

ATTACHMENT C

Between November 9, 2023 and December 6, 2023, the Transportation Commission received 45 community emails and letters in support to Bike Bellevue

From: [Jer Schmidt](#)
To: [TransportationCommission](#)
Subject: Bike Bellevue - video of biking on Bel-red
Date: Friday, November 10, 2023 3:18:23 PM

Hi, a Bellevue resident recently made a video (linked below) showing what biking is like on Bel-red currently. I hope you'll consider watching it to see what it's like and visualize what it would be like with the implementation of Bike Bellevue.

A couple things to take note of while watching:

- Cars are moving into the left lane to pass him, and in most cases, they don't ever bother to move back into the right lane. This is at 4pm on a Tuesday, but it's obvious that traffic volumes are low enough they don't need both lanes. It's easy to visualize a bike lane in front of him that is not impacting car traffic but is keeping him safe.
- Notice that it only takes ~8 minutes to ride from Crossroads all the way to Downtown, passing tons of businesses and two future Link stations on the way. This makes biking extremely compelling.

Here's the video, I hope you'll check it out: https://youtu.be/8Usv0iZAppY?si=u6ny8eA_J0AS6pVa

I support the full implementation of Bike Bellevue, to make this quick & compelling route safer for cyclists with minimal impact to car traffic.

Thanks!
- Jer

From: [george whyel](#)
To: [Loewenherz, Franz](#)
Cc: [George Whyel](#)
Subject: Bike Bellevue
Date: Friday, November 17, 2023 9:04:29 AM

Sent from my iPhone

Hi

I am a 34 year resident and I fully support the Bellevue Bike initiative

Thanks for your support

George Whyel

From: [John Chelminiak](#)
To: [Loewenherz, Franz](#)
Subject: Bike Bellevue Bel Red Project
Date: Thursday, November 16, 2023 4:14:15 PM

If you build it, they will ride.

Please move forward with the Bike Bellevue project. This will create a much needed East – West bike corridor for the City of Bellevue. In addition, this can create bicycle access points to the Light Rail starter line that should begin operation in 2024 and eventually to Mercer Island and Seattle using the I-90 corridor. It can also tie into the Eastrail project, a premier north south pike and pedestrian corridor.

This type of project is needed to meet Vision Zero goals and make the city more bicycle friendly and safe.

Sincerely

John Chelminiak
2010 132 Ave SE #105
Bellevue, WA 98005.

Sent from [Mail](#) for Windows

From: [Brady Nordstrom](#)
To: [TransportationCommission](#)
Cc: [Colin Petkus](#); [Katherine Hollis](#); [Alex Brennan](#)
Subject: Bike Bellevue Comment, 11/9/23
Date: Thursday, November 9, 2023 12:39:38 PM
Attachments: [Bellevue Transpo Commission Bike Infrastructure 11.9.23.pdf](#)

Dear Bellevue Transportation Committee,

Please see the attached letter as comment from Eastrail Partners and Futurewise related to Bike Bellevue. Our comment pertains to [agenda item 7.c](#) from the November 9th Transportation Committee meeting.

Thank you for considering our letter and your ongoing work to advise Bellevue on important transportation issues.

Best Regards,
Brady Nordstrom

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Eastside Program Coordinator
Futurewise
Cell: 253.886.2099
816 Second Avenue, Suite 200 , Seattle, WA 98104-1530
futurewise.org



November 9, 2023

Dear Bellevue Transportation Commission and Staff:

Thank you for considering our comments on City of Bellevue's "Bike Bellevue" plan, the current expansion of bicycle facilities being considered. As you know, over the next several years the final segments of Eastrail will be completed in Bellevue, running through the heart of Wilburton, connecting the current Northern and Southern segments of what will be a world-class, multi-use corridor, and a major spine of the regional trail network. The City of Bellevue is also focusing on the Grand Connection Crossing, another pedestrian and bike infrastructure project that will further expand options for moving around the city on foot or by bike.

In order for the Eastrail vision and investments to be fully realized, it is imperative that the trail be not only completed but connected into the broader community. We strongly support Bellevue's vision to connect Eastrail to the rest of Bellevue, ensuring that this incredible public resource is safe and accessible to anyone living, working, or traveling through Bellevue.

We see Bike Bellevue proposals complementing the Eastrail in several ways:

Equity and Safety: Nearly a third of people in Washington state do not drive, including seniors, young people, people with disabilities, and those unable to afford a car or gas. These bicycling improvements, paired with future Eastrail connections to light rail and Stride stations, create more options for non-drivers to travel safely in Bellevue to work, school, home, and their communities.

Multi-modal Transportation: With both Eastrail and Sound Transit's East Link coming to Bellevue in the next few years, there will be an influx of individuals making multi-modal trips to and through Bellevue. In order to prevent the trail and light rail stations from becoming "islands" disconnected from other areas of the city, Bike Bellevue improvements should create a network of safe connections for those choosing to walk, bike, and roll into Bellevue via these multi-modal corridors.

Trail-Oriented Development: Our organization supports a vision of trail-adjacent development that brings business, housing, retail, and other community resources directly to the trail. Creating more connections via an expanded city bike network means less need for parking alongside the trail, as users could bike, walk, or roll directly to the trail corridor. This allows for more public space dedicated to people.

Thank you again for considering our comments, and for creating strong bike connections to trail infrastructure in Bellevue.

Sincerely,

A handwritten signature in black ink, appearing to read "Katherine Hollis".

Katherine Hollis, Executive Director
Eastrail Partners

A handwritten signature in black ink, appearing to read "Brady Nordstrom".

Brady Nordstrom, Eastside Program Coordinator
Futurewise

Move Redmond



November 17, 2023

Board of Directors

President

Angela Rozymn
Natural & Built
Environments

Secretary

Carlos Cruz
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Sadie Guenther
Westpark

Matt Loesch
Honeywell

Phil Miller
Redmond Resident

Shannon Mangan
Cascade Bicycle
Club

City of Bellevue
% Franz Lowenherz
450 110th NE
Bellevue, WA 98004

Comment Letter on Bike Bellevue Plan

Dear Franz,

Move Redmond is the non-profit advocate for better streets, trails, and transit in Redmond, WA. While our organization focuses on people who live, work and go to school in Redmond, we know that many of the commuters we represent travel between Redmond and Bellevue every day.

Our organization is writing today in strong support of the Bike Bellevue plan. The projects included on this list leverage the public investments in Sound Transit's 2 Line and Eastrail. Station access is a focus area for Move Redmond. 80% of people currently access the 1 Line in Seattle via walking, biking and transit. We aspire to see similar accessibility to stations on the 2 Line in order to prevent reliance on limited parking capacity and the inefficient land use of installing large parking garages around high-capacity transit. Increasing bike access through safe, protected bike lanes to stations expands the radius of station access.

While all the projects on Bike Bellevue are commendable, we'd like to specifically underscore the projects along Bel-Red Road. Not only do bike lanes on Bel-Red support station access to the Overlake Village light rail station, they highlight the power of cross-jurisdictional collaboration on the Eastside. In May of 2022, Move Redmond hosted a Bike Policy Ride with Representative Slatter, Bellevue Councilmember Barksdale, and Redmond Councilmember Stuart to ride in the Overlake area. We highlighted the importance of Bel-Red road as a key route because there are no other viable options for people to bike and reach destinations along the corridor. Even in a group of 30 riders, it was a stressful and intimidating experience. We know that the City of Redmond is planning to put bike lanes on Bel-Red road in 2025 and it is important they connect into Bellevue to make this a functional and safe route for our communities.

Move Redmond



Image from the Bike Policy Ride with Move Redmond, May 2022

Bike Bellevue's projects also support Bellevue's goals including reducing Vehicle Miles Traveled and relieving congestion. Instead of building space for more vehicles, congestion relief incentivizes people to choose other options like biking to get to their destinations. We know that 60% of people express interest in using bicycles for everyday transportation, and that the majority of trips undertaken are less than 5 miles. The increasing popularity of eBikes presents a significant opportunity for a mode shift, but only if we build the kind of bike infrastructure that connects people to the destinations they need to reach in a safe and comfortable way.

We acknowledge that this kind of change is a big shift for suburban cities, but it is a critical one to achieving Vision Zero, reducing Greenhouse Gas Emissions, and leading the nation in shifting from car dependence to multimodal-oriented communities. We urge you to move forward with all projects on the Bike Bellevue plan and implement them as soon as possible.

Sincerely,

A handwritten signature in black ink that reads "Kelli Refer".

Kelli Refer
Executive Director

From: [Dan LaFayette](#)
To: [Loewenherz, Franz](#)
Subject: Bike Project
Date: Thursday, November 16, 2023 5:02:47 PM

Hi there,

I received a text message from a group that calls itself “Neighbors for a Livable Bellevue.” The text let me know about this project; and although they seem to be actively fighting it, I want to make clear that a more walkable, more bike-able, more transit- and pedestrian-friendly Bellevue has my full support.

Having grown up in Bellevue, I rode my bike all over town. We didn’t have bike lanes then, not even sidewalks in much of the city; but vehicles were smaller and cell phones didn’t exist. Today, without protected bike lanes, it is too dangerous to ride a bike in many areas.

I trust this bike project will include protected bike lanes; but fewer lanes should mean street design that leads to fewer crashes and better safety outcomes for people not behind the wheel of an enormous SUV.

Thank you,
Dan LaFayette

[Sent from Yahoo Mail for iPhone](#)

From: [Lara](#)
To: [TransportationCommission](#)
Subject: Comment from November 9, 2023 meeting
Date: Friday, November 10, 2023 6:32:09 PM

This is an extended version of the comment I frantically tried to deliver in 3 minutes at last night's meeting - I thought it might help to send it in text as well.

Hello. My name is Lara Gardner and I have been a homeowner in Lake Hills since 2017. I am commenting to support Bike Bellevue as an essential step towards improving livability and mobility in our city.

Wednesday night (11/8) it took me 40 minutes to drive by myself from my house near Crossroads to City Hall to attend my Bellevue Essentials class and find parking since the visitor lot was full - a trip that usually takes about 15 minutes. I was stressed out the whole time because of the unexpected delay I could do nothing about.

Our mobility is so fragile when only one mode is given any significant attention. People who live in Bellevue or travel through it deserve a more robust, diversified system with competitive options.

Every time I have to come downtown, I weigh whether it is possible for me to go without my car. Almost every single time the answer is "no" because I would have to leave an hour earlier to catch a bus and I don't have enough time. I would choose my bike every single time if there was a safe route, but there isn't. I avoid coming here because it is so stressful by car, and I miss out on things I want to do.

Two weeks ago I had errands to run in BelRed and Wilburton. I drove alone in my car because there is no other compelling way for me to reach this area. As I was returning home around 4:40pm, I sat in heavy traffic - the kind that degrades your mental health. I witnessed something that broke my heart.

I'll attach links to video of this incident, but you can't see the details from the far-away traffic camera that I was able to see from my car's front-row seat. I wrote these details down right when I got home in case I wanted to reference or share them later.

I was sitting at the front of the red light queue on Bel-Red facing East, in the right-hand lane at the intersection of Bel-Red Rd and 148th Ave NE.

I watched a child, maybe 10 years old, waiting to cross the street in front of me. He was alone - small and sweet, round face with glasses, dressed in a warm jacket and carrying a backpack and what looked like a musical instrument case. He was waiting for the crosswalk signal to change, visibly uncomfortable in the small space with cars flying by. The walk signal came on and he started to cross in front of me, but hesitated because there were cars turning right-on-red in his path. I watched him slowly approach the lane with turning cars, back off with a

nervous smile, approach again, hesitate, and ultimately turn around and scurry back to where he started, to wait for the next cycle. He, much more vulnerable than I, spent much more time at this intersection than I did.

My heart broke for this child and anyone else trying to navigate this hostile area, close to schools and amenities. This is an example of the daily situations we can expect in a city that prioritizes car throughput above all else. Is this the experience you want for the diverse people who live in Bellevue? Driving a car is not an option for many in our community.

If I had been on my bike or my feet, I would have stopped to help him cross the street. I thought about getting out of my car to help him but I was too scared. This kind of community connection is not possible when everyone is locked inside metal boxes. Forced car-dependency actively makes our community less connected, less safe, less resilient, less vibrant.

The plaza nearby full of amazing food is another place I avoid because it's too much of a hassle to access by car. I sit in traffic at the light on NE 20th and 148th, gazing longingly at 85 Degrees bakery. I was so excited to hear they were planning to open that location a few years ago, and I have only made it there once. It's only 2 miles from my house. If I could access this area by bike, I would stop every single time to spend money on a tasty treat. Bike accessibility is good for business!

You can observe that most people in the evening rush are trying to get to the highway. We know that nearly all of the people who work in Bellevue do not live in Bellevue, so this is expected. If they could take transit or bike to work, we wouldn't see such a funneling of vehicles in and out of our city. If I could take transit or bike to my local errands, my thousand-pound metal box wouldn't be adding to the commuter congestion.

From talking to others, it feels like the BelRed corridor is the most important and significant one in the Bike Bellevue plans. I really hope future projects can help connect Crossroads better, because there is a huge need for safe infrastructure for people outside of cars there. It's also a regional gem that is hard for others in the area to access without a car as well. I run a meetup at Crossroads every Thursday night and I am frequently hearing from people who want to join but can't make it in time or can't overcome the stress of trying to get there by bike.

I am learning about Bellevue's history - why the built environment is the way that it is today. I see now that I'm observing another iteration of pressure from a vocal minority that ultimately delays and degrades the implementation of the scalable, sustainable, safe, multimodal projects that the community has overwhelmingly supported for over a decade.

A statistically valid survey done for the Comprehensive Plan shows that "nearly three-quarters of respondents prefer street design that is oriented towards bikes and pedestrians, and prioritizes safety and slow speeds" while "about a quarter of respondents prefer street design oriented towards efficient automobile traffic."

The path to this preferred street design starts with reallocating underutilized slivers of Right-Of-Way declared exclusively for cars, to move more people across more efficient modes.

I really hope a vocal minority is not disproportionately impacting your decisions around this project or others that will help free people from car-dependency they currently can't opt-out of.

Please don't water down Bike Bellevue. We need it and more.
Thank you for your work to make Bellevue more liveable!

-Lara

Here are links to the video I mentioned - the footage isn't great but it at least adds some visual context to my story. (I'm also happy to have been able to see that he did make it across in the next cycle!)

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https://drive.google.com/file/d/1dCWCo1VkmYM9-QOFkiGZi-8fRcizi3C3/view?usp=drive_link
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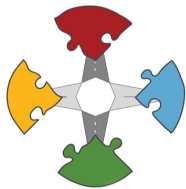
From: [Christopher Randels](#)
To: [TransportationCommission](#)
Subject: Comments for Tonight's Meeting
Date: Thursday, November 9, 2023 12:51:05 PM

Hello Commissioners,

In case our organization does not get a chance to testify this evening, I wanted to share our oral comments for your review. They can be found below the signature.

See you all this evening,

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Chris Randels
Founder, Complete Streets Bellevue
completestreetsbellevue.org
470-205-4310
Pronouns: he/him

Good evening commissioners, staff. Chris Randels of Complete Streets Bellevue, here to share a few comments on Bike Bellevue and how it's proceeding so far. I'd like to first thank you for continuing this body of work, because Bellevue streets are currently not safe and accessible for people who are outside of a car. The people in our city who already walk, bike, and roll to get around are dying on our streets because of a lack of safe infrastructure to protect them. The Bike Bellevue program that you all are working on is the first of many steps that need to be taken to change this paradigm. I praise staff for the outreach that's been conducted so far, as I know they've been going out in the community and taking comments through the online portal, but I think there's room to be even better, because I still witness in the community a lot of misunderstandings and lack of knowledge around what Bike Bellevue will bring. We can have separated and protected bicycle infrastructure within existing streets - without needing to acquire expensive new right of way or construct trails that will take years to fully complete - leaving people on two wheels without options in the interim. We can make it safer for people already cycling and encourage new people to try it out, all with a negligible impact to traffic operations. Because the roadways that staff have selected are overbuilt, we know that we have this all while only reducing afternoon PM peak speeds by 0.2 MPH. Staff's analysis, based upon the tools and metrics that we have chosen through the Mobility Implementation Plan - the tools and metrics that actually matter, the tools & metrics that everybody in this room has chosen to actually matter - has shown that we can indeed have it all. But members

of the community aren't hearing this key message, so we would propose a couple of additions to the Draft Concepts Guide.

First, we would encourage staff to incorporate a chapter that summarizes the overwhelming body of peer-reviewed literature that shows how improved cycling infrastructure has increased cycling rates across cities in North America and Europe. A thorough literature review, including of meta-analyses, would show how cycling infrastructure nearly always brings increased bicycling usage, even across cities with difficult terrain or weather. This can be supplemented with data from North American DOTs like Seattle, Vancouver, and New York that will quite clearly reveal how cycling use has increased in the years since these cities have built out dedicated cycling infrastructure. Finally, we support the inclusion of data and information showing what facilities in Bike Bellevue would necessitate tradeoffs in the allocation of streetspace. However, we believe the inclusion of this data as Appendix A in the Draft Concepts Guide, before the Appendix on Safety, is a misfire. What message does it send in this city that has committed to Vision Zero and committed to a future where nobody dies on our streets that information on lane reductions & the loss of 30 parking spaces is included before the real, tangible impacts that this infrastructure will have on saving people's lives? Words matter, and priorities matter, and as is, this order is saying that parking losses are more important than people's lives. That's not a Vision Zero paradigm. That's a Bellevue of the past, not the future. Please focus on the data that truly matters - the people, the environment, the better city we create when we give people more options to get around how they choose. Bike Bellevue is worth it for all these reasons and more. Thank you.

From: [Vicky Clarke](#)
To: [TransportationCommission](#)
Cc: [Christopher Randels](#); [Lara Gardiner](#)
Subject: Comments on Bike Bellevue
Date: Thursday, November 9, 2023 12:47:21 PM
Attachments: [Bike Bellevue Joint Letter 1.pdf](#)

Attached are comments from Cascade Bicycle Club, Complete Streets Bellevue and Eastside Urbanism based on our detailed review of the Bike Bellevue proposal and our subject matter expertise in the area.

In addition to this comment, around 270 people have responded to Cascade's notice about Bike Bellevue -- many letters include poignant personal stories about the impact of the plan on people who travel to Bellevue. I hope that the Commission gets to see those stories and the impact of the proposal they are weighing.

Thanks for all your work,
Vicky

Vicky Clarke
Policy Director
she/her
360.731.4467



Join us in costume for a spooktacular [Volunteer Party & Member Meeting](#) on Saturday, Nov. 4!

To Bellevue Transportation Commissioners, Councilmember Zahn, and staff:

Thank you for your service to Bellevue and to everyone who lives, works, plays, and travels through our city. Our organizations write in strong support of the Bike Bellevue program, which would bring over 15 miles of dedicated bicycle infrastructure to multiple corridors in Bellevue's most rapidly growing neighborhoods. When fully completed, these connections would finally provide our city with a basic bicycle network that will enable more people to travel to more destinations on two wheels. This suite of improvements would also positively contribute to our city's stated priorities of sustainability, safety, and equity.

As you know, our City Council has set the ambitious target to reduce our greenhouse gas emissions by 50% by 2030 – a recommendation in line with best available science to limit global temperature increases to 1.5°C. Furthermore, our city has set the goal of reducing the number of fatalities and serious injuries on our roadways to zero by 2030. But both goals are not just ideals to strive for and shrug our shoulders at if we don't achieve them in seven years' time – they are attainable benchmarks that members of our community have repeatedly spoken in favor of meeting. How our transportation system is built and who it prioritizes will be a crucial component in achieving the necessary goals of reducing Vehicle Miles Traveled (VMT), reducing emissions, and improving safety for everyone.

By staff's rigorous and robust research, the Bike Bellevue project will significantly contribute to both these goals by creating safe facilities that both empower more people to take more bicycle trips and better protect those currently cycling. Although cyclists are only involved in 2% of all collisions in Bellevue, they are a part of 18% of serious injury collisions in our city. This disparity speaks to the unique vulnerability that people cycling experience on our road today, meaning that Bellevue must take intentional steps to protect the safety of people on bikes. Full, rapid implementation of Bike Bellevue infrastructure would represent a significant contribution towards this objective.

Through both Bike Bellevue infrastructure and increased density, bicycle mode share is expected to increase to between 2.6% and 4.3% by 2035, with thousands of daily trips to be made on two wheels by then. Providing more opportunities for more people to get out of their cars and travel on bikes means fewer CO2 emissions, reduced air pollution, decreased tire dust, and reduced congestion. Perhaps most importantly, Bike Bellevue will enable more access for more people to experience the joy of bicycling. As staff correctly acknowledge, not all bicycle infrastructure is accessible to people of all backgrounds. By building more facilities at a Level of Traffic Stress (LTS) of 1 or 2, more people of all ages, languages, ethnicities, genders, races, and abilities will feel safe and comfortable riding a bike in our city. And given that low-income families are more likely to get around outside of a car than other groups in Bellevue, the improved access to jobs, homes, and businesses created by Bike Bellevue will help make our city work better for everyone – all with minimal impacts to vehicular traffic flow.

While the benefits of the Bike Bellevue program are many, there is always room for improvement. We appreciate the ability for community members to provide their detailed feedback on proposed infrastructure designs via the Konveio portal. We're happy to see that

many have already left comments in support of the program and constructive feedback on how to help the proposed network work even better. With the above facts and projections in mind, our organizations have come together to offer some additional perspective that we hope will further improve the implementation of the program. We begin by providing the following general notes which can apply to multiple corridors:

- Our groups see Bike Bellevue as an initial investment in a basic bike network through multiple city neighborhoods – that the intent is to build from previous work through the Rapid Implementation Program to quickly deploy safety treatments that increase visibility and safety while minimizing cost. Therefore, our organizations find additions like plastic flexposts and plastic toughcurbs as an acceptable temporary installations that, through future projects and funding cycles, should be further improved through the use of more permanent infrastructure, such as concrete barriers.
- As a member city of the National Association of City Transportation Officials (NACTO), Bellevue should follow NACTO design guidelines in the implementation of Bike Bellevue infrastructure. For example, there are several corridors that employ designs with 11' vehicle travel lanes; however, NACTO standard calls for a 10' lane width in urban areas, as this naturally slows vehicle speeds without severely impacting travel flow. We suggest that 10' vehicle travel lanes be implemented through all corridors so that further space can be create for additional separation and protection for bicycles.
- Additionally, we know that slower vehicle speeds lead to reduced risk for people outside of cars. Lower speeds also positively contribute to perceived safety, meaning that more people would feel comfortable cycling in lower speed environments. As part of the city's Vision Zero work, Bellevue plans to initiate a speed program that could reduce arterial speeds to 25 mph and neighborhood speeds to 20 mph. To further reduce risk to cyclists and other vulnerable road users, all Bike Bellevue corridors should see their speed limits reduced to 25 mph. These corridors could be an opportunity to gather data and serve as a pilot before similar treatments are made to other parts of the city.
- Some Bike Bellevue corridors employ designs that would reduce the turn radius of vehicles making right turns, which would lower their speed and in turn reduce the danger of right hook conflicts. However, there are still several streets that would see no reduction in turn radius (such as portions of corridor 4). Our organizations ask that, whenever a bike lane intersects an opportunity for a vehicle to make a right turn, turn radii should be reduced in line with NACTO standards to slow vehicles and reduce risk.
- At locations that utilize bicycle signals, advanced detection measures should be used that can perceive cyclists before they rest on a magnetic sensor. Countries like the Netherlands employ this technology to minimize the number of stops that cyclists have to make, acknowledging that changes in momentum represent a significant energy expenditure. As a tech-friendly city, Bellevue should lead the way in incorporating this technology for the benefit of vulnerable road users. This may fall outside the scope of this first stage of Bike Bellevue improvements, but adequate funding should be incorporated in future cycles for implementation.

- Acknowledging that the limited funds available at this time necessitate prioritization of which corridors to build first, our organizations would ask that infrastructure that fills current gaps and meets equity goals be prioritized first. For example, completing the Bel-Red Rd corridor would provide a crucial east-west connection where none currently exists while providing improved facility access between lower-income areas in East Bellevue and the Downtown. Connections along these main thoroughfares also maximize access to local businesses and services. Additionally, although current use patterns do not necessarily indicate future ridership potential, we'd ask that infrastructure that already sees high usage to also receive implementation priority. This would include corridors like NE 2nd St, NE 12th St, and 140th Ave NE, which would each bring needed safety improvements that would protect the many people who already cycle in Bellevue.

In addition to the general comments above, we'd also offer the following specific comments about each individual corridor proposed in the Bike Bellevue program:

Corridor 1 – Northup Way: Slip lanes to enable vehicle right turns present a unique challenge for cyclists by creating an additional conflict point. The maintenance of a slip lane at the intersection of State Route 520 and westbound Northup Way upholds a conflict point that would be better removed. We encourage the slip lane at this location to be removed and appropriate treatments be provided to slow vehicle right turns onto the SR 520 on-ramp to minimize danger to cyclists.

This corridor provides an important connection by linking regional infrastructure like the State Route 520 trail and Eastrail with local streets.

Corridor 2 – NE 12th St: Although we acknowledge the limited funds and scope of the Bike Bellevue program, the western terminus of this corridor occurring at 102nd Ave NE instead of continuing to 100th Ave NE is unfortunate. We encourage future funding cycles to extend this facility westward to join with the planned 100th Ave NE lanes as soon as possible. Additionally, we would again emphasize the possibilities created by narrowing vehicle lanes to the NACTO standard of 10'. Since current designs only call for 4.5' for eastbound cyclists, we suggest that additional space could be allocated to allot more space for cyclists in both directions.

Because this corridor extends the existing NE 12th St multipurpose path, this project would improve connections with the Spring District and light rail while increasing the utility of the Downtown bike network.

Corridor 3 – Bel-Red Rd, Segment 1: Bike Bellevue is about enabling connections – between infrastructure, between destinations, and between people. This segment of Bel-Red overlaps with improvements projected for 120th Ave NE as part of Corridor 9. To improve bicycle connections between these two streets no matter the direction of travel, all four corners of this intersection should incorporate a protective curb (i.e. a protected intersection) or at the very least bike boxes to make it easier to travel any direction in a safe manner no matter from which direction a rider is approaching.

By joining with existing infrastructure on 120th Ave NE and 140th Ave NE (the latter of which is a bicycle priority corridor), this route would be a crucial link between central and east Bellevue.

Corridor 4 – Bel-Red Rd, Segment 2: This segment of Bel-Red Rd provides several opportunities for narrowing turn radii to slow vehicle speeds and improve safety. In particular, turn radii should be decreased at intersections with 136th Ave NE and NE Spring Blvd – in their current form, vehicles making a right turn onto these roadways could proceed at a high speed and severely injure people on bikes. Our organizations also acknowledge that this segment features several driveways to nearby businesses that could present conflict points. However, many of these driveways are superfluous and could be removed without severely impacting business access. Furthermore, the city could choose to follow approaches of other jurisdictions by keeping the sidewalk in line rather than lowering it to the level of the street at driveways. This raised curb would force drivers entering and exiting driveways to slow down and take account of their surroundings before proceeding. These programmatic design improvements could be implemented in a later iteration of the Bike Bellevue program.

Corridor 5 – Bel-Red Rd, Segment 3: The goal of the Bike Bellevue program should be, wherever possible, to create infrastructure that is accessible to people of all ages and abilities. With this segment of Bel-Red Rd passing by Highland Middle School, a unique opportunity is created to design bicycle infrastructure that would be safe enough for middle school students to use. To that end, we recommend maintaining buffered protection through this segment of the corridor and incorporating a dedicated way for westbound cyclists to proceed onto school campus.

This section would provide connections with infrastructure improvements that the City of Redmond is making to 156th Ave NE, which will connect users with the State Route 520 trail and the regional trail network.

Corridor 6 – NE 1st/2nd St: A two-way protected cycletrack immediately adjacent to Bellevue's premier park sends a strong message to residents and visitors that Bellevue prioritizes the safety of cyclists. We urge this version of the design to persist into future cycles. At the eastern end of the corridor however, we recommend that eastbound cyclists proceeding across 112th Ave NE be given a signalized priority so that they can properly merge into the sharrow that exists along the remainder of the corridor.

Each end of this corridor would connect with the Lake Washington Loop trail, a segment identified in Bellevue's 2009 Pedestrian and Bicycle Implementation Plan as a priority corridor.

Corridor 7 – Lake Washington Blvd NE: To facilitate connections between Lake Washington Blvd and facilities on 100th Ave NE, the intersection of Main St and 100th Ave NE should incorporate a protected intersection design or a left turn box.

Similar to Corridor 6, this segment is a useful connection to regional infrastructure like the Lake Washington Loop trail.

Corridor 8 – 100th Ave NE: The cycletrack on this corridor has the potential to be a great improvement if employed safely. Paint and dedicated signals should be used whenever cyclists proceeding southbound are prompted to switch sides of the street or enter the existing multipurpose path.

In addition to providing an additional Downtown connection to the Lake Washington Loop trail, this segment would provide high-quality infrastructure that connects with the Grand Connection, which will further link with light trail and the regional trail system.

Corridor 9 – Wilburton Route: This corridor will be a crucial north-south spine in a rapidly growing neighborhood, complementing Eastrail and providing easy connections with upcoming light rail improvements. That being said, streets around the Wilburton light rail station still pose a significant risk to people walking and biking solely from their design. Wide roads, high speeds, and minimal pedestrian crossings each negatively impact safety and deter people from navigating this area outside of a car. Significant resources should be used to slow speeds and improve multimodal connections to the light rail and the significant investment it represents.

Corridor 10 – 116th Ave NE: With dedicated bike infrastructure ending beyond NE 12th St, many cyclists today will be using 116th Ave NE to travel to the east-west multipurpose path on NE 12th. The design at this intersection should therefore keep that in mind and facilitate easy travel between the two corridors. This route fills a short gap in the network that today leaves people on bikes with few options but to merge with multiple lanes of traffic or hop on the sidewalk. This is a priority project to complete in the near term.

Through the NE 12th multipurpose path and planned improvements on Bel-Red Rd, this segment would link with existing infrastructure to connect with the Spring District, Downtown, and the State Route 520 trail.

Corridor 11 – 140th Ave NE: 140th Ave NE is a crucial north-south route for many cyclists in East Bellevue, and these improvements would fill a significant gap in facilities. With Bel-Red Rd slated to become a new east-west connection to the Spring District and Downtown, the intersection of 140th Ave NE and Bel-Red Rd could serve as a model by incorporating a protected design for all four corners. Additionally, this segment will provide riders with new infrastructure as they approach the 520 trail. Designs should be intentional about incorporating a connection with the 520 trail at this corridor's northern edge.

When fully completed, the addition of all corridors in the Bike Bellevue network will be positively transformational for Bellevue. This project is an immense, tangible step towards realizing the vision and promises made by city officials, and our organizations are so excited to see this work move forward. We also stress that these improvements need to be but a first step towards rethinking our transportation system to be slower, safer, and more sustainable by encouraging and prioritizing the use of low-emission options like walking, biking, and transit.

To that end, this phase of Bike Bellevue should be seen as “Bike Bellevue 1.0” – a way to make a down payment towards more and better infrastructure in the future. Not only can the

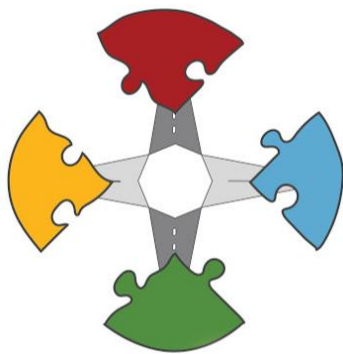
infrastructure implemented in this cycle be improved – through the use of protective barriers like concrete, protected intersections, and signal priority – but future iterations should also expand the geographic scope of the program to cover more neighborhoods and corridors. Crossroads, Lake Hills, and other East Bellevue neighborhoods would greatly benefit from the programmatic approach to bicycle planning created by the Bike Bellevue program. Corridors like NE 8th St, 156th Ave NE, Lake Hills Blvd, and others could serve as important connections to light rail stations and other bicycle infrastructure in our city and region.

Making these improvements will require Council direction, increased funding, and political will to commit to our ambitious targets. Our organizations are confident that Bellevue is up to the task.

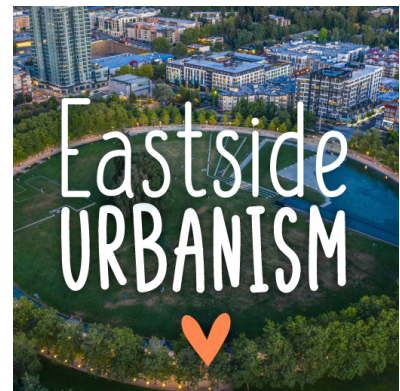
Sincerely,



Vicky Clarke
Advocacy & Policy Director
Cascade Bicycle Club



Christopher Randels
Director & Founder
Complete Streets Bellevue



Lara Gardner
Founder
Eastside Urbanism

From: [Aspen Richter](#)
To: [TransportationCommission](#)
Subject: In support of Bike Bellevue
Date: Friday, November 10, 2023 11:31:13 AM

Dear members of the Commission,

I'm a Redmond resident, but I come to Bellevue for shopping (especially at the Asian center off Bel-Red, the Uwajimaya, Mox Boarding House, and the Crossroads Mall area). Sometimes I drive, and sometimes I bike or take public transportation. Because of climate change anxiety, I definitely prefer not to drive. However, a lot of my experiences biking in Bellevue have been very difficult.

(By "difficult" I mean biking infrastructure that starts and stops without warning, sidewalks that are often only big enough for one person or one bicycle, and bus stops that are closed for construction.)

Since I started biking, I have become much more aware of how dangerous our streets are to pedestrians and bikers, and how our infrastructure is set up to prioritize the car over all else.

I have not been able to attend the commission meetings, but I want to say that I fully support Bike Bellevue. While I may often drive a car, I want to share the road with everyone and to be able to bike safely myself.

Sincerely,
Aspen Richter

From: [Raymond Cheng](#)
To: [Loewenherz, Franz](#); [TransportationCommission](#)
Subject: RE: Bike Bellevue Engagement
Date: Friday, November 17, 2023 11:27:32 PM

Somebody suggested I try my suggestion sending to transportationcommission@bellevuewa.gov. Thanks!

...Cheng

From: Raymond Cheng <raycheng100@hotmail.com>
Sent: Thursday, October 26, 2023 2:12 AM
To: FLoewenherz@bellevuewa.gov
Subject: Bike Bellevue Engagement

Dear Mr. Loewenherz, I wanted to ask if any bike improvements are under consideration for 156th Ave NE between Crossroads Mall and Microsoft Main Campus/Redmond Technology Light Rail station? I don't find 156th Ave NE to be bike-friendly, but I am not aware of any alternatives, but I (and many others) often have a reason to go to Crossroads (restaurants, shopping, DMV, etc). So I think that making 156th Ave NE more bike friendly would help a lot of people to consider biking, especially considering all the apartments they've built along 156th. I am a full-time bike commuter and LTS4 rider so I do ride 156th in its current form. If it were more bike-friendly I would take my young son along with me too!

Thanks!

...Cheng

Sent from [Mail](#) for Windows

From: [Jer Schmidt](#)
To: [TransportationCommission](#)
Subject: Written communications - Nov 9, 2023
Date: Thursday, November 9, 2023 5:49:25 PM

Hi, my name is Jer Schmidt. I'm writing to support the Bike Bellevue project.

I am *not* a bike enthusiast. I grew up with cars, and I very enthusiastically bought a car as soon as I could afford it. I never considered bikes to be a viable means of transportation; to me they were only for recreation or fitness. Over time I realized that the typical experience of driving (in a city, with heavy traffic) is actually very unpleasant and stressful. Every day I was spending 30mins gripping my steering wheel, trying to stay undistracted while slogging through 405 traffic. Every month I was paying hundreds of dollars for insurance, fuel, and parking. I wanted to opt-out.

So one year ago I sold my car, and started using transit and biking instead. It has been an eye-opening year, so I want to share some insights:

Firstly, *biking is a viable mode of transportation!* For short trips, it's often faster than driving. It gives you a chance to take in your surroundings and notice things that you would have missed in a car. It's easier to make spontaneous stops at local businesses. Oh and, it's *cheap!* But, none of this matters if there's no safe place to ride. Currently most roads here in Bellevue give about 90% of the space to people driving cars, 10% to people walking, and 0% to people biking. So of course we don't see many people on bikes here. That doesn't mean it's not a good mode, it just means we aren't accommodating them. People will choose to drive if that's the only option that feels safe.

People don't have to choose just one mode for everything. Biking isn't right for every trip — walking is better for <1 mile trips, transit is good for bad weather or longer trips (especially when you're tired and want to let someone else drive), and driving is ideal for moving large cargo or taking a weekend trip out of town. But biking has its place: it's perfect for 1-5 mile trips in good weather, socializing with friends, or getting some exercise while running errands. If people are able to use something other than a car for even 20% of their trips, then that can substantially reduce the city's total vehicle-miles-travelled. Many households could go from two cars to one. I'm not anti-car or anything — cars have their place. But they don't work for everyone, and they're not right for every trip. In a city that only provides car infrastructure, people can't choose; they have to use a car for every trip even if it's not the best tool for the job.

Biking in Bellevue is really scary right now, and it's almost uniquely bad. I've biked a lot around my workplace in Kent, all over Seattle, and up to Redmond several times. All of those places are ahead of Bellevue on bike infrastructure.

Having a complete network is important. Throughout this region, there are so many great bike

routes that are ruined by a “missing link”, where you have to share the road with speeding SUVs for a few minutes before getting back to a safe bike lane or trail. This scares off a lot of would-be riders. It’s also important for routes to be useful — passing near where people live, work, and shop. If they just run along a river or something, they’re a nice place to ride for leisure, but they won’t get people to replace car trips.

Ok, with all of that in mind, I must say Bike Bellevue looks like a great way to give people options. The routes proposed are useful, and if implemented fully, there are no “missing links”, so people will be able to get from A to B without dangerously sharing the road with cars (and without being in drivers’ way). The routes run along corridors with housing, jobs, and stores, so they’ll be useful. This is exactly what is needed to give people the *option* to use a cleaner, quieter mode of transport for the trips that it makes sense for. I think you’ll be pleased to see how many people will be ready to use these new options when they are completed. Please implement the Bike Bellevue plan fully. Thank you.

- Jer

From: [Jon Zulan](#)
To: [TransportationCommission](#)
Subject: Written Communications - November 9, 2023
Date: Thursday, November 9, 2023 5:03:14 PM

Good Evening, esteemed council.

My name is Jon Zulan, a resident in the Crossroads area of Bellevue. As someone who moved here 5 months ago, the shock in difference of infrastructure difference coming from Redmond is distressing.

Since moving here, I have biked approximately about 1032 miles in the Bellevue area - and since day one - I've routinely felt unsafe and unwelcome biking in this city. I've felt a nuisance to cars when I had to move onto roads, a nuisance to pedestrians on the sidewalk, and felt as if I was becoming a target for anyone in a car who needed to be at their destination thirty seconds faster, even if it meant nearly clipping or cutting me off. Even when going 41 miles per hour down Lake Hills Blvd - it still wasn't fast enough for a pickup that decided they pass me doing 60 in a 35, only to stop at the stoplight a quarter mile ahead. This hasn't been an isolated incident - when riding with a group, on three separate occasions, we've had cars that blare on their horns, sped past, and cut us off. As I'm sure you've seen, heard, and read - this is not uncommon for the average cyclist.

Biking is a joy for me - and the fact that I spent 25 of the 31 days of October doing it between commuting to work, getting groceries, visiting friends, and seeing a concert - should tell you that I earnestly mean the following sentiment: We need better Bike Infrastructure, and Bike Bellevue is essential to the future of the city.

As someone who commutes on my bike between the two Bellvue schools I support - I cannot tell you how needed the bike lanes for Northup Way are. The options are the road - which routinely has cars, trucks, semis passing at 40mph or higher - or the sidewalk - which two people cannot walk side by side further than 35 feet before running into a tree, a parking lot driveway, a bench, or a half-foot-tall overgrown root.

This issue can be solved - like many others - through the implementation of Bike Bellevue's plan. Creating safe corridors - especially going East to West, where there is no direct connector between Crossroads and downtown - encourages the population to be active -

reducing healthcare expenditure, expands access to public transit - from only 9% of bus stops accessible on a Low Stress Bike route to 45%, increasing equity to modes of transit for jobs for low income families by 24%, and giving the 62% of polled voters the infrastructure they indicated was was they desired to have and use.

I lament that I do not have enough time to cite the economic, sustainability, and healthcare studies that clearly outline the long list of benefits of implementing this form of public infrastructure - but I can tell you for sure, that it would make me personally feel like I am finally safe and welcome in this city as a cyclist.

Thank you for your time.

Cordially,

Jon Zulanias

From: [Tyler Zender](#)
To: [TransportationCommission](#)
Subject: Written Communications - November 9th, 2023
Date: Thursday, November 9, 2023 6:29:27 PM

My name is Tyler Zender. I am a current resident of the Spring District here in Bellevue. I am writing in support of the Bike Bellevue project.

The full implementation of Bike Bellevue would be monumental for individuals like me. I do not have access to a vehicle and thus rely mainly on walking and transit to get around Bellevue. These modes of travel in Bellevue often come with a number of challenges. Because of much of our land being dedicated to wide roads and large parking lots I am typically forced to walk greater distances than I might otherwise have to in a more compact and land-wise environment. With transit, my options are limited to only a few routes. This is further complicated by the limited frequencies of these routes such as the 226 frustratingly running only every 30 minutes at some crucial times in the work day. Building out these bike paths would give people like me more options for getting around the city.

The current level of safety and stress for Bellevue bike infrastructure also presents a barrier to myself and many folks I know who would like to bike as a mode of transport. Bike routes I often walk along to visit shops and complete chores such as 120th Ave NE place bikers next to or even between 6 lanes of vehicle traffic and leave them in dangerous positions at intersections. The stripes of paint along this road to designate bike lanes provide little visibility to drivers of bikers and are not legitimate protection for bikers given their status as vulnerable road users. If not for these conditions I would be significantly more likely to bike, allowing me to travel further and more freely without having to compromise my safety and gamble with my life amongst such heavy vehicle traffic.

I would also like to applaud the equitability of this project. While my lack of owning a vehicle was more of a conscious decision than a situation that I had been forced into, I recognize this is not always the case. For individuals who cannot afford the hundreds if not thousands of dollars in costs each month associated with vehicle ownership due to factors like parking fees, insurance, and car payments, this project presents a much cheaper alternative for transportation.

Going forward and with the aforementioned factors in mind I would like to ask that the city of Bellevue reconsider its transportation priorities and look to fully fund this project. It puzzles me why the city prioritizes car infrastructure so heavily while it is uncertain it will be able to complete all the routes listed in this project due to funding. This is despite the fact

that we know bike infrastructure is many times cheaper to build and maintain than vehicle infrastructure. In addition, bikes lack many of the harmful externalities of vehicles such as particle and exhaust pollution as well as noise pollution. I hope Bellevue can reconsider its position and value bike infrastructure more as the transportation mode of the future.

Thank you for your time.

From: [Zohaib Rauf](#)
To: [TransportationCommission](#)
Subject: Bellevue Bike Project
Date: Friday, November 17, 2023 5:13:28 AM

I appreciate that Bellevue is looking to add more bike infrastructure. Having that is critical to support multi modes of transportation. I would also recommend to provide protections to bike lanes and it not just be another painted lanes. Would also recommend considering other parts of Bellevue for improved bike infra.

I also do support Cascade bicycling organization who I think is good voice for supporting bike community and would recommend to take their considerations/recommendations into account

Thanks,
Zohaib

From: [Hanoch Yeung](#)
To: [TransportationCommission](#)
Subject: Bike Bellevue - Bike Tour of Bel-Red Road Video
Date: Friday, November 17, 2023 1:23:16 PM

Hello,

I'm Hanoch Yeung, a South Bellevue resident of three years. I am a daily cyclist and rely on it as one of my main modes of transportation around the city. I run a YouTube channel called Best Side Cycling documenting infrastructure changes around the county for a community of 3400.

I recently made a video of my experience riding westbound through Bel-Red Road along the Bike Bellevue project corridors during Halloween Rush Hour with commentary. I would really appreciate it if you watched it so that you can experience the corridor vicariously from a cycling point of view.

<https://www.youtube.com/watch?v=8Usv0iZAppY>

Feel free to let me know if you have any questions, comments or if you want to see more corridors in video form.

Best Regards,
Hanoch Yeung

From: Katherine Whitman <katherine.whitman@gmail.com>
Sent: Friday, November 17, 2023 7:19 PM
To: Allan, Mackenzie (she/her) <MAllan@bellevuewa.gov>
Subject: Statement of Support for Bike Bellevue

Hi Mackenzie,

I hope you're doing well! We met a few weeks ago at the transportation session for Bellevue Essentials. Anyway, I wanted to send you my statement of support for the Bike Bellevue project in the hope that you could pass it along to those who are in the process of deciding whether / how the project moves forward.

Also, I remember hearing / reading somewhere that the city is looking for people join focus groups on this project; if that is the case I'd be interested in joining a focus group.

Statement of Support for Bike Bellevue

I strongly support the proposed expansion of bike lanes outlined in the Bike Bellevue project; I currently commute from the crossroads neighborhood to Northrup Way and 112th Ave NE (near where 520 & 405 intersect) and think there is a huge need for protected bike lanes along the east-west arterial streets in Bel Red so that it's easier for people to commute and run errands in this area by bike rather than car. I would very much like to commute by bike, but instead mostly drive alone for my commute given the current road situation. There are currently no bike lanes, so when I have biked to work I bike on the sidewalk, since traffic on Northrup Way / NE 20th Street is too heavy and fast for me to feel comfortable biking in a car lane. However, biking along the sidewalk isn't particularly comfortable (very bumpy due the expansion joints in the concrete) and doesn't feel as safe as I would like, as there are many driveways along the road and based on my experience drivers rarely check the sidewalk for cyclists before pulling in / out. In fact, the last time I tried to bike to work, I was hit by a driver who turned without checking the sidewalk for pedestrians / cyclists. I think having protected bike lanes along Bel-Red and NE 20th/Northrup would significantly improve safety and comfort for cyclists and encourage biking as a viable alternative to short, solo car trips.

In addition, while I support all of the potential bike lane expansions in the project, if the city does not have funding for all of the proposed bike lanes, I think adding a bike lane along Bel-Red road would be the most important of the east-west routes in Bel Red. For the first 18 months that I lived in

Bellevue I didn't own a car, and I would often find myself biking on the sidewalks of Bel-Red to run errands rather than NE 8th or NE 20th street. The geography of the road (it has the gentlest hills) and ready access to many shopping centers along it made it the most convenient route to take from Wilburton (where I lived at the time) to commercial areas in Bel Red and Crossroads.

From: [Ryan McGee](#)
To: [TransportationCommission](#)
Subject: I Support Bike Bellevue's Rapid Implementation
Date: Sunday, November 19, 2023 8:53:26 PM

Dear . Bellevue Transportation Commission,

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

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

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

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

Sincerely,

Regards,
Ryan McGee
2692 169th Ave SE
Bellevue, WA 98008

From: [Steve Luper](#)
To: [TransportationCommission](#)
Subject: I Support Bike Bellevue's Rapid Implementation
Date: Saturday, November 18, 2023 9:53:15 AM

Dear . Bellevue Transportation Commission,

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

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Sincerely,

Regards,
Steve Luper
788 110th Ave NE
Bellevue, WA 98004

From: [AARON LEE](#)
To: [TransportationCommission](#)
Subject: I Support Bike Bellevue's Rapid Implementation
Date: Friday, November 17, 2023 3:15:46 PM

Dear . Bellevue Transportation Commission,

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

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Sincerely,

Regards,
AARON LEE
145 105th Ave SE
Bellevue, WA 98004

From: [Eric Harman](#)
To: [TransportationCommission](#)
Subject: I Support Bike Bellevue's Rapid Implementation
Date: Friday, November 17, 2023 9:17:38 AM

Dear . Bellevue Transportation Commission,

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

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Sincerely,

Regards,
Eric Harman
12120 SE 46th Pl
Bellevue, WA 98006

From: [Sarah Bosley](#)
To: [TransportationCommission](#)
Subject: I Support Bike Bellevue's Rapid Implementation
Date: Monday, November 13, 2023 8:08:14 PM

Dear . Bellevue Transportation Commission,

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

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Sincerely,

Regards,
Sarah Bosley
14121 NE 2nd St
Bellevue, WA 98007

From: [Ashley Whitesides](#)
To: [TransportationCommission](#)
Subject: I Support Bike Bellevue's Rapid Implementation
Date: Tuesday, November 14, 2023 6:00:25 AM

Dear . Bellevue Transportation Commission,

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

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Sincerely,

Regards,
Ashley Whitesides
426 14th Ave E
Seattle, WA 98112

From: [Melanie Stam](#)
To: [TransportationCommission](#)
Subject: I Support Bike Bellevue's Rapid Implementation
Date: Tuesday, November 14, 2023 6:26:39 PM

Dear . Bellevue Transportation Commission,

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

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Sincerely,

Regards,
Melanie Stam
824 S Southern St
Seattle, WA 98108

From: [Bridget Carson](#)
To: [TransportationCommission](#)
Subject: I Support Bike Bellevue's Rapid Implementation
Date: Tuesday, November 14, 2023 6:50:35 PM

Dear . Bellevue Transportation Commission,

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Sincerely,

Regards,
Bridget Carson
5941 California Ave SW
Seattle, WA 98136

From: [Patrick Burke](#)
To: [TransportationCommission](#)
Subject: I Support Bike Bellevue's Rapid Implementation
Date: Monday, November 13, 2023 11:50:36 AM

Dear . Bellevue Transportation Commission,

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

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

Sincerely,

Regards,
Patrick Burke
16319 SE 48th St
Bellevue, WA 98006

From: [Jane Volta](#)
To: [TransportationCommission](#)
Subject: I Support Bike Bellevue's Rapid Implementation
Date: Monday, November 13, 2023 11:16:38 AM

Dear . Bellevue Transportation Commission,

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

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

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

Sincerely,

Regards,
Jane Volta
225 8th Ave
Kirkland, WA 98033

From: Alia <aliawillingham@gmail.com>
Sent: Saturday, November 25, 2023 9:44 AM
To: TransportationCommission <TransportationCommission@bellevuewa.gov>; Council <Council@bellevuewa.gov>
Subject: Biking in Bellevue

Hello! I'm one of those bike commuters that people don't believe exist (and yes, even this time of year). The Greenway on 165/166 has been absolutely crucial for me. There's a few places I can't go, and several places where I have to go really far out of the way to get there.

Belred businesses are some of those spots. I've taken Belred once on a Sunday. It's a great road for biking because the grade is alright (unlike 8th, which has many problems), but it's pretty scary from a car perspective, so I'd never take it on a weekday as is. That's a shame because all summer my spouse and I bike to restaurants for food. We can get to Soppero teriyaki and the strip of restaurants there by circling around in the Microsoft campus. But we can't get to the restaurants near IHOP on 148th. I love those restaurants, but we don't go often. The parking lot is crazy and it's very slow and dangerous to get to. Sidewalks are a bad place for bikes to be because cars pull out into those areas without looking for faster moving bikes.

Another place I can't get to is Mox, which also has terrible parking. Northrup isn't great to cross and the 520 trails adds at least a mile to the trip, with a nasty hill to take to get back on it when heading home.

I understand there's a lot of priorities out there. But it seems to me like the goal of having a community feel and keeping all the lanes are fundamentally opposed to each other. I'm a big fan of pushing traffic to specific roads that are at a higher speed. I just question that Belred, with all its little turn off businesses, is really the right place to prioritize traffic, when Northrup and 8th are perfectly good options. 8th is not possible as a bike corridor due to terrain. Northrup is duplicative with the 520 trail and so strait that it encourages high speeds. Belred is just right.

Thank you!

Alia Atwell in Northeast Bellevue

PS speed bumps are killer on a bike. Can we please have bike gaps in all our speed bumps? They really hurt and slow me down to 5 mph. I don't think slowing all those speeding bikes is their purpose. Grind out a foot on the right hand side and I'd be golden.

ref:!00D6g025rWo.!5006g0zk4kC:ref

From: [Kurt Dresner](#)
To: [TransportationCommission](#); [Council](#)
Subject: I support Bike Bellevue
Date: Monday, December 4, 2023 4:14:03 PM

Hi!

I'm a Kirkland resident, but I frequently travel to Bellevue, both by car and by bicycle (and electric unicycle, and scooter, and...).

One example of the things I do in Bellevue is visit my dentist. To get to my dentist, I ride down the Cross-Kirkland Corridor, and then out into the Spring District. From there, I have to go down Bel-Red road to get to the intersection of Bel-Red and 130th. Sometimes I wonder whether I will survive. Bel-Red road in its current state is *incredibly* dangerous for people like me, confident adult male cyclists. I have to imagine it is *completely off the table* for folks who are less sure of themselves on a bicycle or other mobility device.

Please do not listen to the naysayers who claim that removing a travel lane will be the end of the world as we know it. There are many ways to get around via car and very, very, *very* few by bicycle. If you really want to "solve" congestion, and build a transportation network for the future (or some would argue, the present), you must be willing to stop building more and more for cars and start actually changing priorities.

Please see this *amazing* video that describes how we got into the state we are in, why we will never solve congestion by adding single-occupancy capacity, and how adding bike infrastructure like the kind in Bike Bellevue can be good for residents, good for drivers, good for business, and **the difference between life and death** for cyclists.

<https://www.youtube.com/watch?v=GKRaNyvMxjU&t=1485s>

I can honestly say that if Bellevue were more accommodating to me on my bicycle, I would travel there more frequently and spend more money there. Between that and how much cheaper bike infrastructure is to build and maintain as compared to car infrastructure, it seems like a grand slam for the City of Bellevue.

Thank you.

Kurt Dresner

From: [Julia Hodges](#)
To: [TransportationCommission](#); [Council](#)
Subject: Support Bike Bellevue
Date: Friday, December 1, 2023 2:23:33 PM

Dear Bellevue City Councilmembers & Transportation Commissioners,

My name is Julia Hodges and I am a resident of Bellevue, Washington. Beyond being a resident of Bellevue, I also categorize myself as a mother to an infant, a wife, a runner, a hiker, an adventure seeker, a community volunteer, a nonprofit fundraising professional, a daughter, a friend, and a cyclist.

For the past 4 years, I have lived in the Overlake/Bridle Trails area, and for my commuting needs, I utilize my bike. Since I live along the 520 trail, it is easy, convenient, and safe to jump on my bike and run my errands and go to work. The only problem arises when I need to go into Bellevue. Ever since moving here, I have despised biking in Bellevue, and would drag my feet about it. From finding alternatives in areas that I feel comfortable biking into, to even fully missing the event or experience just so I wouldn't have to bike there.

Now, as a mother to a young child, who comes along in the bike trailer, I am even more apprehensive about biking into Bellevue. There have been multiple instances where I have almost been hit by cars, who were speeding past and not providing me my required 3 feet of space, and that terrifies me, especially as I'm pulling a trailer behind me. I do not want to make the news that a mother and a 6 month old died in a Car Vs Bike crash.

Bellevue has a lot of fun activities going on, both in the heart of downtown, but also in the Bel-Red and Northup areas. One of my favorite coffee shops is on Northup, but since I can't currently bike there safely, I visit a different location, which is located on a safe bike route. In a few short years, with Bike Bellevue, I would be able to bike with my son to do school drop offs, but now, I try not to worry about the fact that if he biked to school today, he probably wouldn't make it home - or at least home without any near-misses or mental anguish. Bellevue needs to do better.

Building safe cycling infrastructure is beneficial for everyone. If people can safely bike through town, businesses will flourish, children will begin playing outdoors again and regain their independence, and congestion will be reduced.

Please do the right thing and support Bike Bellevue. This mom, daughter, adventure-seeker, cyclist wants to visit and support the Bellevue community for years to come. I'm

tired of needing to look elsewhere for my groceries, appointments, work, and other needs.
Support Bike Bellevue!

Sincerely,

Julia Hodges 4035 145th Ave NE Bellevue, WA 98007

From: [Ben Jackson](#)
To: [TransportationCommission](#); [Council](#)
Subject: Support for the Bike Bellevue project
Date: Monday, December 4, 2023 9:17:20 PM

I live in southeastern Bellevue and frequently use the bike infrastructure throughout Bellevue. There are some great options for moving north/south through Bellevue, like 108th, Eastrail, 145th/140th Ave, the East Bellevue Greenway, and West Lake Sammamish Pkwy. It can be a real challenge to bike east/west across Bellevue and the downtown Bellevue area. I'm excited to see plans like the Bike Bellevue Corridors along Bel-Red and Northup Way, as well as plans to improve downtown access on 2nd, 6th, and 12th Streets. Those bike corridors will open up a lot of options when I commute to work or connect to the larger trail network in the area.

Thanks for your time,
--Ben Jackson

Dear Transportation Commission and Council Members,

I am writing to express my support for the Bike Bellevue project. I have lived in the Bridle Trails neighborhood of Bellevue for 6 years now and never had a car: I rely entirely on cycling and transit to commute to downtown Bellevue several times a week.

Last month I was out late in Seattle and had just caught the last Sound Transit 545 bus to Overlake. Then, a young woman boarded—no older than my little sister—hoping to get to downtown Bellevue. She was lost and on the wrong bus. So I made the split-second decision to get off the 545 with her: if we hurried we had just enough time to catch the last 550 to downtown Bellevue that was departing a few blocks away.

I was able to help this young woman that night because I had my bicycle with me: there would be no buses running to take me home when we arrived in downtown Bellevue at 1 am. I had to have faith that I could cycle home safely.

I love living in Bellevue and I want to rely on our city's bicycle infrastructure to get around safely. Too many times all I can rely on is dumb luck.

Last year, I was cycling home from the Bellevue Downtown Ice Rink after dark. Suddenly, my foot slipped and **I collapsed into the middle of the road—there was no bike lane.** It was dumb luck that thanks to the traffic cycle, there were no vehicles approaching behind me. I had a minute to pick myself up and get off of the road.

A few years ago on a sunny summer day, I was cycling to Crossroads Shopping Center on **a road without a bike lane. I was hit-and-run by a car so hard that its side-view mirror broke off.** It was dumb luck that I managed to keep control of my bicycle and otherwise escaped serious injury. I am grateful to the Bellevue Police Department for investigating the case and citing the driver.

I am not sure if these are my scariest cycling stories, but **these are situations where bike lanes—not luck—could have ensured my safety.** (The scariest stories involve vehicles running red lights.)

I was honored to meet Mayor Lynne Robinson at the Eastside Urbanism meetup last Thursday and discuss these issues in-depth. I am encouraged by the major enhancements that the Bike Bellevue project proposes and moreover I have faith that the city of Bellevue recognizes the importance of bicycle infrastructure. As a Bellevue resident and frequent person-on-a-bicycle around town, **I politely request that you approve and fund Bike Bellevue. This is an important project that will help me stay safe every day.**

Yours faithfully,
Arman Bilge

ref:!00D6g025rWo.!5006g011b5GV:ref

From: [Michael O'Connor](#)
To: [TransportationCommission](#)
Subject: I Support Bike Bellevue's Rapid Implementation
Date: Tuesday, December 5, 2023 1:18:52 PM

Dear . Bellevue Transportation Commission,

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

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

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

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

Sincerely,

Regards,
Michael O'Connor
233 14th Ave E Apt 306
Seattle, WA 98112

From: Jamie Marconi <outlook_DBC58D5E91DD759D@outlook.com> **On Behalf Of** Jamie Marconi

Sent: Tuesday, December 5, 2023 8:51 PM

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

Subject: I support Bike Bellevue

I live in Bellevue and commute to work using my bike and sometimes by bus as well. I have been struck and threatened by vehicles multiple times so having save routes is very important to me.

Thanks,
Jamie Marconi

ref:!00D6g025rWo.!5006g011bAw1:ref

From: Chris Maines <maines.chris@gmail.com>

Sent: Tuesday, December 5, 2023 10:55 PM

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

Subject: Bike Bellevue: Valuable new data from SDOT

Hello,

I am writing to relay some new data from the Seattle Department of Transportation that I think is useful for the current deliberations about the proposed Bike Bellevue project. Today, SDOT posted this blog post about the two-way cycle track that was installed on West Marginal Way SW. This street previously had a similar configuration to Bel-Red: 5 lanes of traffic, including a center turn lane. The jersey-barrier protected bike lane that was added to this road reduced the number of lanes available to cars to 4 lanes for 0.4 miles.

Seattle originally installed this bike lane as an emergency detour due to a bridge outage, and used the opportunity to gather data to decide whether to make the lane permanent; that data collection continued after the permanent lane was installed in May 2023. The data loudly speaks towards positive benefits for cycling with effectively zero negative impact to drivers.

Bel-Red isn't popular for cycling right now, because it is not a comfortable or safe place to cycle. That was true for Marginal Way as well. It's well-known that building safe cycling infrastructure, especially infrastructure that connects to points of interest, leads to an increase in cycling, and that was no different for this project: SDOT saw an increase in weekday biking of 144%, and 53% on the weekends after installing this bike lane. It also led to an increase in people walking, using mobility assistance devices, and scooters (of 96% and 91% on weekdays and weekends, respectively).

It's also well-known that reducing lanes can reduce traffic, both from a reduction of induced demand, and from the aforementioned people who can use the alternate modes of transportation that this project would enable. SDOT didn't see a negative impact to traffic on Marginal Way; they saw less than a one second increase in travel times for drivers.

I know there are concerns about driveway conflicts with this project as well. That is a valid concern, but I think proper treatments such as signage, paint, raised intersections, and daylighting can help prevent these conflicts. With data that was presented to the Freight Advisory Board today in Seattle, it was announced that there have been zero collisions on Marginal Way since the installation of the bike lane there, despite the heavy freight traffic that the area sees.

There was strong opposition to the Marginal Way project, and the data SDOT has collected has shown that the concerns there about creating traffic and increased collisions were overblown. The arguments against Bike Bellevue that I've seen so far have been similar in nature.

As someone who has been hit by a car while cycling in Bellevue, and as someone who wants to reduce their impact on the environment, I strongly believe that the Bike Bellevue project can help make Bellevue a safer and more environmentally friendly city to travel in. I hope the data from the similar project completed in Seattle can help convince the Council, Transportation Commission, and drivers who are not currently supportive of the project of this as well.

Thank you for your consideration,
Chris Maines

ref:!00D6g025rWo.!5006g011bAhd:ref

From: [Brandon Lowder](#)
To: [Council; TransportationCommission](#)
Subject: Support For Bike Bellevue
Date: Wednesday, December 6, 2023 11:43:49 AM

Hello,

I'm writing to express my support for the Bike Bellevue plan. As a regular cyclist in Bellevue, navigating the downtown area often feels very unsafe due to the lack of biking infrastructure. The proposed plan's focus on enhancing biking facilities and safety measures is a crucial step toward fostering a safer and more accessible environment for cyclists like myself.

I firmly believe that investing in dedicated bike lanes and improving biking infrastructure will not only promote healthier lifestyles but also alleviate traffic congestion and contribute to a greener, more sustainable city. I fully support this initiative and urge the council to continue prioritizing these efforts to create a more bike-friendly Bellevue.

Best regards,

Brandon Lowder
Bellevue Resident

Terry, Cheryl

From: Nick van den Heuvel <Nick.vandenHeuvel.93252126@p2a.co>
Sent: December 6, 2023 5:09 PM
To: TransportationCommission
Subject: I Support Bike Bellevue's Rapid Implementation

You don't often get email from nick.vandenheuvel.93252126@p2a.co. [Learn why this is important](#)

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Dear . Bellevue Transportation Commission,

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

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

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

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

Sincerely,

Regards,
Nick van den Heuvel
221 NE 92nd St
Seattle, WA 98115

Terry, Cheryl

From: William Whitehouse <william.f.whitehouse@gmail.com>
Sent: December 6, 2023 11:03 PM
To: Council; TransportationCommission
Subject: In support of Bike Bellevue

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

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Hello Bellevue transportation commissioners and city councilmembers,

I will be unable to attend the upcoming Transportation Commission meeting on Bike Bellevue on Dec. 14th, so I would like to express my absolute support for the project in email form.

I am a resident of Kirkland and a cyclist. I often ride to Bellevue via the Cross-Kirkland Corridor/Eastrail, and with the opening of the new Northup Connector ramp (yay!) I intend to switch to an e-bike for my daily commute.

I love Eastrail for the simple reason that it makes me feel safe. Feeling safe is something that I wish we could all take for granted, but for cyclists it is a luxury. Many times I've ridden to Bellevue and turned right back around because of its intimidating, car-centric roads. For me, it is simply not worth the risk of injury to ride shoulder-to-bumper with cars. Bike Bellevue gives me hope that the city will make cycling a first-class mode of transport. I look forward to the day that I can cycle to Bellevue, knowing that I won't have to turn around and that I can get to where I'm going with dignity, safety, and ease.

We are at a transformative moment: with the surge in e-bike popularity, it's never been easier to commute by bicycle. This is a golden opportunity to make up for the mistakes we've made over a century of car-centric development. The missing ingredients are a network of protected bike lanes so that cyclists of all skill levels can feel safe, and the political will to make it happen. I want to lend my complete support to this project. I believe it will improve the connectivity, equity, sustainability, and wellbeing of the city.

I am sure you have received a great deal of feedback about Bike Bellevue, so thank you for taking the time to read this far. Please remember that there are would-be Bellevue cyclists out there like me, fervently hoping that you succeed!

Sincerely, Forrest Whitehouse

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Jon Therriault <hello@livablebellevue.com>
Sent: December 6, 2023 6:40 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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Biking infrastructure is great for people and communities. I support this initiative. Build cities for people, not cars!

Jon Therriault

Bridle Trails 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Nancy Madison <hello@livablebellevue.com>
Sent: December 6, 2023 6:42 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Dear Members of the Bellevue Transportation Commission,

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

Thank you

Nancy Madison

Bravern 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Ralph Haugerud <hello@livablebellevue.com>
Sent: December 6, 2023 6:55 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Dear Members of the Bellevue Transportation Commission,

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

I urge you to support Bike Bellevue projects. More bicycle use makes Bellevue better for all of us, including non-cyclists.

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

Sincerely,

Ralph Haugerud

West side



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Edie Gilliss <hello@livablebellevue.com>
Sent: December 6, 2023 8:01 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Dear Members of the Bellevue Transportation Commission,

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

What great news for the City! I'd love to spend more time biking in Bellevue!

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. How progressive! - first stop Paris, next stop: Bellevue.

I applaud the commitment to climate action!

Ignore the haters and their form emails, and take decisive action and approve the plan. Thank you for your dedicated service and commitment to fostering a livable Bellevue.

Sincerely,

Edie Gilliss



C

Terry, Cheryl

From: hello@livablebellevue.com on behalf of William Lai <hello@livablebellevue.com>
Sent: December 6, 2023 9:09 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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Dear Members of the Bellevue Transportation Commission,

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

I urge you to APPROVE Bike Bellevue projects in their current form.

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

Sincerely,

William Lai

N Bellevue



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Sara Morrison <hello@livablebellevue.com>
Sent: December 6, 2023 10:23 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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Dear Members of the Bellevue Transportation Commission,

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

I urge you to accept Bike Bellevue projects in their current form and advocate the safety of bike riders and the community.

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

Sincerely,

Sara Morrison

Downtown Bellevue



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Khek Teh <hello@livablebellevue.com>
Sent: December 6, 2023 8:25 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new trips and encourage people to use public transportation.

I urge you to move ahead with the Bike Bellevue projects and other alternate ways of transportation besides cars. The current form of building more roads has historically not shown to reduce congestion over the long term.

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

Sincerely,

Khek Teh

Meydenbauer

