so it would work much like the Burke Gilman trail. My thought is as often as possible I the bike trail from the road. I just recently road the 50 mile loop,I-90 around the north end of Lake Washington and the Bellevue section of that ride is as dangerous as the worst of Seattle. I have lived on Lake Sammamish for 25 yrs and am disappointed in myself for not speaking more loudly at the planning sessions about the Parkway. The dinky bike lane that we have now does not give any available to the bikers and is very dangerous to be called a bike lane. We should welcome bicyclers from other areas to use a wonderful bike lane that we provide. Because we own on the Lake Rd does that mean we should only have cars. I meet people that are riding from West Seattle to Redmond. From the U-District to Redmond. Issaquah to Wallingford.</p> <p>Make it so that people feel safe on a bikeway and it will become popular. Is that the real problem? Now that I have my place on the lake it is hard to share it with the unknown?</p>
B-205	<p>This is a much larger expansion than was discussed earlier. The W Lk Sammamish Parkway will have to expand way past reasonable limits to I this. Steep driveways on both sides of the parkway will become impossible – especially on the lake side of the road.</p>
B-205	<p>A long overdue improvement to the Parkway for cyclists. It's dangerous to go northbound in the current configuration.</p>
B-205	<p>Regarding the “10-14 foot-wide off street path on both sides of West Lake Sammamish Parkway from Northup Way to Issaquah”. Noted that it is only on the west side from Northup – North, as per the “alternate plan”. Is there a change in the approved alternate plan to include pathways (and the ever contentious bike paths) on the east side of the parkway from Northup to the south end? I await your response. Thank you.</p>
B-205	<p>I am a Bellevue resident living in this area and would often use this route if it were safer. I participated in the “process” to “develop” this plan. However, homeowners in the area and staff inordinately had their way to the detriment of cycling safety. This unilateral staff change was done after the plan was supposedly “set” and the bicycle community had approved it. These last minute plan changes by staff, after all inputs were made, caused the bicycle community to withdraw support for the plan at the last minute when the changes became known and after the public comment period had closed. At the city council meeting, when the staff-revised plan was presented for approval, staff claimed the bicycle community was not consistent and didn't cooperate; they weren't team players. I was there and I was outraged... indeed I still am. The staff-revised plan was, as expected, rubber stamped by the city council and non-staff attendees were not allowed to speak. The cycling community's withdrawal of support was due to unfortunate, unsafe changes in the staff-revised plan.</p> <p>The west side 10' multi-use, two way bike travel doesn't constitute an off road trail since this lane is frequently crossed by driveways, cross streets, and is only partially divided from the main roadway by plantings. It actually, in my opinion, is closer in function to a roadside bike lane than a true off-road trail such as the Sammamish River Trail which I frequently use.</p> <p>The staff-revised design encourages cyclists to travel Northbound in the bidirectional multi-use lane on the west side of the road, which is against car traffic. Traveling against traffic is one of the most dangerous things a cyclist can do and is a leading cause of accidents. I fear the city is opening itself up to excessive liability by providing a design that is so safety deficient.</p>

	<p>The areas where the landscape plantings are interrupted for necessary, and frequent, street and driveway crossings, are places where road debris will collect and cause a hazard for bicyclist's tires. My own experience on this road is about a flat per fifty miles (roughly 5 trips) when riding in the debris area vs roughly 500-1000 miles/flat if riding on the car-swept clear area immediately to the right side of the traffic lanes with forays into the debris area to let cars pass.</p> <p>Due to the two-way design of the 10' west side lane, southbound cyclists will often be forced to hug the right hand side, forcing them to travel close to blind driveways and retention walls. The retention walls tend to be where the road is curving, further restricting sight distances and accident evading possibilities. I believe there will be unnecessary liability for unsafe design if this plan is implemented.</p> <p>Since fast southbound cyclist will, correctly, and based on long experience, not want to travel close to blind driveways and traverse the debris fields, they will likely often travel in the main roadway. There is no space for them to do so, and they will inevitably slow down car traffic. Their hazard will be increased over what exists today since, unable to get off the road in many places, they will be passed unsafely by impatient drivers. Also, they will not be able to take evasive action, or get off the road, where the landscape plantings exist. Again, unsafe by design, the city's liability will be increased.</p> <p>Very truly your,</p> <p>Joe Anderson</p> <p>16765 NE 33rd PI</p> <p>Bellevue WA 98008</p> <p>425-869-1477</p>
B-205	This is greatly needed to improve a hazardous situation for cyclists and pedestrians, I would like to see the east side widened slightly to 6 feet if possible for cyclists going in the other direction or alternatively widen the other side to allow for 2 way traffic and pedestrians
B-205	Please make sure that the "multi-use" path along West Lake Sammamish Parkway is smooth paved. If it is concrete with rivets every ten feet it will not work well for bike commuters. An asphalt path is preferable over concrete for both bikers and runners.
B-205	This will be a great addition to the bike routes within Bellevue! I noticed a wider shoulder planned on the east side which could be used by faster bicyclists traveling northbound. On the west side of the street, where will the faster (18+mph) bicyclists travel? Will there also be a wider western shoulder. This is a heavily used route by faster paced cyclists, a multi use path would not be appropriate for these speeds. Would 10 foot lanes be adequate for both bicyclists and car/trucks?

- **B-208.2:** Add a shared shoulder on both sides of 164th Avenue NE from NE 8th Street to Lake Hills Boulevard

B-208.2	164 th Ave from LakeHills Blvd to Bel-Red Rd is my daily commute via bike. Even with a shoulder the cars park there so what value does this adds? It needs to be a bike lane OR restrict parking... especially raveling down the hill (west side of 164 th)
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- **B-217.1:** Add a 5 foot-wide bike lane on both sides of 140th Avenue NE from Bel-Red Road to NE 8th Street

B-217.1	This small section of road is very dangerous right now. A bike lane would be VERY appreciated! I would rank this highest on any priority on my route.
B-217.1	This is an important addition. Currently this section of 140 th is like the running of the bulls for bikers.
B-217.1	140 th is an OK N/S bike route but this section is no fun. It's even worse between Bel-Red and NE 24 th – but I think you're trying to solve that one with an off-street path.

- **B-218:** Add a 5 foot-wide bike lane on both sides of 145th Place SE from SE 8th Street to SE 28th Street

B-218	Completing bike lanes along this stretch would increase the viability of this route to BCC and the I-90/Eastgate area.
B-218	I'm still not sure of the goal of these bike lanes. Heading south, it ends at BCC, without any obvious means of connecting up to any of the other bike corridors around I-90. Heading north, there's no obvious way to get to the start of these lanes.

- **B-221.1:** Add a 5 foot-wide bike lane on both sides of 112th Avenue NE from Northup Way to NE 12th St

B-221.1	Southbound side is a tough hill and cyclists would sure appreciate a lane while they slowly climb. The northbound side has a very wide shoulder however the pavement is very very bumpy. A bicycle simply coasting down the hill at speed is in for a scary ride on the rippled shoulder. Ideally the shoulder needs to be smoothed out before the bicycle lane is striped.
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- **B-221.2:** Add a 5 foot-wide bike lane on both sides of 112th Avenue NE from NE 12th Street to NE 6th Street

B-221.2	I would make 112 th a priority over Bellevue Way, as it is already a recognized regional bike route.
B-221.2	Absolutely! This is a gap in one of the best north/south routes traversing Bellevue! This should be on the priority list. Tis a shame that the sidewalks have been redone in recent years and the opportunity was missed to include bicycle available.
B-221.2	Bikelines should not eliminate street trees or any curbside planting

- **B-224:** Add a 5 foot-wide bike lane to both sides of 108th Avenue SE from Bellevue Way to SE 34th Street

B-224	Given the (relatively) lower traffic and the width of the street, this seems like a (relatively) lower priority. Maybe bike lanes at the intersection of 108 th and Bellevue Way, south to the top of the rise by the Triangle Pool...
B-224	We ride this all the time, and it is a great corridor to the bike trail on I-90, and should be high priority among the improvements. I do feel that 108 th SE from Bellevue Way to Main Street could be improved for cyclists on one side of the street.

B-224	This is needed to link up with the I-90 corridor. Presently even though the roads are suburban bikes are forced into the road causing the cars to slow in order to pass safely.
B-224	Yes – bike lanes here are important, as it's the primary connection between downtown and I-90, and portions of the roadway surface are very narrow
B-224	Please continue the bike lane on 108 th to downtown Bellevue (at a minimum, to Main). There are a lot of bikers who prefer to take the direct route from I-90 to Bellevue by riding 108 th , therefore it would make sense to continue the bike lanes to Main Street.

- **B-225.2:** Add a 10-14 foot-wide off street path along the west side of Coal Creek Parkway from 124th Avenue SE to the southern city limits

B-225.2	Excellent idea. Coal Creek is frightening as a cyclist, and yet it is a logical connection to the trail along the Lake from a large part of south Bellevue
B-225.2	improvement will be appreciated by cyclists and pedestrians on this busy road

- **B-228.1:** Add a 5 foot-wide bike lane on both sides of Factoria Boulevard and SE Newport Way from Coal Creek Parkway to 129th Place SE

B-228.1	Along with the proposed bike lanes on Newport Way, this really helps connect the dots and makes Newport Way even more bike-friendly.
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- **B-228.3:** Add a 5 foot-wide bike lane on both sides of SE Newport Way from east of SE Allen Road to the eastern city limits past Lakemont Boulevard SE

B-228.3	This is a great idea. The road has the lanes until Somerset, but then they drop off. Newport Way is already a well-used east/west route, and this will enhance it.
B-228.3	This projected bike lane route is also the long-term potential route for a major regional multi-use, off-street connection in the I-90, Mountains to Sound Greenway Trail system. Study at this stage should be expanded beyond ROW for bike lanes to explore ROW and combinations to accommodate a 10' wide separated trail. Coordination with current studies by City of Issaquah should be part of this exploration.
B-228.3	This is not a good option. I would ride on the sidewalk even if this lane were available. Bike lanes on busy streets like this end up full of debris.
B-228.3	Bike lanes on from Allen road east would be a great addition, particularly in the area near the Library and SBCC. It is a pretty nerve wracking section of road to cycle, in either direction. Even wider shoulders on the remaining section of Newport Way (east from 150th) would be a vast improvement on this heavily traveled road.

- **B-236:** Add a shared outside lane on both sides of Bel-Red Road from 124th Ave NE to Northup Way

B-236	I wish we could go back in time and have Bel-Red widened to bicycle-comfortable lanes in the first place. There is no question Bel-Red, because of its direct nature and low elevation profile, is the best way to Crossroads from downtown Bellevue, but the relatively narrow outside lane and high motor vehicle traffic speeds and volumes make this route available only to the toughest vehicular cyclists. It's really too bad.
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B-236	Does 'shared' mean that the nice polite drivers are expected to 'share' the road with me on my bicycle?
B-236	Good to see Bel-Red finally get some bike attention. It's a great way through town. Too bad speeds there are often higher than the posted 35.
B-236	I support Bellevue's plan to use Bel-Red as the major E/W route. Bel-Red is used today. Unless Bel-Red is going to be widened or one lane removed to make a huge Rt. Lane, this "improvement" is just signing and will not improve the safety of bicyclist on Bel-Red.
B-236	This is a high priority for me.
B-236	Bel-Red road really needs to have designated bike lanes. This would be an excellent regular commute route for commuters who live in Redmond, Woodinville, and Sammamish to commute to downtown Bellevue for work. As more and more companies move into Bellevue, a direct bike commuting option needs to be available to make bike commuting a viable choice.

- **B-237:** Add a 5 foot-wide bike lane on both sides of NE 12th Street from 100th Avenue NE to 124th Avenue NE

B-237	This is sorely needed. Please make sure the new NE 12 th St bridge over I-405 has sufficient space for bike lanes – space for bikes on the 10 th St bridge was left out due to limitations on construction near the hospital.
B-237	This is a great place to add a bike lane as the current road is not safe for bikes. When the rail/bike/ped path is installed we will need access from the road to the trail. Thanks
B-237	East/west bicycle traffic projects would be the highest priority for me. This project, along with improvements on Main and SE 8 th , would be my first picks for projects.
B-237	Much needed. Great addition. Thank you.
B-237	Would this require widening NE 12th for some/all of the NE 12th stretch in question? If so how specifically is the widening proposed? It is critical for bike and ped access to be improved especially on the NE 12th bridge over 405 and through to 120th, lots of people try and walk and bike there and the sidewalk and streets are both too narrow to accomodate them safely. Please provide specifics for this plan. Also, when is the next public meeting on the ped/bike plan in general, I would like to attend. Thanks! Jenni Laughlin

- **B-238:** Add a 5 foot-wide bike lane on both sides of Northup Way from Bellevue Way to 120th Avenue NE

B-238	This project will provide a missing link between the 520 trail and the Lake Washington trail. Northup is not safe for bike traffic, especially going eastbound.
B-238	This is a great plan and I cannot stress enough how much it is needed. Thanks.
B-238	Thanks! This is a dangerous stretch of road so I was hoping that bike lanes would be built soon.
B-238	This is really needed as there is no alternative route for cyclists riding from Overlake or North Bellevue to get a bus at either of the 520 stops west of Bellevue way. Currently Northup is a very dangerous stretch with NO shoulders and heavy traffic especially at rush hour.
B-238	This segment is hugely important. As it stands, it is very overcrowded and dangerous on this stretch, and it is the only reasonable way east / west across the east-side. Please, oh please, do this first!
B-238	Definitely needed! My favorite way to get from Kirkland to East Bellevue, but

	narrow shoulders (some only 3-4") can make the ride harrowing.
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- **B-239:** Add a 5 foot-wide bike lane on both sides of 164th Way SE, SE 44th Place, and 164th Avenue SE from SE Newport Way to Lakemont Boulevard SE

B-239	I think the shoulder is fine on 164 th , as it is quite wide.
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- **B-241:** Add a 5 foot-wide bike lane on both sides of Northup Way from 156th Avenue NE to West Lake Sammamish Parkway NE

B-241	The bike lane needs to be designed not to keep cyclists on the right leading up to NE 156 th from the intersection with Bel-Red. There's far too many right turning motor vehicles. The bike lane will need to make a transition and run between the go-straight lane and the turn-right lane. A bike lane on both sides of Northup will translate to more kids riding to Highland MS, Interlake HS, and Bellevue Youth Theater. Right now, going west(-ish) on Northup is too scary on the lawful side of the street.
B-241	An excellent project.
B-241	Good project. A lot of bikers use this route. The climb up the hill from the lake is long and slow. A wide, safe bike lane is needed going up the hill.

- **B-242:** Add a 5 foot-wide bike lane on both sides of SE 38th Street, 164th Place SE, and Phillips Hill from Eastgate Way to West Lake Sammamish Parkway SE

B-242	Excellent alternate to the narrow switchback path between Eastgate and Sunset Elem. Thank you!
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- **B-243:** Add a 5 foot-wide bike lane on both sides of Eastgate Way from Richards Road to 148th Avenue SE

B-243	If only cops would start ticketing UPS & Fedex drivers that _park_ blocking both the sidewalk and the bike lane, I might feel more comfortable riding on the roads.
B-243	I'm OK with just the road shoulders here. They are wide enough and well paved.
B-243	This is a good project that is essentially in place now with the wide shoulders on Eastgate Way. However, a safe link between Eastgate Way and the I-90 bike path does not exist. From the west, it's necessary to get across 2 crosswalks at Factoria Blvd. and SE 36 th . Both of these currently allow right-on-red turns that lead to conflicts between bicyclists/pedestrians and right-turning traffic.(This is also a hazard for eastbound bike traffic getting on SE 36 th .) I would suggest that these traffic lights be changed to include a right-turning arrow that is controlled by pressing the pedestrian crosswalk sign.
B-243	Needed link for I-90 Trail. Strong support. Needs clear marking for motorists and bikes at merges through right-turn only lanes, and at Richards Road intersection. Strong support. Thank you!
B-243	This is good, but there is still a gap. Try riding south on Richards Road between SE 32 nd and SE 36 th . The bike lane ends at SE 32 nd and there's no obvious way to get to the bike path under I-90 without levitation.
B-243	This stretch of Eastgate Way is a critical connection along the I-90 bike corridor, and it very unsafe. I was involved in a bicycle accident along this road recently, and later learned that several of my coworkers (I work a few blocks away) had similar collisions with cars at the exact same spot. I believe that adding bike lanes to this portion of the road should be a top priority for the city.

- **B-244:** Add a 5 foot-wide bike lane on both sides of SE 36th Street from Factoria Boulevard SE to 148th Avenue SE

B-244	I'm OK with the road shoulders here. They are wide enough and well paved.
B-244	SE 36 th Street (north side) is the preferred route for a separated, off-street path that will complete a critical missing link in the Mountains to Sound Greenway cross-state and regional trail system along I-90. RATHER THAN LIMIT THIS CORRIDOR TO TWO BIKE LANES, it should be studied with the goal of providing a 10' separated path, plus one or two bike lanes. Preliminary study should look at public ROW, WSDOT plans and ownerships from Factoria Blvd. to the 148 th Street I-90 bike and ped overpass at a minimum.
B-244	Great idea ... much needed bicycle and ped trail needed to create major East-West non-motorized "corridor" and fill gaps for an I-90 Trail through Bellevue to Issaquah

- **B-245:** Add a 5 foot-wide bike lane on both sides of Main St from 100th Avenue NE to 116th Avenue NE

B-245	This is an incredibly good idea to improve east/west bicycle traffic. This, along with planned improvements on NE 12 th , are my top picks among the projects.
B-245	I am very curious of how this street can handle a 5 foot bike line added when there are 2 to 0 feet available in some places there now. I love the idea of a bike lane on main, I just do see how you can pull it off!
B-245	This is great. It's hard to get through downtown Bellevue on a bike right now.
B-245	Would be great to make sure Main & Bellevue way Intersection also had bike lane for crossing

- **B-247.1:** Add a 10-14 foot-wide off street path on both sides of Forest Drive SE from Coal Creek Parkway SE to a about SE 63rd Street

B-247.1	is a path on BOTH sides of the street really necessary?
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- **B-249.1:** Add a 5 foot-wide bike lane on both sides of Lake Washington Blvd SE from Lake Hurst to SE 60th Street where not complete

B-249.1	This is certainly a gap at a major intersection of bicycle facilities. Simply striping the lanes is an excellent solution. Note that southbound busses unload passengers on the freeway offramp. These passengers must then cross the bridge over the freeway. Separation of peds/bikes would be helpful as bikes are moving at a good speed coming down the hill and will be coming head-on into peds walking to the park-n-ride lot.
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- **B-249.2:** Add a 5 foot-wide bike lane on both sides of 112th Ave SE from SE 60th Street to SE 64th Street

B-249.2	Bike lanes would be most helpful to bridge the gap here. There are bike lanes south and north of here but this section has no shoulder whatsoever. Northbound cars often backup 10 or so deep during the morning commute at the stopsign and there's no way for a bicycle to pass short of the narrow sidewalk.
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- **B-302:** Add a 10-14 foot-wide path on both sides of 132nd Avenue NE from NE 60th Street to NE 40th Street.

B-302	This project is directly in the equestrian area adjacent to Bridle Trails State Park along 132 nd Ave NE – an area used by riders crossing from the east side of 132 nd Ave NE to the west side in order to enter the park. Bicycle paths on both sides of this road will increase the danger to horses, riders, and pedestrians who now use the path along the east side of the road for walking and jogging. Also question whether Bellevue even has a “right of way” along the west side of 132 nd Ave NE. Bridle Trails State Park abuts the west side of 132 nd Ave NE.
B-302	This is a horse community with horses traveling along 132 nd to access Bridle Trails Park. A 14 foot multi use path is too large and not necessary on both sides of the street. Save the city’s money and keep what is there.
B-302	What accommodations will be made for the equestrian access along 132 nd Ave.?
B-302	This is a good idea for a route to bypass BT park. Since it does not go into the park it would not interfere with horse/ped traffic there.
B-302	For the following reasons, I strongly oppose the plan to have 14-foot-wide paved pathways on either side on 132 nd Ave. NE from NE 40 th to NE 60 th streets: * There is already a perfectly adequate trail on the east side of 132 nd that is well matched to the area’s natural character, and there is simply no need for another trail on the west side of the street * This kind of extensive paved surface will pose a safety risk for horseback riders, who are major users of this road corridor and adjacent Bridle Trails State Park * Installing a trail on the west side of 132 nd will necessitate cutting a very large number of large, old trees within the state park, a significant natural area * This project will create major impacts to the park and its users, and will be very expensive, requiring replacement of power lines on both sides of 132 nd , and yet it will provide no real additional public benefit
B-302	This will significantly and negatively impact the value of my property, as well as create a hazard for my children by making the roadway closer to our backyard. Why not take more land from Bridal Trails park where it will not directly impact landowners?
B-302	Why both sides? In other areas of Bellevue, you’re doing one side only – here, you can do that on the West side (the park side) and not disrupt private properties or the look and feel of the neighborhood as much.
B-302	Please take into consideration the needs of equestrians in this area. Asphalt is a poor choice for horse hooves!
B-302	132 nd Ave. already has a paved or gravel sidewalk on the east side of the street. This area has many equestrians, in fact there are horse crossing signs already posted on this street. This type of sidewalk is not compatible with the design of the neighborhood. The proposed area has many varying grades and will be a huge cost to construct something the neighborhood doesn’t want in the first place.
B-302	This section of 132 nd has paved and equestrian trails that serve the community quite adequately. Construction of this type of trail would encroach onto private and park property and is not needed or wanted at this time.
B-302	P.S. My previous comment pertains to Type A path bw NE 60 th to NE 40 th on 132 nd .

B-302	<p>The Bridle Trails Park Foundation would like to go on record in opposition to your Bike/Ped Plan, job #B302. The trustees are asking Bellevue to abandon any plans to pave bike paths along either side of 132nd Ave. NE between NE 40th and NE 60th.</p> <p>The Bridle Trails Park Foundation, under a long term agreement with the Washington State Parks and Recreation Commission, pays for 50% of the operating expenses to keep this park open for everyone to enjoy. It is also a wild life habitat and natural area. It is open to pedestrians and equestrians – but bicycles, skate boards, and motorized vehicles are excluded as they pose a danger to horses.</p> <p>This park is the cornerstone of the entire Bridle Trails neighborhood – a neighborhood that Bellevue defines as an equestrian area. Paved pathways are a danger to horses and riders, especially in areas that equestrians must use to gain access to the park. Clearly, any paved pathway along either edge of 132nd will create a danger to equestrians and a potential liability for the City of Bellevue.</p> <p>The number of trees that would have to be removed to make this plan work would also go against the tree saving ordinance that Bellevue has worked on for years and recently adopted.</p> <p>Our organization has met with the Bellevue Parks Commission on several occasions asking for their help in maintaining equestrian trails in this area for equestrian use, not bicycles. Horses and bicycles just don't mix.</p>
B-302	<p>We own a home on 132nd and there is already a paved trail along the lot line adjacent to 132nd. I love biking and walking and use the existing trail frequently. Is the proposed project in addition to the existing trail (ie more land from our lot would be required) or an enhancement to the existing trail? My neighbors and I are wondering what the direct impact to our property would be.</p> <p>Thank you</p>
B-302	<p>Travel by bike needs to continue to be encouraged by making it safer for such travel. We're all for improvements throughout Bellevue.</p>

- **B-303:** Add a wide bike shoulder on both sides of NE 40th Street from 140th Avenue NE to 148th Avenue NE where not complete

B-303	<p>This is a good idea here. It would make an good though route that bypasses BT park.</p>
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- **B-304:** Add a 10-14 foot-wide off street path on both sides of NE 40th Street from 132nd Avenue NE to 140th Avenue NE

B-304	<p>This project is located on NE 40th which is a dead end street and is very steep. Consequently, it has very little traffic serving about 15 houses. Recommend that this project be removed as it adds very little benefit with a substantial cost. Please advise how this got on the list in the first place.</p>
B-304	<p>A pedestrian/equestrian link between 132nd and 140th should be established in this area but the proposed 10-14' wide paved road is totally out of scale for this location. A narrower crushed rock trial would be more than adequate.</p>
B-304	<p>Not needed. There is no contiguous thru-street connecting 132nd to 40th as stated above rather a dead end on 40th going each direction and a bridle trails equestrian overlay easement connecting the two for walking, biking, and horseback riding access to the state park. This break in 40th makes the surface street traffic so low that having an off-street path is not necessary.</p>

B-304	This would be very useful for bicycle commuting from the Bridle Trails neighborhood to Microsoft.
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- **B-306:** Add a 5 foot-wide bike lane on both sides of NE 24th Street from Northup Way to 140th Avenue NE

B-306	excellent!
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- **B-307:** Add a 5 foot-wide bike lane on both sides of NE 24th Street from 140th Avenue NE to 148th Avenue NE

B-307	Good project but B307 and B202 need to be connected. I realize it is Redmond but we should work with them to make sure there is a safe link between the two.
B-307	While this is good, the project really needs to be extended from 140th to 156th. There are many stores and restaurants in this area, but there is heavy traffic and no bicycle support. If there were bike lanes, I could ride my bike from my workplace (14711 NE 29th Place) to have lunch in the many restaurants around 148th and 24th in the Overlake/Crossroads area. And since Microsoft is nearby, I'm sure that there are many other people who would want the same thing.

- **B-315:** Add a 5 foot-wide bike lane on both sides of Eastgate Way from 148th Avenue SE to Phillips Hill Road (SE 35th Street)

B-315	This is a much needed improvement for cyclists. Getting through Eastgate safely on bicycle is one of the most difficult to do as it is now.
B-315	In the conceptual plan for completing the missing link in the regional I-90 trail system, this section of Eastgate Way is a preferred route to and from the Sunset Trail along the north side of I-90 from SE 150 th eastward. This section should be studied for the potential of a 10' wide, multi-use trail separated from street traffic, from 150 th to the Sunset Trail which does not appear to be shown.
B-315	Excellent project, a needed I-90 trail link in a hazardous traffic area. Will need clear marking — for motorists and bikes — for merges through right-turn-only lanes. Strong Support. Thank you!

- **B-316.2:** Add a 10-14 foot-wide off street path on the east side of 140th Avenue NE from NE 24th Street to Bel-Red Road

B-316.2	Anything to complete 140 th Ave as a safe N/S bicycle route. This would help make the connection to the 520 bike path, too.
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- **B-320.1:** Add a 10-14 foot-wide path on the north side of Lake Hills Connector from Main Street to 140th Avenue SE

B-320.1	Will this be paved?
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B-320.1	Great addition – long overdue. I commute by cycle along the very narrow sidewalk now and with the long downhill it's too narrow for cyclists to pass pedestrians safely. Thank you.
B-320.1	This is an absolutely great plan! I bike to work in downtown Bellevue and I've noticed cars being very aggressive especially in the West-to-East direction of Lake Hills connector. Having a dedicated trail leading to downtown Bellevue is perfect!! Thanks for doing this!
B-320.1	Wonderful!

- **B-320.2:** Add a wide bike shoulder on the south side of Lake Hills Connector from Main Street to 140th Avenue SE where not complete

B-320.2	This is a hazardous area for cyclists and would be more heavily used if there were more protection. Consider an off street path rather than bike lanes
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- **B-322.2:** Add a 10-14 foot-wide off street path on the south side of Main Street from NE 1st Street to 124th Avenue NE

B-322.2	There is a stretch of sidewalk from the Bellevue Botanical Garden to the school district property. This was funded by the 2000 Wilburton neighborhood enhancement program (NEP) project. Would this path replace the other paths (gravel and asphalt) along this route? It would be very helpful on the narrow section so close to the road where buses park at BBG. This can be quite difficult for pedestrians. Are you coordinating with the Parks Department, which is currently updating the BBG master plan? Lots of people will appreciate this improvement. Thanks!
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- **B-329.1:** Add a 10-14 foot-wide off street path to both sides of SE 8th Street from 114th Avenue SE to Lake Hills Connector

B-329.1	When planning the off-road bike path, it will help future safety if the path is wide enough for safe passing even if another bicycle is coming the other way. Also, avoid sharp turns and hidden sightlines to ensure adequate visibility.
B-329.1	While I am not a fan of off-street paths, east/west bicycle traffic projects would be the highest priority for me. This project, along with improvements on Main and NE 12 th , would be my first picks for projects.

- **B-329.2:** Add a 5 foot-wide bike lane on both sides of SE 8th Street from 114th Avenue SE to Lake Hills Connector

B-329.2	This will be a big improvement to help cyclists navigate through some dicey traffic sections. Whew.
B-329.2	much needed improvement

- **B-333.1:** Add a wide bike shoulder on both sides of 100th Ave NE from NE 24th Street to NE 8th Street

B-333.1	Great idea, but ending it at NE 8 th is shortsighted. It should complete the distance to Main Street so one can continue along Lake WA Blvd NE into the points areas.
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B-333.1	Hopefully this will be implemented and the City will work with the city of Kirkland to connect this lane to Kirkland bike lanes, so you can easily bike from downtown Bellevue to downtown Kirkland.
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- **B-333.2:** Add a 10-14 foot-wide off street path on 100th Avenue NE from Main Street to NE 8th Street

B-333.2	I can't imagine what your thinking about here. There are numerous curb cuts on both sides of 100 th Ave NE from Ne 4 th to NE 8 th that are very dangerous. This block is heavily used by traffic into the Bel Square parking garage as well as through traffic. It's not a good location for a combined bike and ped lane. What it really needs are wider sidewalks as does most of downtown Bellevue. Get rid of the "goat paths" that are only wide enough for one pedestrian.
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- **B-334:** Add a 10-14 foot-wide off street path on both sides of Lake Washington Boulevard from NE 10th Street to 100th Avenue NE

B-334	I don't know how you would pull this off considering the street, but if you could that would be great! Please give preference to any lane project for commuters going in and out of DT. Thanks
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- **B-335:** Add a 5 foot-wide bike lane on both sides of 101 Avenue SE – 100th Avenue SE – 98th Avenue SE – SE 97th Place from Main Street to SE 16th Street

B-335	Good luck fitting them in, especially if you add sidewalks, too.
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- **B-338:** Add a wide outside lane on both sides of 108th Avenue NE from NE 12th Street to Main Street

B-338	Su Development will be adding an additional 1,000 rental units within the next 8 years, not to mention the additional residential projects coming on line within the next 2-4 years. We see a near term need for bike lanes/routes within downtown to encourage residents to bike/walk within the downtown limits rather than using their cars to run errands that for the most part are only a 3-4 block distance. Our residents complain biking and walking downtown is dangerous and inconvenient. They also suggest that more bike racks/protected bike areas are needed. We would like to support the bike/ped plan by assisting in the start-up of a shared bicycle plan. Su Development is exploring the cost associated with this and would like the City of Bellevue to move towards funding the 108 th Ave NE bike lane as a priority. As downtown Bellevue grows in population, alternative means of transportation within the district are necessary to the quality of life for residents who choose this urban lifestyle.
B-338	108th isn't a very direct option, and I'd prefer to see bike traffic routed on 112th which can be a very good, flat, and sparsely car-trafficed option through Bellevue.
B-338	You really should consider connecting this lane to 108th further south (at Bellevue Way). Bikers need a safe way of traveling from the I-90 trail to downtown Bellevue.
B-338	It would be more helpful if there were a definite bike designation it would be clearer to the small percentage of drivers that assume that all pavement is for cars.
B-338	Many more roads within the downtown area will need designated bike lanes in

	order to make it safe for bike commuters to get to work safely. The markers of a bike lane remind drivers to be aware of bike commuters.
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- **B-342.1:** Add a 5 foot-wide bike lane on both sides of 114th Avenue NE, or Frontage Road from NE 6th Street to Main Street

B-342.1	Well used bicycle corridor and this section narrows to the point that cyclists my ride in the traffic lane. As there's a grade involved cyclists heading northbound are in the most need of a bicycle lane. Southbound cyclists are moving at/near the speed limit and there is less of a need for a dedicated bike lane at this location.
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- **B-342.2:** Add a 5 foot-wide bike lane on both sides of 114th Avenue NE, or Frontage Road from Main Street to SE 8th Street where not complete

B-342.2	This is a very good fit-and-finish project to clearly delineate the bike usage on this street.
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- **B-355:** Add a 5 foot-wide bike lane on both sides of 150th Avenue SE and SE 37th Street (I-90 South Frontage Road) from SE 38th Street to the I-90 tunnel (Eastgate Way)

B-355	The bikes need a safer way through the tunnel.
B-355	In searching for the most practical routes the fill the missing link in the regional I-90 mutli-use trail system, there is at least a short term need to cross I-90 from SE 36 th at around 150 th and provide trail along Eastgate Way to link to the Sunset Trail that goes east to West Lake Samm. While this tunnel plan for bikes only is the only crossing I see in the plan, it should be noted that even bicyclists find it an unnerving experience to use the tunnel and it would really be unsuitable for a bike/ped trail for less experienced road cyclists. Because there is already a portion of a bike/ped crossing at 148 th SE., improving that crossing on an existing overpass to Eastgate Way would be preferable for many more users.

- **B-362:** Add a wide bike shoulder on Lake Washington Boulevard from Newcastle Beach Park to the southern city limits

B-362	This section is well striped now. However cars/contruction trucks will often park on the pavement and this will need to be mitigated somehow.
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- **B-373:** Add 5 foot-wide bike lanes on both sides of the downtown I-405 crossing from 112th Avenue NE to 116th Avenue NE

B-373	A noble effort crossing on NE 8 th . However a bike lane would be unsafe for bikes and will not reduce traffic congestion. A bridge over 405 would fix these problems. Better would be a bike/ped bridge across 405 at NE 15 th steet linking Bovee Park to the new rail/bike/ped path. A big thanks for all of your efforts!
B-373	This is SO important to implement, currently it is not possible for bikes to safely navigate NE 8th downtown and over the 405 bridge to Wilburton area.

- **B-375:** Add a 5 foot-wide bike lane on both sides of Bellevue Way from NE 24th Street to NE 12th Street

B-375	Wow, this is an ambitious goal for a high traffic street. I would rather promote alternatives, like 100 th or 112 th , as primary bike routes.
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B-375	Badly needed! It is unsafe to cyclists and cars to share this road. This is a major addition and would likely get the most bang for the buck.
B-375	This bike lane is desperately needed here. I hope that I am not duplicating comments but it needs to be built.
B-375	<p>This looks very promising! I am a Seattle resident who has been commuting to work by bike for 2 years. I recently began looking for new job opportunities and was frustrated at having to categorically ignore any job openings on the "Eastside" due to lack of SAFE cycling infrastructure on 520 and in Bellevue itself. Getting back into my car certainly isn't an option – that route being one of the more hellish car commutes around.</p> <p>These planned improvements are encouraging, however. Bellevue may become an attractive place to work after all! Keep up projects like these!</p>

- **B-376:** Add a 5 foot bike lane on both sides of Bellevue Way from Northup Way to NE 24th Street

B-376	This is a great idea. I can't say enough positive about it. It is really needed. Thanks again for your efforts.
B-376	I have probably already commented on this but I cannot stress enough how necessary this plan is. Bellevue way is a bottle neck because of the limited options for crossing 520.
B-376	This is an excellent location to add bike lanes. The 520 corridor south into downtown is one of the most dangerous areas to ride in the region.
B-376	There is no apparent way to make a comment on the plan as a whole so I randomly selected this project since it is close to an area of concern. The plan goes a long way to provide bicycle mobility within the City of Bellevue. As SR 520 floating bridge is replaced, a significant bicycle and pedestrian connection will finally be made. This plan makes no attempt to recognize the gap between the eastern end of the 520 bridge, and some of the planned or existing bicycle facilities east of Bellevue Way. This corridor will be used as a connection between Seattle, Bellevue, Redmond and other Eastside communities. Intuitive, safe, and functional bicycle connectivity from the 520 bridge, through this area is the combined responsibility of Bellevue, Hunts Point, Yarrow Point, and Clyde Hill and WSDOT. Please encourage a collaborative effort as part of this plan to make this important connection. Also, improvements to the connectivity from Mercer Island along I-90 towards Issaquah are necessary.

- **B-382.2:** Add a 10-14 foot-wide off street path on the south side of NE Points Drive from the Yarrow Point city limit to Lake Washington Boulevard

B-382.2	This would mainly be used by walkers, so you could more economically make it a narrower sidewalk.
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- **B-383:** Add a wide outside lane on both sides of NE 2nd Street from 102nd Avenue SE to 114th Avenue NE

B-383	Great plan, like it. Typo of SE on 102 nd Ave should be NE, OK?
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- **B-384:** Add a 5 foot-wide bike lane on both sides of 124th Ave NE from Northup Way to new project B07-002(16th Street NE)

B-384	excellent!
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- **B-387:** Add a wide bike shoulder on both sides of Phillips Hill Road (SE 34th Street) from 164th Place SE to West Lake Sammamish Parkway

B-387	Needed along this link. Thank you!
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- **B-390:** Add a 5 foot-wide bike lane on both sides of Northup Way/NE 20th Street from 124th Avenue NE to 140th Avenue NE

B-390	A good addition to this road.
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- **CR-3:** Add a 6 foot wide sidewalk and a 4 foot wide planter strip on both sides of 160th Avenue NE from Crossroads Park and Community Center to NE 8th Street

CR-3	You probably just missed your chance, as land-owners are just now pouring cement to raise the planter by the shops (on positive) there. But the other ¾ of project CR3 will help ped. Safety.
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- **L-404:** Add a 2-6 foot wide pedestrian walking trail called SE 63rd Street Trail connecting to SE 60th Street

L-404	Please make this trail available and accessible for equestrian use
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- **L-411:** Add a 2-6 foot wide pedestrian walking trail currently called the Forest Park Greenbelt connecting to Highland Drive

L-411	Please make this trail available and accessible for equestrian use
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- **L-412.2:** Add a 2-6 foot wide pedestrian walking trail called the Coal Creek West Access connecting trails south of Forest Drive to Forest Drive

L-412.2	Please make this trail available and accessible for equestrian use
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- **L-417.2:** Add a 2-6 foot wide pedestrian walking trail called the Whispering Heights-Eagle Mere Trail connecting 152nd Place SE from SE 48th Street to 150th Avenue SE

L-417.2	I've been hoping that this trail would be created for some time, as it would be a natural way to connect the Whispering Heights trail network with Saddleback park and the Summit Trail, creating a loop around many neighborhoods. Currently I need to detour out to 151 st Ave SE in order to head back up to Saddleback Park.
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L-417.2	Please make this trail available and accessible for equestrian use
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- **L-420:** Add a 2-6 foot wide pedestrian walking trail called the Summit West Trail connecting the SE 63rd Street Trail to 152nd Avenue SE

L-420	Please make this trail available and accessible for equestrian use
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- **L-423:** Add a 2-6 foot wide pedestrian walking trail within the Vasa Creek System connecting Newport Way and I-90

L-423	Please make this trail available and accessible for equestrian use
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- **L-423.2:** Add a 10-14 foot-wide off street paths throughout the Vasa Creek System from I-90 to Newport Way

L-423.2	Good idea, but Newport Way needs a bike lane. I ride on it frequently and it is risky.
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- **L-424.2:** Add a 2-6 foot wide pedestrian walking trail within the Vasa Creek System connecting I-90 to Vasa Park and Lake Sammamish

L-424.2	Please make this trail available and accessible for equestrian use
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- **L-426.2:** Add a 2-6 foot wide pedestrian walking trail called the Weowna/Sammamish View Trail connecting West Lake Sammamish Parkway at SE 12th Street to the SE 12th Street cul-de-sac

L-426.2	Please make this trail available and accessible for equestrian use
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- **L-428:** Add a 2-6 foot wide pedestrian walking trail called the Sunich Trail connecting Main Street and NE 2nd Street at 174th Place NE to 165th Avenue NE

L-428	Please make this trail available and accessible for equestrian use
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- **L-433:** Add a 2-6 foot wide pedestrian walking trail called the Burnside Greenbelt connecting NE 33rd Street to NE 32nd Street between 169th and 170th Avenues NE

L-433.2	Please make this trail available and accessible for equestrian use
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- **L-435.2:** Add an 8-12 foot wide multiple use gravel trail along NE 32nd Street from 172nd Avenue NE to 169th Avenue NE

L-435.2	Please make this trail available and accessible for equestrian use
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- **L-436.2:** Add a 2-6 foot wide pedestrian walking trail called the NE 32nd Street ROW Trail connecting Ardmore School to 164th and 165th Avenues NE

L-436.2	Please make this trail available and accessible for equestrian use
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- **L-439:** Add an 8-12 foot wide multiple use gravel trail through Richards Valley along SE 24th Street connecting 145th Place SE to Kamber Road

L-439	Please make this trail available and accessible for equestrian use
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- **L-440.3:** Add a 2-6 foot wide pedestrian walking trail called the Richards Valley Nature Trail connecting Richards Valley open space to Kamber Road

L-440.3	Please make this trail available and accessible for equestrian use
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- **L-441:** Add a 2-6 foot wide pedestrian walking trail connecting Dusenber and 116th Avenue NE to Bridle Trails State Park

L-441	For years, this neighborhood has been equestrian in nature—obvious from the fact that original development included so many houses with “horse” facilities. In these days of urban sprawl, the horse-lovers lifestyle is being squeezed into non-existence. It is imperative we preserve what few riding areas remain. And, it is imperative we not be driven to utilize unsafe access. Please remember that many horse enthusiasts are children. They (and the adults) deserve to be protected. I ask that safe and viable access for horses and pedestrians be taken into consideration for any of these park projects. I further ask that surrounding homeowners be asked to voluntarily open their easements, or at least to not actively block them. I ask the neighborhood homeowners to cooperate with Bridle Trail’s friends in finding equitable solutions—as, in fact, many of existing easements do rightfully belong to the public.
L-441	I am an avid equestrian. I represent over 30 people who use Bridle Trails State Park on a regular basis. We enjoy riding there and find it to be a very valuable asset to the community. Please make every effort to keep Bridle Trails a friendly equestrian park. Sincerely, Michele M. Pestl/Napoleon Ltd.
L-441	Please take into consideration safe and viable equestrian uses as well as pedestrian uses when designing this trail. Both types of users should have easy access to Bridle Trails State Park. Please remind homeowners that they should keep any easements open for this type of use. I live in Kirkland, at the north end of the park, and have a keen interest in maintaining the easements for the enjoyment of equestrian and pedestrian use of Bridle Trails State Park, just as we do the one on adjacent to our property. This location also is one that would add great value to pedestrians in the area by adding connections to the park.
L-441	This should be developed as an equestrian trail
L-441	This trail goes through a wetland area. What is the proposal to mitigate the affect on the wetland? I am interested in the restoration that will be done and the impact to wildlife.

- **L-442:** Add an 8-12 foot wide multiple use gravel trail called the Pikes Peak Transmission Line connecting NE 24th Street to Bridle Trails State Park

L-442	Hurrah! This will be a valued addition to the neighborhood.
L-442	The proposed trail at this location may not use the private road that provides access from NE 24 th Street to 4 homes. The trail access is to the East of the lattice tower not along the existing private road. This is a liability as the road is private property and was not constructed with adequate visibility for a lot of foot traffic where our cars must back out of our driveway onto our private property.
L-442	The transmission line crosses over our property on NE 39 th street. Our property is between NE 39 th and is adjacent to Bridle Trails State Park. We have not given permission for a trail to come through our property. Some other path to Bridle Trails park will need to be found.
L-442	I believe similar East-West connectivity is missing on a long stretch of 132 nd /134 th Ave and 140 th Ave. In case of fallen trees or forest fire many residents could be trapped. An EA/WE road or Multiple Use Gravel Trail at NE 40 th could be of help.

L-442	I regularly use and enjoy this trail on horseback. Unfortunately, the short connection between the trail directly into Bridle Trails State Park has been blocked off by the homeowner with a gate, although there are no structures in the way. The only way around this blockage into the park is a little known spur trail to the west of this point which is not currently noted on this map. It is accessed by riding/walking west on the paved road. It would be far safer if this trail would be reconnected, allowing safe and continuous access to the park and its connecting links to other regional trails.
L-442	There used to be equestrian access through to Bridle Trails and is now blocked. Horse property is dwindling because of lack of safe access to the trails. Please ask homeowners if there is some equitable way to allow equestrian access to the park.
L-442	Please remove the gate that is blocking the trail and continue to keep this trail operating for runners and horses.
L-442	This trail and the others in the area are vital to the community. Please keep them open, or re-open them, for equine and pedestrian use.
L-442	Fantastic project! Most of this trail is already in existence and is heavily used by pedestrians and equestrians. The trail could use some maintenance and a little widening — 4' wide would be enough. The big thing is that access to Bridle Trails is BLOCKED at NE 39 th street. Connection to the park through this blockage would be awesome. It would greatly enhance usage of both the Transmission line trail and Bridle Trails State Park.
L-442	Please take into consideration safe and viable equestrian uses as well as pedestrian uses when designing this trail. Both types of users should have easy access to Bridle Trails State Park. Please remind homeowners that they should keep any easements open for this type of use. I live in Kirkland, at the north end of the park, and have a keen interest in maintaining the easements for the enjoyment of equestrian and pedestrian use of Bridle Trails State Park, just as we do the one on adjacent to our property. I have often walked south on the power line trail from our house and wished to be able to continue into Bellevue by accessing this area. I believe this would bring pedestrians a great value.
L-442	This path needs to be connected straight through all the way through to the park for horses, and the footing of the steep section (through the greenbelt?) needs to be improved. The rest of the path, south of 37 th is adequate for riding, and should not be widened
L-442	Please keep equestrians in mind when planning this trail to I access. We have very few safe alternatives, and appreciate any help you can provide. Thank you.
L-442	Comment for Cherry Crest trail—please make open access on this trail for horses. I lease a horse at Overlake Barn. I ride Bridle Trails regularly. The whole neighborhood around Bridle Trails has an equestrian nature. I request that horses' and pedestrians' safe and viable access to the park be taken into consideration for all planned trail projects that involve Bridle Trails. I ask that the projects would use hoof friendly materials that do not damage the horses' hooves. Please ask the homeowners in the Bridle Trails area voluntarily open their easements, or at least not actively block them. Please ask them to cooperate with the Lake Washington Saddle Club to find an equitable solution to this problem since many of the easements rightfully belong to the public. Thank you for your consideration and hard work.
L-442	Please keep this trail in tact. It is a critical connection for so many properties south of Bridle Trails. Without this trail those of us not close to the park will not have a safe way to get our horses there to use the amazing trails in the park.

L-442	Please make this trail available and accessible for equestrian use
L-442	<p>what is the timing for these proposed trail additions?</p> <p>How do we determine if what our easement is to accommodate trail enhancements that effect our property?</p> <p>When is the vote on these?</p>
L-442	We're looking forward to more trails in our neighborhood, this will be good. We're looking forward to using it!
L-442	If this plan requires use of private land that does not belong to the City of Bellevue, is the plan to take the land from the owners for this use? If so, what legal recourse will the owners have?
L-442	Make or keep safe for horses to travel on, to and from Bridle Trails Park. If bikes are allowed, have a separate place on the trail for bikes so they are not in the path of horses. Remove gate or make it easy or easier for horses to pass through. Important to make accessible for horses to get to and from Bridle Trails Park.
L-442	<p>We do not need a road under the power lines to Bridle Trails State Park. Bikes and horses do not mix, the only one this road would benefit would be Seattle City Light. As it is right now we I have a trail on my property that connects to Cherry Crest it is used by children going to Cherry Crest and even horses going to the state park. We do not need a bike road that would stop at my house. (hint) bikes are not allowed in the State Park.</p> <p>Steven Moline</p>
L-442	Does the City of Bellevue realize that essentially ALL of the trail cited as planned here is on PRIVATE PROPERTY, of which I am one of its owners? I have to say that I am INCENSED at the effrontery of the City to plan a public trail on my property – and that of my neighbors – for which I and my neighbors pay property-taxes!!
L-442	Since I own this property I am liable for any accidents that occur so I do not want trespassers. Besides this is a trail I have given Pikes Peak residents (only) permission to use for walking and traveling by horse as long as they follow my rules about traversing on the property. It is not open for use by anyone else. Seattle City Light asks each time they need to service the transmission line if they can enter the property.
L-442	This is private property with only easements for the power line. The neighborhood association will oppose this in Pike's Peak. The grade from 24th is very steep and it would be better to have sidewalks and marked bike paths through the Cherry Crest neighborhood from 24th to the school. The grades are better and make use of the improvements on 24th.

- **L-443:** Add a 2-6 foot wide pedestrian walking trail called the NE 28th Street ROW Trail connecting 116th Avenue NE to 120th Avenue NE

L-443	Please make this trail available and accessible for equestrian use
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- **L-444:** Add a 2-6 foot wide pedestrian walking trail called the 120th Avenue NE Trail connecting Belleveade to NE 24th Street

L-444	Please make this trail available and accessible for equestrian use
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- **L-445:** Add an 8-12 foot wide multiple use gravel trail called the Bellemeade to 134th Street Trail connecting 116th Avenue NE to 120th Avenue NE

L-445	Great addition to neighborhood walking choices!
L-445	Please make this trail available and accessible for equestrian use
L-445	This trail runs right over a 3.4 million dollar house (Zillow.com). Just completed. Seems like a bad plan.

- **L-447.2:** After acquiring the necessary public easements add a 2-6 foot wide pedestrian walking trail called the Bellemeade to 134th Street Trail connecting Pikes Peak Transit Line to the 132nd Street Corridor.

L-447.2	Please make this trail available and accessible for equestrian use
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- **L-448:** Add a 2-6 foot wide pedestrian walking trail called the GTE Trail connecting NE 31st Place to 134th Avenue NE

L-448	Please make this trail available and accessible for equestrian use
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- **L-449:** Add an 8-12 foot wide multiple use gravel trail called the 132nd Avenue Corridor Trail connecting NE 24th Street to NE 36th Street

L-449	A multi use trail is a good idea here as it does not go to BT park.
L-449	I would like to remind the city of Bellevue of the equestrian nature of our neighborhoods, and ask that horses' and pedestrians' safe and viable access to the park be taken into consideration for this project. I also ask that homeowners be asked to voluntarily open their easements, or at least to not actively block them. Further, I request that the city of Bellevue ask homeowners to cooperate in finding an equitable solution to this problem since many of these easements do rightfully belong to the public.
L-449	This trail and the others in the area are vital to the community. Please keep them open, or re-open them, for equine and pedestrian use.
L-449	Please keep equestrians in mind when planning this trail to provide appropriate footing I access. We have very few safe alternatives, and appreciate any help you can provide. We also ask that residents be asked to voluntarily open their access, or, at the very least, not be allowed to block the access we have. Thank you.
L-449	I lease a horse at Overlake Barn. I ride Bridle Trails regularly. The whole neighborhood around Bridle Trails has an equestrian nature. I request that horses' and pedestrians' safe and viable access to the park be taken into consideration for all planned trail projects that involve Bridle Trails. I ask that the projects would use hoof friendly materials that do not damage the horses' hooves. Please ask the homeowners in the Bridle Trails area voluntarily open their easements, or at least not actively block them. Please ask them to cooperate with the Lake Washington Saddle Club to find an equitable solution to this problem since many of the easements rightfully belong to the public. Thank you for your consideration and hard work.
L-449	Please make this trail available and accessible for equestrian use
L-449	Keep safe for horses to ride on, to and from or make ccessible to get to Bridle Trails Park.
L-449	We are current residents of the Bridle Trails neighborhood and we DO NOT want a trail expansion as this would increase the traffic from bikers and non neighborhood commuters thus lessoning the ability for us to ride horses and bring small children on the trail. It is not fair or appropriate to allow the majority

	of input to be from individuals who do not reside in the neighborhood.
L-449	I used to ride my horse from NE 24th to Bridle Trails Park on the current trail. I had to be extremely vigilant when crossing the multiple driveways that cross the path as drivers often could not see me approaching. At times I just led my horse. I wonder if a wider path would be safer?
L-449	This is a terrible idea. You will be taking land from homeowners to do this? Our land already has trails on 2 sides. We already have beautiful trails that are maintained by the homeowners in Compton Green - this would be a complete waste of money. Also the trails as they are have a more natural look than we would have if you added trails. We maintain the trails by our house and we are delighted that people use them. Your trail and sidewalk plan will impact over 2700 square feet of our property. I find it hard to believe that you are proposing to take our land for this! (Maybe you're not and there's some disinformation floating around - I have mailed Franz twice, once about the sidewalks and once about the trails, and have not heard back from him, so if there is disinformation, you're not doing a good job fixing it).

- **L-451:** Add a 2-6 foot wide pedestrian walking trail system within Compton Green

L-451	A good connection for safe access to Bridle trails park. This trail would make a contiguous loop for riding and walking as well. I would definitely use this.
L-451	I would like to remind the city of Bellevue of the equestrian nature of our neighborhoods, and ask that horses' and pedestrians' safe and viable access to the park be taken into consideration for this project. I also ask that homeowners be asked to voluntarily open their easements, or at least to not actively block them. Further, I request that the city of Bellevue ask homeowners to cooperate in finding an equitable solution to this problem since many of these easements do rightfully belong to the public.
L-451	For years, this neighborhood has been equestrian in nature—obvious from the fact that original development included so many houses with “horse” facilities. In these days of urban sprawl, the horse-lovers lifestyle is being squeezed into non-existence. It is imperative we preserve what few riding areas remain. And, it is imperative we not be driven to utilize unsafe access. Please remember that many horse enthusiasts are children. They (and the adults) deserve to be protected. I ask that safe and viable access for horses and pedestrians be taken into consideration for any of these park projects. I further ask that surrounding homeowners be asked to voluntarily open their easements, or at least to not actively block them. I ask the neighborhood homeowners to cooperate with Bridle Trail's friends in finding equitable solutions—as, in fact, many of existing easements do rightfully belong to the public.
L-451	It is necessary for horse people to access the Park via this trail. This connects the upper Cherry Crest trail to the lower Compton Green trail. Great trail for runners and horseback riders.
L-451	Please make this trail open for horses. I lease a horse at Overlake Barn. I ride Bridle Trails regularly. The whole neighborhood around Bridle Trails has an equestrian nature. I request that horses' and pedestrians' safe and viable access to the park be taken into consideration for all planned trail projects that involve Bridle Trails. I ask that the projects would use hoof friendly materials that do not damage the horses' hooves. Please ask the homeowners in the Bridle Trails area voluntarily open their easements, or at least not actively block them. Please ask them to cooperate with the Lake Washington Saddle Club to find an equitable solution to this problem since many of the easements rightfully belong

	to the public. Thank you for your consideration and hard work.
L-451	Please make this trail available and accessible for equestrian use
L-451	Make or keep safe for horses to travel on, making a connection to Bridle Trails Park. Have no blockage that would prevent horses from traveling safely on.
L-451	<p>Very good. We support this in the highest regard. And most in Compton Green will.</p> <p>All property owners within Compton Green are required to maintain the trails by law which was included in plat approval of 1967.</p> <p>Thank you</p> <p>John Roche</p>
L-451	I disagree with your proposed action to take over all of the PRIVATE trails in Compton Green. The trails are in an Association and are on private property. The trails have been this way for over 30 years and we have kept them open as a community. There is no reason for the City of Bellevue to take our trails. We have a quiet community and do not want people trespassing on our property for which we pay taxes.
L-451	How can there be a project under consideration re putting trails on private land & the Homeowner's Board is not even aware of it? Sidewalks on the public street easements thru Compton Green would be fine, but the platted trail system of CGHA is private.
L-451	Please advise where the input of the Compton Green Homeowner association was solicited in the development of this plan. The trail is proposed on private property. How does the City propose to acquire the property and at what cost?
L-451	NOT IN MY BACKYARD!!!!
L-451	I have a sports court in the back of my house along the right of way trail which has been there for over 20 years. If the trail is approved as described I will lose part of that sports court - will I be properly compensated for the loss?
L-451	I believe that you really need to look at the usage of some of these trails. What is wrong with the ones that are already there. Why spend the money to cut new paths. We spend many hours on the trails and see no one or an occasional friend also walk -- why take the nature out of it. Give us challenges, not a flat gravel path.
L-451	We live in Compton Green and love the trails. They are great for adults & kids. We are all for keeping them open. They function well in their current condition so I am not sure if the City needs to spend any \$'s or effort to making any improvements at this point.
L-451	This is a terrible idea. You will be taking land from homeowners to do this? Our land already has trails on 2 sides. We already have beautiful trails that are maintained by the homeowners in Compton Green - this would be a complete waste of money. Also the trails as they are have a more natural look than we would have if you added trails. We maintain the trails by our house and we are delighted that people use them. Your trail and sidewalk plan will impact over 2700 square feet of our property. I find it hard to believe that you are proposing to take our land for this! (Maybe you're not and there's some disinformation floating around - I have mailed Franz twice, once about the sidewalks and once about the trails, and have not heard back from him, so if there is disinformation, you're not doing a good job fixing it).

- **L-453:** Add a 2-6 foot wide pedestrian walking trail called the Pikes Peak Greenbelt Trail connecting NE 39th Street at 122nd Avenue NE to Pikes Peak

L-453	For years, this neighborhood has been equestrian in nature—obvious from the fact that original development included so many houses with “horse” facilities. In these days of urban sprawl, the horse-lovers lifestyle is being squeezed into non-existence. It is imperative we preserve what few riding areas remain. And, it is imperative we not be driven to utilize unsafe access. Please remember that many horse enthusiasts are children. They (and the adults) deserve to be protected. I ask that safe and viable access for horses and pedestrians be taken into consideration for any of these park projects. I further ask that surrounding homeowners be asked to voluntarily open their easements, or at least to not actively block them. I ask the neighborhood homeowners to cooperate with Bridle Trail’s friends in finding equitable solutions—as, in fact, many of existing easements do rightfully belong to the public.
L-453	Pikes Peak really needs this trail connection! Lots and lots of pedestrians and equestrians use the trails in Pikes Peak and Bridle Trails! We also need better connection between Pikes Peak and Bridle trails! Currently, access through the power line trail is blocked by the last property between Pikes Peak and Bridle Trails on NE 39 th street.
L-453	I am a horse owner.. and use the Bridle Trails State Park on a regular basis, even in the winter and when it is raining. Please keep these trails open for use by the public, especially the horse owners. Would the city of Bellevue please ask the homeowners in and around BTSP to open up their easements and find an equitable solution to this? BTSP is a viable, needed area for not only equestrians, but also for peds and bicyclists.
L-453	Please make this trail available and accessible for equestrian use
L-453	This trail leads no where and goes through a gully. WHY?

- **L-454:** Add a 2-6 foot wide pedestrian walking trail called the Glengrove Connection connecting 134th Avenue NE to 135th Avenue NE also known as the Powerline Trail

L-454	This path from the powerline trail onto 33 rd is currently the only way to use a portion of the powerline trail to access Bridle Trails State Park. This is due to the blocking of the powerline trail from 37 th to 40 th st., preventing safer access to the park via the Cantershire trail. This trail eases the amount of distance that horseback riders living south of this point have to ride along 134 th .
L-454	I would like to remind the city of Bellevue of the equestrian nature of our neighborhoods, and ask that horses' and pedestrians' safe and viable access to the park be taken into consideration for this project. I also ask that homeowners be asked to voluntarily open their easements, or at least to not actively block them. Further, I request that the city of Bellevue ask homeowners to cooperate in finding an equitable solution to this problem since many of these easements do rightfully belong to the public.
L-454	This would be a good connection, small but important
L-454	Please keep equestrians in mind when planning this trail to I access. We have very few safe alternatives, and appreciate any help you can provide. We also ask that residents be asked to voluntarily open their access, or, at the very least, not be allowed to block the access we have. Thank you.
L-454	Please allow horses on this trail. I lease a horse at Overlake Barn. I ride Bridle Trails regularly. The whole neighborhood around Bridle Trails has an equestrian nature. I request that horses' and pedestrians' safe and viable access to the park be taken into consideration for all planned trail projects that involve Bridle Trails. I ask that the projects would use hoof friendly materials that do not damage the horses' hooves. Please ask the homeowners in the Bridle Trails area voluntarily open their easements, or at least not actively block them. Please ask them to cooperate with the Lake Washington Saddle Club to find an equitable solution to this problem since many of the easements rightfully belong to the public. Thank you for your consideration and hard work.
L-454	This is a small trail but an important one. This is a path from the powerline trail onto 33 rd that does connect to 134 th (although it requires riding on the roadway). It is currently the only way to use part of the powerline trail to get from 28 th to the Park, as that trail is blocked off from 37 th – 40 th , so it is not possible to ride the rest of the way through to Acheson. If this section is lost, it becomes considerably less desirable to maintain horse property south of 40 th . Please keep this trail open for horses. Thanks.
L-454	Please make this trail available and accessible for equestrian use
L-454	I support the addition of this project. Please consult with the Lake Washington Saddle Club to ensure a consensus on the characteristics of the final product.
L-454	This trail needs to be opened up to equestrians and pedestrians. It is the only way to use part of the powerline trail to get from 28 th to the park, as that trail is blocked off from 37 th to 40 th , so it is not possible to ride the rest of the way through to Acheson.
L-454	Please keep this open for horses. It is currently the only way to use part of the powerline trail to get from 28 th to the Park, as that trail is blocked off from 37 th -40 th .
L-454	Please keep this trail open and available to horse and rider. It is an important link to Bridle Trails State Park.

L-454	<p>Please keep this trail safe and open for horses! It is the only way that horse owners can ride through and get to Bridle Trails State park.</p> <p>Making these trails pedestrian trails, or closing them will go directly against the equestrian nature of this rare neighborhood.</p> <p>Please do not destroy the nature of this neighborhood!</p>
L-454	<p>Keep or make safe for horses to travel on, to and from Bridle Trails Park and the Acheson property, which is now part of the Park. Make safe for horses.</p>

- **L-455:** Add a 2-6 foot wide pedestrian walking trail called the NE 30th Street Trail connecting 140th Avenue NE to 134th Avenue NE

L-455	Please make this trail available and accessible for equestrian use
L-455	I support the addition of this project. Please consult with the Lake Washington Saddle Club to ensure a consensus on the characteristics of the final product.

- **L-456:** After acquiring the necessary public easements; add an 8-12 foot wide multiple use gravel trail called the Darby Lane Trail connecting NE 134th Ave NE to 135th Ave NE Powerline Trail.

L-456	<p>Since the powerline trail has been blocked by property owners down in this section it is the only way to get from the powerline trail to 132nd and hence the Park. With out these access trails it becomes much less attractive to have horses south of 40th because it becomes nearly impossible to access Bridle Trails Park</p>
L-456	Please make this trail available and accessible for equestrian use
L-456	I am opposed to the acquisition of any easements.

- **L-457:** After acquiring the necessary public easements add a 2-6 foot wide pedestrian walking trail called the Westminster Estates Connection connecting 140th Avenue NE to 135th Avenue NE and Powerline Trail

L-457	Please make this trail available and accessible for equestrian use
L-457	I am opposed to the acquisition of any easements and all of these bridal trail area proposals. The trails are ideal as they currently exist for the local residents who use them daily.

- **L-458:** Add an 8-12 foot wide multiple use gravel trail called the NE 40th Street Trail running along the Powerline Corridor westward connecting 134th Avenue NE to 140th Avenue NE

L-458	<p>This trail currently exists and is available to the public. Accordingly, please remove this project from consideration as it would be an unnecessary expense. Norm Hansen 425-861-7333</p>
L-458	<p>This multi use trail is a good idea. A bike rider could use this as a route around BT park. Since the trail does not go to BT park bike/horse intersections would be minimal.</p>
L-458	<p>Due to the blocking of the main powerline trail at this point by a homeowner, which prevents walkers and riders continuing on this trail south, this spur trail is a vital access to 134th (and then into Bridle Trails State Park) on foot or horseback. While this still requires travel along the busy road to reconnect with safer trails, it is a critical link for those coming from the east.</p>

L-458	I would like to remind the city of Bellevue of the equestrian nature of our neighborhoods, and ask that horses' and pedestrians' safe and viable access to the park be taken into consideration for this project. I also ask that homeowners be asked to voluntarily open their easements, or at least to not actively block them. Further, I request that the city of Bellevue ask homeowners to cooperate in finding an equitable solution to this problem since many of these easements do rightfully belong to the public.
L-458	Would this multi-use trail include equestrians? We need our trails too!
L-458	For years, this neighborhood has been equestrian in nature—obvious from the fact that original development included so many houses with “horse” facilities. In these days of urban sprawl, the horse-lovers lifestyle is being squeezed into non-existence. It is imperative we preserve what few riding areas remain. And, it is imperative we not be driven to utilize unsafe access. Please remember that many horse enthusiasts are children. They (and the adults) deserve to be protected. I ask that safe and viable access for horses and pedestrians be taken into consideration for any of these park projects. I further ask that surrounding homeowners be asked to voluntarily open their easements, or at least to not actively block them. I ask the neighborhood homeowners to cooperate with Bridle Trail's friends in finding equitable solutions—as, in fact, many of existing easements do rightfully belong to the public.
L-458	This is a trail that I would find useful and would like to see implemented.
L-458	As a regular user of this existing trail, I would urge that it be maintained as an equestrian-friendly surface. It provides safe and viable access to Bridle Trails park, and it is very important that it remain open and accessible.
L-458	While it is certainly not necessary to expand this trail to 8-12 feet with gravel (gravel is difficult for horses), this is a wonderful trail that has served as an access to Park trail for horseback riders and runners for 40+ years. This trail is absolutely adequate as is (i.e. 1-2 feet dirt) trail. Please do not consider expanding it because it will detract from the rural nature of Bridle Trails and is not needed. These equestrian/running paths are necessary for safe access to Bridle Trails state park since 132 nd is very dangerous to ride your horse along since the dirt path along 132 nd was paved over many years ago.
L-458	Please take into consideration safe and viable equestrian uses as well as pedestrian uses when designing this trail. Both types of users should have easy access to Bridle Trails State Park. Please remind homeowners that they should keep any easements open for this type of use. I live in Kirkland, at the north end of the park, and have a keen interest in maintaining the easements for the enjoyment of equestrian and pedestrian use of Bridle Trails State Park, just as we do the one on adjacent to our property.
L-458	Please keep equestrians in mind when planning this trail to I access. We have very few safe alternatives, and appreciate any help you can provide. We also ask that residents be asked to voluntarily open their access, or, at the very least, not be allowed to block the access we have. Thank you.

L-458	I lease a horse at Overlake Barn. I ride Bridle Trails regularly. The whole neighborhood around Bridle Trails has an equestrian nature. I request that horses' and pedestrians' safe and viable access to the park be taken into consideration for all planned trail projects that involve Bridle Trails. I ask that the projects would use hoof friendly materials that do not damage the horses' hooves. Please ask the homeowners in the Bridle Trails area voluntarily open their easements, or at least not actively block them. Please ask them to cooperate with the Lake Washington Saddle Club to find an equitable solution to this problem since many of the easements rightfully belong to the public. Thank you for your consideration and hard work.
L-458	Please make this trail available and accessible for equestrian use
L-458	I support the addition of this project. Please consult with the Lake Washington Saddle Club to ensure a consensus on the characteristics of the final product.
L-458	We need to open access to equestrians and pedestrians. Bridle Trails has an equestrian overlay and the surrounding residents demand that no commercial activity occurs, yet they block off public trails which define our neighborhood.
L-458	Please keep this available to horse and rider. Riders will want to accesss Bridle Trails State Park from this entrance.
L-458	There is already bike, foot, horse access through this section. No improvement is needed and in fact road-bikes with high pressure tires can travel through here already and if covered with gravel that will not be the case. East west corridor improvements along 24 th and 60 th and leaving this alone would be more than sufficient to meet the balanced needs of all users.
L-458	Keep or make safe for horses to safely travel on to and from Bridle Trails Park and make accessible to the Park.
L-458	We need a trail extending the existing Powerline Trail along 135 th north from 37 th St to connect to the 40th St Project L-458 trail.
L-458	As in the other expansion plans as a resident of the Bridle Trails neighborhood we DO NOT approve of this plan and do not believe this expansion will fulfill the needs of the residents in fact will make it less safe or even dangerous for those of us who use it for horses and or walking with small children. Please do not let the voting rights of outside residents who want to use this as a major commuting thoroughfare be considered equivalent to those who live in the area.

- **L-460:** Add a 2-6 foot wide pedestrian walking trail called the NE 47th Street Trail connecting 132nd Avenue NE to the 135th Avenue NE Powerline Trail

L-460	For years, this neighborhood has been equestrian in nature—obvious from the fact that original development included so many houses with “horse” facilities. In these days of urban sprawl, the horse-lovers lifestyle is being squeezed into non-existence. It is imperative we preserve what few riding areas remain. And, it is imperative we not be driven to utilize unsafe access. Please remember that many horse enthusiasts are children. They (and the adults) deserve to be protected. I ask ask that safe and viable access for horses and pedestrians be taken into consideration for any of these park projects. I further ask that surrounding homeowners be asked to voluntarily open their easements, or at least to not actively block them. I ask the neighborhood homeowners to cooperate with Bridle Trail’s friends in finding equitable solutions—as, in fact, many of existing easements do rightfully belong to the public.
L-460	This would be nice to connect the powerline trail to the Park.

L-460	I access bridle trails park from N.E. 47 th street. I would very much appreciate a nice trail access for both human and horse traffic.
L-460	Keep or make this horse friendly so that horses can travel on and have access to Bridle Trails Park.
L-460	Very strongly opposed to NE 47 th St Trail, because of safety to users & adjacent residents(power & commun – ications vaults in pathway, water eroding property
L-460	Hello, I am adamantly opposed to any trail additions and enhancements within my neighborhood of Bridal Trails. Current trails are sufficeient and ideal for my family and I. We use the existing trail sructure daily and do not see the addition of added bike traffic (in particular) as a benefeit but rather a major safety concern and waste of valuable funds.

- **L-461:** Add a 2-6 foot wide pedestrian walking trail called the NE 50th Street Trail connecting 132nd Avenue NE to 135th Avenue NE Powerline Trail

L-461	I live on 50 th street and it is already paved for single lane traffic; will the plan add width or change the road somehow, or will it merely add signage for the trail?
L-461	See comment posted on NE 47 th St trail.
L-461	Please no bikes! This is a small have for children, pedestrians and horses. One place where we don't need to see a flood of bike clubs. I live on East Lake Sammamish – the clubs are noisy, ccessibl traffic and are not from our neighborhood. It would be a disaster to mix horses and bikes. My horse has reared in a situation where a biker with a headset did not stop soon enough. Please leave our quiet trails and roads as a pleasant neighborhood.
L-461	For years, this neighborhood has been equestrian in nature—obvious from the fact that original development included so many houses with “horse” facilities. In these days of urban sprawl, the horse-lovers lifestyle is being squeezed into non-existence. It is imperative we preserve what few riding areas remain. And, it is imperative we not be driven to utilize unsafe access. Please remember that many horse enthusiasts are children. They (and the adults) deserve to be protected. I ask ask that safe and viable access for horses and pedestrians be taken into consideration for any of these park projects. I further ask that surrounding homeowners be asked to voluntarily open their easements, or at least to not actively block them. I ask the neighborhood homeowners to cooperate with Bridle Trail's friends in finding equitable solutions—as, in fact, many of existing easements do rightfully belong to the public.
L-461	Please make this trail available and accessible for equestrian use
L-461	I support the addition of this project. Please consult with the Lake Washington Saddle Club to ensure a consensus on the characteristics of the final product.
L-461	Make or keep this trail safe for horses to travel on and have access to Bridle Trails Park.

L-461	I live on 50th st. and DO NOT endorse this plan. Our street is perfect the way it is and this proposal benefits none of the residents that live on it. I personally do not want the added foot & bike traffic. I walk to the trail from my house on 50th every day and I am extremely satisfied with current structure and access to trail from my street. I also feel that this is a waste of public funds.
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- **L-462:** Add a 2-6 foot wide pedestrian walking trail called the Canteshire Trail connecting 132nd Avenue NE to 140th Avenue NE

L-462	There is an existing trail, which is currently mostly unused, and quite beautiful because it feels like you in an a very rural, private area—not on a cookie cutter suburban “bike path.” I don’t see why you’d add this trail. It goes through people’s front yards and driveways. And the current path is WONDERFUL- very uncharacteristic of most suburbs and is the type of path that really MAKES bridle trails and wonderful place to live. If you want to add a path, add a sidewalk on 60th... kids use this all the time to walk to school—and quite unsafe. I’d much prefer to see more done to make 132 nd a better place for pedestrians and cyclists... and keep people in a more public space than going through so many private homes and ruining privacy and rural atmosphere of bridle trails.
L-462	There is an existing trail. Power line easements are still private property and not a free-for-all for Bellevue to do what it likes. This has major impact on the area’s character and property value. Why don’t you add trails downtown..?
L-462	where exactly does this project leave 140 th and connect to 132 nd ?
L-462	I use this trail regularly to access Trails End and the powerline trail. It is a vital link in the trail corridor and provides safe access to the park.
L-462	The Cantershire trail is one of the most heavily used east/west trails providing to the Park. I have part of this trail as an easement across my property and pleased with how much traffic the trail receives, especially in the summer when days are longer. I’ve seen as many as 14 horses come by together and often see parents and kids walking their dogs along the trail. I feel that this trail is very important in providing access to the Park and should be kept open for equestrian/pedestrian usage.
L-462	Bad idea. Please no. I can’t imagine an invasion of bicycle clubs swarming an area which is currently an oasis for pedestrians and horses and children. These streets are quiet. Please leave them that way.
L-462	I would like to remind the city of Bellevue of the equestrian nature of our neighborhoods, and ask that horses’ and pedestrians’ safe and viable access to the park be taken into consideration for this project. I also ask that homeowners be asked to voluntarily open their easements, or at least to not actively block them. Further, I request that the city of Bellevue ask homeowners to cooperate in finding an equitable solution to this problem since many of these easements do rightfully belong to the public.
L-462	This area has been access to the Park for the 60 years that I have been riding here and for safety of horses and pedestrians can only be maintained if homeowners open their easements or not actively block them. So many accesses have disappeared, let s not make this another one.

L-462	For years, this neighborhood has been equestrian in nature—obvious from the fact that original development included so many houses with “horse” facilities. In these days of urban sprawl, the horse-lovers lifestyle is being squeezed into non-existence. It is imperative we preserve what few riding areas remain. And, it is imperative we not be driven to utilize unsafe access. Please remember that many horse enthusiasts are children. They (and the adults) deserve to be protected. I ask that safe and viable access for horses and pedestrians be taken into consideration for any of these park projects. I further ask that surrounding homeowners be asked to voluntarily open their easements, or at least to not actively block them. I ask the neighborhood homeowners to cooperate with Bridle Trail's friends in finding equitable solutions—as, in fact, many of existing easements do rightfully belong to the public.
L-462	I use this trail often to get to the Acheson section of Bridle Trails State Park, and then into the park itself. This is a very important link for the equestrians, as it provides safe access. It is very important that this trail be maintained and preserved, and that homeowners do not block it in the future.
L-462	This is a trail that used to be open for runners and horses from powerline to 140 th , but I believe this was closed off by property owners many years ago. Considering there are no few pass through trails from 132 nd to 140 th this would be nice. As for the part of the trail that goes from 132 nd , past the Acheson Riding Stable to the powerline trail, it is an instrumental trail in connecting runners/horses to the park from the powerline trail. It is perfect as-is, but again would be nice to open from powerline east to 140 th .
L-462	This trail and the others in the area are vital to the community. Please keep them open, or re-open them, for equine and pedestrian use.
L-462	Please take into consideration safe and viable equestrian uses as well as pedestrian uses when designing this trail. Both types of users should have easy access to Bridle Trails State Park. Please remind homeowners that they should keep any easements open for this type of use. I live in Kirkland, at the north end of the park, and have a keen interest in maintaining the easements for the enjoyment of equestrian and pedestrian use of Bridle Trails State Park, just as we do the one on adjacent to our property.
L-462	Don't forget the horses! Please be sure to consider that many equestrians use these trails. The Bridle Trails area is a wonderful and unique equestrian-friendly neighborhood. This trail is an important part of the network of trails that support the equestrian activities and lifestyle in this neighborhood.
L-462	Please keep equestrians in mind when planning this trail to I access. We have very few safe alternatives, and appreciate any help you can provide. We also ask that residents be asked to voluntarily open their access, or, at the very least, not be allowed to block the access we have. Thank you.
L-462	Please allow horses on this trail and use hoof friendly materials. I lease a horse at Overlake Barn. I ride Bridle Trails regularly. The whole neighborhood around Bridle Trails has an equestrian nature. I request that horses' and pedestrians' safe and viable access to the park be taken into consideration for all planned trail projects that involve Bridle Trails. Please ask the homeowners in the Bridle Trails area voluntarily open their easements, or at least not actively block them. Please ask them to cooperate with the Lake Washington Saddle Club to find an equitable solution to this problem since many of the easements rightfully belong to the public. Thank you for your consideration and hard work.

L-462	I lease a horse at Overlake Barn. I ride Bridle Trails regularly. The whole neighborhood around Bridle Trails has an equestrian nature. I request that horses' and pedestrians' safe and viable access to the park be taken into consideration for all planned trail projects that involve Bridle Trails. I ask that the projects would use hoof friendly materials that do not damage the horses' hooves. Please ask the homeowners in the Bridle Trails area voluntarily open their easements, or at least not actively block them. Please ask them to cooperate with the Lake Washington Saddle Club to find an equitable solution to this problem since many of the easements rightfully belong to the public. Thank you for your consideration and hard work.
L-462	Please make this trail available and accessible for equestrian use
L-462	I board my horses in this neighborhood. Trail access is vital. A trail in this area would improve and aid in both human and horse interaction, and accessibility.
L-462	I support the addition of this project. Please consult with the Lake Washington Saddle Club to ensure a consensus on the characteristics of the final product.
L-462	Please help keep this trail open to allow folks to safely ride into Bridle Trails! (I can't think of a better way to keep kids on the right path than from the back of a horse!)
L-462	The only reason I choose to move to a accessible area with my horse is because of these trails. I do not have a trailer and love to ride. I found a place to board him right across the street from this beautiful park and because of these grounds I can ride whenever I want. I also jog and love these trails. I feel safe in these trails and love the feeling of being in the middle of the forest. We need to do whatever we can to keep the park
L-462	Keep or make this horse friendly so that horses may have safe access to Bridle Trails Park.
L-462	This trail need to be opened up for equestrian and pedestrian access. Bikes are not appropriate.
L-462	This 10' easement that borders the southern portion of Canterwood development was established for the exclusive use of the Canterwood homeowners. Any development beyond as it exists today, would be unacceptable.
L-462	This trail borders a new addition to Bridle Trails State Park. Please keep it open and available to riders on horseback!
L-462	Access from 132 to 140th is already in place in many locations. I don't feel this trail is necessary and I am opposed to this idea.

- **L-466:** Add a 2-6 foot wide pedestrian walking trail called the NE 34th Place Trail connecting 135th Avenue NE

L-466	Description is vague and does not meet any disclosure standards. There are a variety of trails in this area and the city does not need to get involved, change the area's character and affect property values.
L-466	The trails that you propose to use are already equestrian trails. They are currently being use by walkers, runners, and people on horseback. We have enjoyed our horse trails for years and that is one of the reasons this area is so unique. I would like the city to leave these trails as is. Why must horse loving people have to move out to the "boonies" to enjoy their sport? We want to keep our trails the way they are!
L-466	I support the addition of this project. Please consult with the Lake Washington Saddle Club to ensure a consensus on the characteristics of the final product.
L-466	Would like to have details of trail plan and timing to share with H O A. Currently we have a mostly gravel sidewalk.

- **M-618.2:** Add an 8-12 foot wide multiple use gravel trail called the 136th Avenue Powerline Corridor connecting Bel-Red Road to SE 3rd Place

M-618.2	A multiple use trail here is a good idea. The lake to lake trail goes through Kelsey creek. This trail should link up.
M-618.2	Please make this trail available and accessible for equestrian use
M-618.2	This would be very helpful and a nice addition.

- **M-623.2:** Add a 10-14 foot-wide off street path connecting Rockwood/East Highland from 140th Avenue NE to 141st Place NE, and from NE 14th Street to NE 12th Place (alignment)

M-623.2	This looks like it would run on my easement behind my house. First, could you confirm that. Second, how is the City going to make a 14 path from 10 feet of easement? What is the point of connecting 140 th with 141 st Place NE when one can just go out 141 st Place NE to 14 th ? Thanks.
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- **M-624:** Add a 10-14 foot-wide off street path connecting Rockwood to Highland from Bel-Red Road to NE 14th Street

M-624	That will be great. I wish it could be even longer like a bike path connecting Bellevue to Redmond.
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- **M-625.2:** Add a 10-14 foot-wide off street path connecting Highland Middle School to NE 8th Street

M-625.2	Wow! If this were done, this would be *great*! As someone who has regularly dropped off a kid at Highland and then taken off by bike, the scariest part of the entire ride to Seattle was the return on 156 th between NE 8 th and NE 16 th , particularly during the dark time of the year. Having a non-motorized by-pass of Crossroads would be much safer. My observation is that the path that connects Highland with Crossroads is heavily used by people walking for transportation (like carrying their lunch or shopping bags, not walking the dog), to reach shopping in Overlake or Crossroads, or maybe transit? This cut through for peds and bikes would be a great convenience for these people.
M-625.2	What is wrong with the current sidewalks on 148 th the connect Bel-Red Road and NE 8 th ? Kids walk and bike that walkway everyday.

- **M-626:** Add a 10-14 foot-wide off street path south of Highland Middle School connecting 148th Ave NE to 156th Ave NE

M-626	This project description is wrong if map is write? Seems to be trail is from 156 to 164 Streets. Good luck in getting Colonial Square Aptmnts to cooperate!!! I think there should be a street cut thru also, just south of this location (at Top Foods) to 164 Street.
M-626	GREAT!!!
M-626	I want to see this trail built all the way to 164 Street somehow! A crooked version now exists (by Top Foods), but the east end is not maintained.

M-626	Is there going to be a ped. Crossing signal at both ends, across those busey streets? Or an ped. Overpass? What would the street-name be if this path were a street?
M-626	This is a great path. Will it paved and lighted? Winter bike commuting happens mostly in the dark.
M-626	Consider continuing this path east through to 164th Ave. 164th Ave is a good north -- south route through east Bellevue avoiding W. Lake Sammamish Pkwy.

- **M-628:** Multi-purpose trail on south side

M-628	Much as I like trails, this is not really needed. The bike lanes and sidewalks are adequate in this area (except more bikelanes needed 130 th – 140 th) and the nearby 520 bike path makes this unnecessary.
M-628	The NE 24 th corridor has recently been improved with new sidewalks and bike lanes and adaqetly serves the needs of the community. This project would be a waste of taxpayer dollars and is not needed. Bike travel could be improved with a wider shoulder on the south side with a fog line from 130 th Ave NE east to the bottom of the hill (136 th ?).

- **M-629:** Construct multi-purpose trail one side; Sign

M-629	Good idea. This is a dangerous area for pedestrians/ bikers because the road is narrow, curvy, shady and has no shoulder.
M-629	WHY? This trail leads no where and is mostly hilly.

- **M-631:** Add an 8-12 foot wide multiple use gravel trail called the 136th Avenue Powerline Corridor connecting NE 24th Street to NE 40th Street

M-631	This project is inappropriate since this route along the Puget Sound Energy powerline is an easement for power distribution only. It is also the back yards of private property and is valued by the residents as a privacy sanctuary. To obtain public easements would not only be an intrusion on private property rights but would be prohibitively expensive, since for many properties the land only market value can be approaching \$1,000,000. The Bridle Trails Subarea has 28 miles of trails in Bridle Trails State park and I trails along this corridor is not needed. For access to Bridle Trails State Park the current trails from NE 24 th to NE 60 on 134 th /132 nd and the pathway on 140 th Ave. NE are more that adequate for access. Accordingly I am asking that this project be removed for further consideration. Please advise. Norm Hansen, 425-861-7333
M-631	Is this proposed trail stoping at 40 th Street, or does it stop at NE 60 th St?
M-631	This trail will affect property values along the trail, not to mention it is proposed on private property with power line easement. Absolutely unnecessary and I am sure this city has better things to do than force visitors onto our property...

M-631	This is an equestrian neighborhood. Bikes and horses do not mix. There are many trails available for bicyclists but not as many for the horse rider. There is simply no way that this will ever work. The place you are proposing for this trail runs right through my back yard (as well as my neighbors yards) and would be running right over my drainage field, that is not acceptable.
M-631	People have had walked across the provided area of my yard for the past 12 years. I have maintained the landscape, and pay the same taxes as all others who do not have this inconvenience. Which has included picking up the garbage left behind, and the level of noise of the teenagers at 2Am in the summer evenings. This idea would increase the division of my yard would decrease my property value and limit the use for any type of animals use as the area has been slated for equitation. There currently is ample area for the people and animals to walk, ride or run without taking away from the value and private property of the homeowner.
M-631	This is a good idea for a trail in this area because it parallels the BT park and does not go to the park. This would make a good through route.
M-631	This trail passes right through my back yard fenced horse pasture. Also the existing trail is quite sufficient for local foot/equestrian traffic. We currently do not allow bikes along this trail as they tend to spook horses and could cause a horserider to fall off. There is also not enough room to pass. To make room to pass several 100'+ trees and many native shrubs/hedgerows would have to be removed.
M-631	This would be a welcome link in the Bridal Trails neighborhood although the adjacent neighbors will fight this proposal and the city would most likely end up in court to establish this link. However the proposed 10-12 foot trail-like most improvements prosed for this area-is too wide. 10-12' is not a trail, it's a road! A gravel trail half this wide would be more acceptable and quite adequate.
M-631	I regularly use and enjoy this trail, and urge that it be preserved and re-connected at 40 th , where it has been blocked by homeowners. At this time, the only way to use the entire trail is to make a lengthy and unsafe detour on busy 134 th . This trail provides a vital access for horseback riders into Bridle Trails State Park via the connecting Cantershire trail, which then links to the Bridle Crest Trail and other regional trails. Hopefully this can be addressed and corrected to allow continuous use without having to detour to 134 th – a much less desirable situation for horseback riders.
M-631	I use this trail to ride on (horse) and I would love to see this improved such that it is passable by horse/pedestrian through all areas of the trail. This trail provides critical access for those people living east of the Park. It allows for travel to the Park without having to ride on asphalt sidewalk or along a busy road before crossing into the Park.
M-631	This plan to put bicycles on these trails currently used by pedestrians and horses is very ill conceived. First, from the example of the East Lake Sammamish trail along the lake – the bikers don't used the trail because of the conjection with walkers. Secondly – mixing horsed and ccessib is a very bad idea. I'm one of the many riders who gently share the quiet trails with other horses or people. A mix of horsed with bicycles is an accident waiting to happen. Third – there are plenty of other bicycle trails that occomodate bicycles and pedestrians only – no horses. Please leave this very special area to the many, many people who live and ride in the area, and who have moved there in particular because of the opportunity to ride. Thank you.

M-631	I would like to remind the city of Bellevue of the equestrian nature of our neighborhoods, and to ask that we work for horses' and pedestrians' safe and viable access to the park. I hope that homeowners will be asked to voluntarily open their easements, or at least to not actively block them. I request that city of Bellevue ask homeowners to cooperate with all of us in finding an equitable solution to this problem since many of these easements do rightfully belong to the public.
M-631	Many, many years ago there was equestrian access through here and made riding safe. It has been blocked off by homeowners. Please contact homeowners to allow easement access.
M-631	This would be a good addition, I would like to use this trail.
M-631	The powerline trail should definitely be preserved and maintained for equestrian use, as it offers a safe and viable access to the park, and allows riders who live in the Trails End neighborhood to connect with other trails in the area. It is critical that homeowners not be allowed to block this trail, and that it be preserved and maintained in it's current use.
M-631	While it is certainly not necessary to expand this trail to 8-12 feet with gravel (gravel is difficult for horses), this is a wonderful trail that has served as an access to Park trail for horseback riders and runners for 40+ years. This trail is absolutely adequate as is (i.e. 1-2 feet dirt) trail, however a few neighbors have blocked the trail making it difficult to go from 40 th north. To ride on 132 nd on your horse is very dangerous. It would be nice to have the trail opened fully so that riders and runners alike can continue on that trail up to the trail just south of Canteshire.
M-631	This trail and the others in the area are vital to the community. Please keep them open, or re-open them, for equine and pedestrian use.
M-631	This trail should be (re)opened to foot/equestrian traffic. It is my understanding that there are existing easements on many of the bordering properties that are not being honored. Horse owners and property owners should respect each others interests in this pathway allowing access to Bridle Trails Park.
M-631	This connection to the powerline is blocked. Please unblock it. Bridle Trails is one of the few places in the area where equestrians can ride safely. Please protect, preserve and extend this safety by ensuring safe and viable access to the park.
M-631	Please keep equestrians in mind when planning this trail to I appropriate footing and access. We have very few safe alternatives, and appreciate any help you can provide. We also ask that residents be asked to voluntarily open their access, or, at the very least, not be allowed to block the access we have. Thank you.
M-631	Please unblock the connection of 24 th to 40 th through the powerline. Also please use hoof friendly gravel in the project so the horses hooves are not damaged. I lease a horse at Overlake Barn. I ride Bridle Trails regularly. The whole neighborhood around Bridle Trails has an equestrian nature. I request that horses' and pedestrians' safe and viable access to the park be taken into consideration for all planned trail projects that involve Bridle Trails. Please ask the homeowners in the Bridle Trails area voluntarily open their easements, or at least not actively block them. Please ask them to cooperate with the Lake Washington Saddle Club to find an equitable solution to this problem since many of the easements rightfully belong to the public. Thank you for your consideration and hard work.

M-631	Please apply this comment to M-632 trail project that connects 40 th through to the turn west at the Acheson property (now part of Bridle Trails State park.) Please keep this trail open to people and horses and use horse friendly materials on the trail. I lease a horse at Overlake Barn. I ride Bridle Trails regularly. The whole neighborhood around Bridle Trails has an equestrian nature. I request that horses' and pedestrians' safe and viable access to the park be taken into consideration for all planned trail projects that involve Bridle Trails. Please ask the homeowners in the Bridle Trails area voluntarily open their easements, or at least not actively block them. Please ask them to cooperate with the Lake Washington Saddle Club to find an equitable solution to this problem since many of the easements rightfully belong to the public. Thank you for your consideration and hard work.
M-631	Please make this trail available and accessible for equestrian use.
M-631	This trail is used extensively by equestrians. Currently the use of bicycles is prohibited. Horses are often spooked by bicycles, making the change to multiple use a problem.
M-631	It is incredibly important that this trail be open to horses to preserve the unique nature of this neighborhood. I grew up riding this trail, and it is one that so many folks love and appreciate
M-631	Keep safe and viable access for horses to travel on. Make sure of Bridle Trails access for horses.
M-631	Make or keep this project safe for horses to travel on. Make accessible for horses to get to and from Bridle Trails Park.
M-631	Need to open up this connection. It should not be blocked.
M-631	This bicycle trail would cut my property in half and would not be acceptable at all! The horse community has stated at council hearings that horses and bikes do not mix. The horse community has stated at council hearings that gravel and horses do not mix. My homeowner records states the easement along the power lines was for equestrians/pedestrians only. Improvemtns for a bicycle trail on this easement would be a change of use and would never get my approval! Leaving the easement for it intended use does not need any improvements. Horses and pedestrians can use the easement just fine as it exists today. No improvments needed!
M-631	Please unblock this area so that horses may have access. This is an equestrian neighborhood. Please maintain safe and viable access for pedestrians' and riders. Please ask homeowners to to help riders find and equitable solution for access. Many of easements under discussion do after all belong to the public.
M-631	Please re-open this trail. It is currently blocked. Riders on horseback have traditionally used this trail to access Bridle Trails State Park. Please include horses.
M-631	The proposed M-631 trail runs across the middle of my back yard, through my paddocks, and across my septic field. This is simply unacceptable. There is an existing trail across the west edge of my property that has been in use as a horse trail for many years and is quite sufficient. Adding a multi-use trail as shown in the diagram would have a huge impact on the value and use of my property. As a horse owner living in the Bridal Trails community I'm completely against any expansion of the existing trails across the back of my property. Has anyone from the City actually walked the trail that's already in place? They'll quickly realize that it's perfectly acceptable for horse traffic. Adding additional use such as bicycles will simply create an unsafe and overcrowded situation – horses and bicycles do not mix. Somebody is not thinking this through.

M-631	<p>I am adamantly opposed to this project. There are plenty of walking and biking trails already without negatively impacting the homeowners who live along the planned route of this trail system. The people who live along this route are primarily equestrians who would not be able to use such a trail system to get to and from Bridle Trails State Park. For non-equestrians there are bike and walking paths all along both 140th and 132nd that already connect NE 24th to NE 60th. This would be a waste of tax payers money to essentially create triplicate trails and alienate the equestrian community. We bought our home in the Bridle Trails neighborhood because we are an equestrian family who also use and enjoy the already extensive trail system for walking, jogging and biking. Again as I said before this would be a HUGE waste of our tax dollars. Thank you for your time in reading my input. Jennifer Malocha</p>
M-631	<p>Please do open the blockages and make this a gravel trail for equestrian/pedestrian use only. The bikes have 134/132Ave NE as well as 140th Ave bike ways.</p>
M-631	<p>Tonight (11/28) is the first time we have heard about this proposed gravel trail. Why hasn't the city contacted any of the homeowners earlier? We would be affected as our back yard would have a trail running down the middle of it. We are very much against this trail for the safety of our children. We do not want strangers walking, biking, running, loitering, etc. through our property at any time when our young children are simply out playing in their yard.</p> <p>There is already a pathway on 140th street that is multi-use that goes to 24th. Why is it necessary to put in another one?</p>
M-631	<p>Project M361 is an unnecessary and repetitive expenditure of public money. There are already mixed-use north-south trails one 132nd/134th Ave., NE and 140th Ave., NE.</p> <p>There is no reason to run mixed-use trails through people's yards when these relatively new trails are already in existence and used by cyclists and pedestrians.</p> <p>Has anyone from the City of Bellevue walked along the powerline corridor? There are fences and horse corrals along its length. Has the City considered the difficulty and expense in clearing the path? Under what authority will the city clear the path? There are now easements between PSE and homeowners along the powerline trail. As one of the homeowners, I allow PSE access to the area. I find nothing in the title to my property to indicate that any other use is permissible.</p> <p>I am not against trails. In fact, a bridle trail runs along the western edge of my property. I run on that trail and in Bridle Trails State Park 3 days a week and value the open space. However, the proposed trail is not in character with the Bridle Trails neighborhood. Our zoning (R-1) and the nearly 2-year old tree ordinance were intended to keep the Bridle Trails area green and equestrian (not to mention the lack of sewers at most properties: the need to locate a drainfield and a potential reserve are already a significant restriction, in addition to the PSE and other easements, on many of the properties along the power lines).</p> <p>The Bridle Trails area is already a wonderful location for cyclists and pedestrians. As its name indicates, it also benefits from the equestrian population. My equestrian friends tell me that horses and cyclists are incompatible. The cyclists have other north-south options. Therefore for all the reasons stated above, M-631 is unnecessary.</p>

M-631	<p>Please leave this trail alone!</p> <p>It is in a natural, equestrian, residential setting and making a major thoroughfare not only has a devastating impact on the adjacent homes, but also to the many horses, dogs, and people who live along this trail and use this trail daily.</p> <p>Making a huge trail through here will ruin the neighborhood and go against the beauty and tranquility of this Bridle Trails area.</p> <p>This trail is beautiful and a jewel in it's current state.</p> <p>Please do not touch it!</p>
M-631	<p>This trail is a gem in the neighborhood and is in the middle of a quiet, farm like community.</p> <p>My children and their ponies can go along this trail unattended because it is so safe and quaint.</p> <p>Putting a major public trail through here would be horrific.</p> <p>Please leave it alone.</p> <p>It is quite safe for pedestrians and and equestrians alike it its current state</p>
M-631	<p>I propose that you DO NOT make this a gravel trail!</p> <p>It is used for mainly horses, dogs, and people jogging and walking. If it's made into gravel, it will be bad for the horses, dangerous to ride on, and not good for the many dogs walked along here daily.</p> <p>Please leave this trail open as is, and do not change the surface or beauty of it!</p>
M-631	<p>This project is not needed and is also not clear if it goes from 24th to 40th or all the way to 60th. One of the rare jewels in the Bellevue area is the extremely natural trail from 40th going north under the powerline easement "along the king county Bridle Trails Equestrian Overlay Easement". The trail is currently sufficient to support walking, mountain biking (which is not allowed in bridle trails state park itself) and horses. Widening and placing gravel on this would make it not good for horses, still not make it usable for bikes beyond mountain bikes, remove one of the rare wild/natural settings, and increase maintenance costs. Please do not urbanize this precious portion of the city of Bellevue.</p>
M-631	<p>I like the vision behind these trails. However, I question whether they need to be so wide and take so much from existing landowners. This will not breed good will in the neighborhood.</p>
M-631	<p>I'd like to comment on a the 140th ave ne trail, which was recently built parallel to proposed project M-631. The new 140th trail (from ne40th to ne 60th) is very nice and is being used quite a bit. However, there are 2 short sections of loose gravel, which make cycling very difficult, if not dangerous. Why are those 2 sections still not paved? The rest of this new trail is beautifully paved.</p>
M-631	<p>I am not sure if you people understand that the trails that you are proposing for PUBLIC use is in OUR back yards!!! We pay property taxes to live in this area and already have a very nice trail system around our properties which we allow the public to use. We DO NOT need more trails in our area! Can't you find a more useful way to spend the taxpayers(us)money!!</p> <p>I am solidly against your plan!!!</p> <p>Carol Hopkins Bellevue WA</p>

M-631	Leave this lovely litte stretch of path alone!!!!
M-631	This is a very exciting plan and portions of the trail are already in place. However, in the past there has been resistance by individual homeowners who have actually closed off the trail or attempt to block it despite pleas from many enthusiastic users of the trails.
M-631	I used to ride my horse on this trail before it was fenced off by the homeowners. It was a tremendous loss to the horse community at that time. It would be a wonderful assest to the community if this trail could be reopened. It is a much safer alternative than the current 134th trail.
M-631	I am excited about the prospect of better, more useable ped & bike paths and trails throughout Bridle Trails and Bellevue in general. However, the M-631 trail appears to cut directly through my backyard. Is this accurate? Are you proposing to cut an 8-12' wide path/trail through backyards that have powerline/pipeline easements?

- **M-635.2:** Add a 10-14 foot-wide off street path connecting 159th Ave NE and Northup Way to Crossroads Park and Community Center

M-635.2	There is an existin path there (by the Morman Church). It is a bit clostrafobic! If you can work with home-owners to get lower fences would help. Also, get apartment to allow peds to share parking area.(like bike lane shares roads.) & restore landscaping!
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- **M-640.2:** Add an 8-12 foot wide multiple use gravel trail called the 126th Avenue NE Trail connecting Wilburton Hill Park and NE 4th Place

M-640.2	Please make this trail available and accessible for equestrian use
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- **M-644:** Add a 10-14 foot-wide off street path through Woodridge open space from Woodridge Division 9 to Lake Hills Connector

M-644	much needed
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- **M-647:** Add an 8-12 foot wide multiple use gravel trail through the Bellefield Office Park connecting SE 8th Street to SE 18th Street alignment

M-647	Please make this trail available and accessible for equestrian use
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- **M-652:** Add an 8-12 foot wide multiple use gravel trail along SE 64th Place from 127th Avenue SE to 129th Avenue SE

M-652	Please make this trail available and accessible for equestrian use
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- **M-654:** Add an 8-12 foot wide multiple use gravel trail called the Pipeline Trail along 129th Avenue SE connecting SE 56th Street to New Castle Way

M-654	Please make this trail available and accessible for equestrian use
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- **M-655.2:** Add a 10-14 foot-wide off street path along 35th Place NE from the east city limits to 102nd Avenue NE

M-655.2	This looks like a natural addition to the points loop trail. The points loop trail signs show a future positive from the West end of NE 35 th connecting to 92 nd NE. This looks like a good idea.
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- **P-734:** Add a 10-14 foot-wide off street path on both sides of the NE 6th Street Pedestrian Corridor from Bellevue Way to 110th Avenue NE where not complete

P-734	I like the corridor as it is. IF a wide, barrier free path is added, bicyclists will speed and scare peds. Be sure and keep trees and a curvey path for peds!
P-734	More detail, please

- **S-810:** Add a 6 foot wide sidewalk and a 4 foot wide planter strip on both sides of Newport Way from Somerset Boulevard to Lakemont Boulevard where not complete

S-810	I am excited to learn about project S-810. The sidewalk on Newport Way is very much needed as it is not safe walking now. When will the work be completed?
S-810	Good Idea. When will it be done?
S-810	This is a very important safety issue. Students walk to and from Tyee Middle School and Somerset to the library and to the So. Bellevue Community Center. The current pedestrian walkway is a painted strip next to the road. Cars speed along Newport Way exacerbating the problem. It is dangerous, particularly in the dark winter months. This is a very necessary project, at least from Tyee and Somerset to the library and community center.

- **S-827.2:** Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the east side of 173rd Avenue NE from NE 19th Place to Northup Way

S-827.2	I like the plan. The sidewalks are needed
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- **S-827.4:** Add a 5 foot wide sidewalk and a 4 foot wide fogline along the west side of 173rd Avenue NE from NE 19th Place to Northup Way

S-827.4	Please, a sidewalk is desperately needed along here, especially between NE 19 th and NE 18 th . We walk our son to the school bus stop every morning along 173 rd and it is positively scary!
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- **S-853.1:** Add a 5 foot wide sidewalk and a 4 foot wide fogline along the east side of 128th Avenue NE/SE from NE 7th Street to SE 7th Place

S-853.1	I wondered what a 4' fogLine was? I guess it is a 4'paved-shoulder with a white-Line painted on traffic-lane edge.
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- **S-855:** Add a 6 foot wide sidewalk and a 4 foot planter strip on the north side of Main Street from 118th Avenue to 124th Avenue

S-855	Excellent idea. This is a very dangerous route for pedestrians and cyclists with limited sight distance. This will be so helpful for people walking from the neighborhood downtown or to catch the bus.
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- **S-856:** Add a 6 foot wide sidewalk and a 4 foot planter strip on both sides of 124th Ave NE from Main St to NE 4th PL where not complete

S-856	This project will make the entry to Wilburton Park much more gracious and safer than an open drainage ditch. Bus riders and schoolchildren will also benefit. Traffic volumes have increased so much along 124 th , please consider a crosswalk or light to help the schoolchildren cross the street. Thanks! Great improvement!
S-856	not really necessary; current sidewalks seem fine in terms of capacity, looks

- **S-857:** Add a 5 foot wide sidewalk and a 4 foot wide fogline on both sides of NE 5th Street from 120th Avenue NE to 124th Avenue NE where not complete

S-857	Very important for safety. This has become increasingly dangerous as 120 th gets more and more traffic. This has been an issue since the public meetings about Home Depot moving into the neighborhood. Thank you for addressing it!
S-857	real need for NE 5 th is relief from cut-through traffic; sidewalk IS needed, however, b//t 120 th and crest of hill (past bus barn and offices of BSD)

- **S-859:** Add a 6 foot wide sidewalk and a 4 foot wide planter strip on both sides of Northup Way from 166th Place NE (Ivanhoe Park) to West Lake Sammamish Parkway where not complete

S-859	Excellent. It has been too long in coming
S-859	As described, the project will result in unnecc. High cost. It needs to be narrower, esp. as you get to WLS Pkwy
S-859	This would be really good as Northup is a busy street. At the intersection of Northup and West Lake Sammamish Parkway, it's especially dangerous to walk with hardly any space and steep grade, is a stair or path feasible in lieu of following the sharp turn of the road?

- **S-860:** Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the east side of 164th Avenue NE/SE from NE 8th Street to Lake Hills Boulevard

S-860	I'm excited to see this project is in the planning stages! I wanted to ask if this project includes a cohesive fence design for those yards that back up to 164 th Ave. or will existing fences remain as is. Thank you! James
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- **S-865:** Add an 8 foot wide sidewalk and a 4 foot wide planter strip along the north side of NE 8th Street from 164th Place NE to Northup Way

S-865	Is this under construction now? There is some work (looks like landscaping) that's being done. If it is going to conflict with what's you're planning, may be you should let someone know that whatever is being installed may be torn down later.
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- **S-866:** Add a 12 foot wide sidewalk and a 4 foot wide planter strip on both sides of NE 8th Street from 112th Avenue NE to 120th Avenue NE where not complete

S-866	Long awaited. Critical for helping pedestrians and bus riders who want to walk to and from Overlake Medical Center, Whole Foods, and downtown.
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S-866	12' sidewalk is excessively wide. Walking quite unsafe due to # of curb cuts. Could use wider planting strip and more greenery b/t pedestrians and cars first, then think of adding concrete if you must
S-866	Huzzah! I have been walking to work along NE 8 th St from 122 nd Ave NE since 1994. This improvement is sorely needed.
S-866	Hi, Can you confirm that this plan will provide safe ped and bike crossing access across 405 on NE 8th? Currently it is not safe to completely cross on either side due to the on and off ramps. How specifically does this new sidewalk plan address this? Thanks! Jenni Laughlin

- **S-872:** Add a 5 foot wide sidewalk and a 4 foot wide fogline on both sides of 130th Avnuue NE, 131st Avenue NE and NE 36th Street from NE 32nd Street to 134th Avenue NE

S-872	A waste of money and unnecessary.
S-872	We have gone this route before in Compton Green and the whole community decided they did not want sidewalks; so to bring it up again is not necessary.
S-872	When was there contact with the Compton Green Community for their input in the development of this plan? The Bridle Trails Community Association is a seperate body and does not represent the Compton Green homeowners.
S-872	I truly believe this is a waste of city money. There is not enough traffic in the area toecessitate sidewalks and fog lines – and on both sides, I don't think so. I walk the dog, and don't have a problem with traffic at all. If you have to spend the money, then one side and not the other or how about a traffic circle at 36 th and 131 st – it's the people cutting through a quiet neighbor – eliminate thir convenience. They don't want to deal with the traffic light at 24 th and 132.
S-872	We live at 13028 NE 32 nd Place (on the affected street) and are totally in favor of adding sidewalks here. The streets here are curvy & hilly and with all the walkers in the neighborhood (school kids, families...) it's a no brainer to try to provide a safer place for them to travel on foot.
S-872	This is a terrible idea. Compton Green is a unique and special place in Bellevue; the woodsy and natural character of the place is wonderful and your sidewalk proposal would ruin it. If you are concerned about pedestrian safety, put in speed bumps on 131st. Please do not do this! If we absolutely must have sidewalks, we should have one, on one side of the street, and it should be 3 foot wide or less, and made of bark, not concrete.
S-872	Compton Green like much of the Bridle Trails area is a unique community within a rapidly urbanizing Bellevue. It is set apart by its heavily wooded landscape which has been recognized and given special protection by recently enacted city ordinances strengthening tree preservation and renewal requirements. A key component of the areas unique rural character is the very absence of sidewalks which so typically help to define urbanization. Having now lived for more than twenty years in the area targeted for sidewalk improvements I can attest that there are not more than 20 or so pedestrians a day that might use such walkways. We are fortunate that our streets are generously wide, our residents very respectful in their driving habits and the route is generally free of use by non-resident drivers as a bypass or cut-through. Further I am unaware of any issues of safety, personal welfare or incidents of injury that over the last two decades the absence of sidewalks has created. I know that Bellevue is to be commended for its sensitivity to the preservation of green space and its resistance to "the paving of America". In conclusion I suggest that this planned "improvement" is unnecessary, not demanded by public safety concerns and is esthetically destructive of a

	singularly distinctive country-like haven in what has become a burgeoning metropolitan area.
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- **S-894:** Add a 5 foot wide sidewalk and a 4 foot wide fogline on both sides of SE 16th Street from 104th Avenue SE to 108th Avenue SE

S-894	Desperately needed where people walk to Bellevue Way, especially to catch the bus there. It's steep with poor visibility. Sidewalks would be much safer!
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- **S-896:** Add a 6 foot wide sidewalk and a 4 foot wide planter strip on one side of 108th Avenue SE from Bellevue Way SE to SE 34th Street where not complete

S-896	Great project! It's been needed for a long time.
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- **S-926:** Add an 8 foot wide sidewalk and a 4 foot wide planter strip along the west side of 110th Avenue from NE 6th Street to Main Street where not complete

S-926	The section from Main St. to NE 2nd is badly needed. The existing trees should be preserved and the sidewalk cut into what is now the Toys R Us parking lot and side road, which is about 3 to 4 feet above the elevation of the road. There are also manholes where the sidewalk would go along this section that could be accommodated during construction of the sidewalk. The biggest problem in this area is that the traffic light that was installed at Main and 110th Ave. was set to block pedestrians crossing Main to the east side of 110th Avenue in order to prioritize vehicles turning from 110th east onto Main. In addition, the wait time delay on the west side is rediculouly long on west side. This setup strongly encourages unsafe jay walking to cross Main Street. This is just one of many examples of how the City prioritizes vehicle traffic flow over pedestrian access.
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- **S-938.1:** Add a 6 foot wide sidewalk and a 4 foot wide planter strip on both sides of the Lake Washington View Trail (Shoreland Drive SE) from Shorland Place to SE 5th Street

S-938.1	This should be considered a very high priority project as it is being used by many people all the time. It is challenging enough to walk in darkness on a narrow road way, and if you add the fact that there is no street lights, no sidewalk on either side, and a very curvy, steep and narrow roadway, it is indeed a very dangerous experience. Some street lights are definitely needed. If not enough width for the proposed design, you should consider to remove the landscape strip.
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- **S-938.2:** Add a 6 foot wide sidewalk and a 4 foot wide planter strip on both sides of 97th Place SE, 100th Avenue SE, SE 25th Street, 104th Avenue SE, SE 28th Street, 105th Avenue SE, SE 30th Street and 106th Avenue SE from SE 11th Street to 108th Avenue SE where n

S-938.2	Sidewalks would be good on these streets; however, I think one side would be adequate on many and maybe without a planter strip where it's narrow and/or steep such as 97th/Killarney Way.
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- **S-944:** Add a 5 foot wide sidewalk and a 4 foot wide fogline on both sides of 109th Avenue SE, SE 4th Street, 111th Avenue SE and SE 4th Street from NE 2nd Street to 112th Avenue SE

S-944	This is great. I wasn't expecting a sidewalk improvement in Surrey Downs, where I live. My only comment is that the section going on SE 4th Ave from 109th to 112th isn't where there is nearly as much of a safety problem as 109th itself. The section of 109th Ave SE between SE 2nd and SE 11th is a long straight road with no stop signs. People frequently go 30 mph or higher and there are cars parked on both sides of the street. This makes walking w/ my family very dangerous. The section on 4th isn't as busy, so I would have put priority on 109th Ave SE between 2nd & 11th. In the absence of sidewalks, can you at least look into putting stop signs in at SE 4th and SE 6th to slow people down? Thanks!!
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- **S-982:** Add a 6 foot wide sidewalk and a 4 foot wide planter strip on both sides of SE 34th Street from 162nd Avenue SE to West Lake Sammamish Parkway

S-982	We'd like sidewalks linking W. Lake Sam to Eastgate Way along 34th, 35th, 37th. We need to be able to get to the busses. We had to drive our kids to school in high school because we rely on Metro Transit and it was not safe to walk to the bus in the morning, to say nothing of it being a 40 minute ride to go 4 miles. (plus walk time to bus stop and waiting in the rain at 6:30 in the morning.) What's going on in Bellevue? Now without a car, you can't go anywhere. Sidewalks are essential. More convenient bus service would help.
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- **S-991.1:** Add a 5 foot wide sidewalk and a 4 foot wide fogline along the north side of SE 6th Street from 100th Avenue SE to Bellevue Way SE where not complete

S-991.1	I can't imagine why a sidewalk in this block is included, and a sidewalk in the block of NE 5th St between 99th Ave NE and 100th Ave NE is not. The block on NE 5th St is a major ped thoroughfare to Bel Square and downtown. The right of way on three fourths of this block have been encroached on by a drainage ditch and property owner uses. It is unsafe because peds and cars must use the center of the street.
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- **WT-2.2:** Add a 10-14 foot-wide off street path along the south side of NE 2nd Street from 124th Avenue NE to 128th Ave NE

WT-2.2	Excellent idea to make walking up and down the hill so much safer than it is today. Are the homeowners on the south side of the street comfortable with the width of the path? They've put so much work over so many years into their yards. If they agree, this is certainly a wonderful improvement for people who walk in this neighborhood. Thanks!
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- **WT-3:** Add a 6 foot wide sidewalk and a 4 foot wide planter strip on both sides of 118th Avenue SE from Main Street to the Botanical Garden frontage where not complete

WT-3	Great safety improvement! Thanks! This has gotten very busy and is not good for walking.
WT-3	A few years back I walked from 116 Av. NE to Botanical Gardens. I think I was on MAIN St.? It was very dangerous because no sidetalks and much traffic. I had to walk back at night after viewing the Winter Lights to catch a bus. PLEASE add sidewalks and lighted-signage for seniors/handicapped/blind users.