From: Brady Nordstrom
To: PlanningCommission
Cc: Alex Brennan
Subject: Futurewise - Comment on Analysis of HB 1110 Requirements in FEIS (10/11/20203)
Date: Wednesday, October 11, 2023 3:47:49 PM

Dear Bellevue Planning Commission:

We appreciate the work that you are embarking upon to update Bellevue's growth strategy. In reviewing the packet for the meeting tonight (10/11/2023), some topics came up related to HB 1110 that we wanted to raise.

On pg. 6, second to last paragraph, the Planning Commission memo states: "The FEIS will include analysis of the Preferred Alternative which includes a revised land use map. This new land use map includes land use parameters consistent with HB 1110 and HB 1337, recent state legislation that allows for up to four units on any parcel that allows a single family house and allows up to two accessory dwelling units on any residential parcel."

While this memo covers a lot of information and there may be information not included, we thought that it was important to clarify that HB 1110 requires jurisdictions of Bellevue's size to allow at least 4 units on every residential lot, at least 6 units on every residential lot if at least two of those units are affordable, and at least 6 units on every lot within a quarter mile of major transit stops. We are confident that Bellevue staff are aware of these requirements, however, it is not immediately clear from the packet how these requirements are going to be adequately studied in the FEIS. **We recommend that the Planning Commission verify that staff is planning to adequately review the impacts of all the requirements of the state bill 1110 in the FEIS, including the 6 units per residential lot if at least 2 of those units are affordable and 6 units within a quarter mile of major transit.**

As a related but separate issue, we recommend that the Planning Commission work with staff and non-profit housing providers to fully explore strategies to make the 6 units with 2 affordable option as financially feasible as possible by incentivizing and removing barriers to the production of these affordable middle housing units. This will help the final housing strategy in Bellevue to be aligned with the countywide planning policies ("CPPs").

Thank you for considering our comments.

Best Regards,
Brady Nordstrom
--
Eastside Program Coordinator
Futurewise

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

From: City of Bellevue
To: PlanningCommission
Subject: Webform submission from: Planning Commission Oral Communications
Date: Wednesday, October 11, 2023 5:31:05 PM

Submitted on Wed, 10/11/2023 - 17:30

Submitted by: Anonymous

Submitted values are:

Topic
Trees

Name
Julie Tzucker

Preferred method of contact
Email

Email
jtzucker@gmail.com

Phone
2069993443

Address
5733 122ND AVE SE, APT 141
BELLEVUE, Washington. 98006-3836

Planning to participate
Virtual

{Empty}

From: p johnston
To: PlanningCommission
Subject: TU Oct 10 Planning event
Date: Thursday, October 12, 2023 4:04:09 PM

FYI: I counted participants twice during the session. Excluding CM Zahn and staff, I counted 47 total. I can supply the list if needed.

Cordially,

-Pamela Johnston

☏425-881-3301

From: Joshua McNichols
To: PlanningCommission
Subject: KUOW inquiry
Date: Friday, October 13, 2023 11:09:24 AM

Hello, I'm a reporter at KUOW (NPR) Seattle. I'm working on some reporting about Bellevue as it readies itself for the arrival of light rail.

I'm interested in learning who on the Planning Commission is most aligned with this work of helping Bellevue become more walkable as light rail approaches.

My gut says that I should probably talk to Vishal – but it probably depends on who is most focused on this.

Joshua McNichols

Joshua McNichols | He / Him
Reporter
CELL: (206) 313-9793
EM: jmcnichols@kuow.org

From: leesgt@aol.com
To: PlanningCommission
Cc: Council
Subject: Planning Commission Meeting Comments for 10/11/23
Date: Monday, October 16, 2023 3:44:17 PM

(I thought numerous times about sending an email with my thoughts about this meeting but got sidetracked to more currently urgent tasks-sorry about that)

I was genuinely pleased with the meeting. (Not solely because it was very pertinent to my concerns even though the path forward for the Comprehensive Plan updates was presented followed by the beginnings of the planning for the Environmental Impact analysis and changes needed)

In fact, the meeting was very interesting with the various elements of each part of the Comprehensive plan details. The Commissioners in-depth questions and the staff responses that were thoughtfully and quickly returned, were enlightening to me. Well done.

The second part about the initiating plans for preparing for the results of potentially severe Climate Change results was equally exciting. It is like most things a little overdue as expressed by one Commissioner (but that is normal since the population has to be on board with it being a real risk to face the costs that will be inevitably occur). (Tax increase is always an issue.) Everyone was alive and on target for expanding the needs assessment even though this was more of an opportunity to explore what to do next, how and why. A good exhausting event, indeed.

A comment for your consideration, canopy evaluation is not a good measure of analysis of sustainable, resilience. (Just like "BMI" is not a good measure of body health. It is simply an easy measurement that aids in determining health.) Large trees are resilient because they can survive without the requirement of artificial supplements like artificially added water and nutrients to survive. Canopy alone can not give this information.

Another comment for your consideration, heat abatement via air conditioners, heat pumps, etc. require more energy than naturally occurring in an area such as "heat sink" areas represent, therefore, asking for more energy input and more cost to the individuals. Where heat is prevented from entering the structures during daylight hours, the structures actually need less cooling. (Case in point, my house has only had a heat pump in the last 15-20 years, however, when we did not have one the house was well below the outside temperatures, and still does not require a heat pump during the day but at night it will kick in for a while. In other words, there may be other ways to abate heat when needed that don't require as much heat abatement.)

I enjoyed very much everyone's efforts for the meeting. I also recognized the sharing that was given both before and after the meeting as being useful to furthering our efforts for our city.

From:	Mariya Frost
To:	PlanningCommission
Subject:	FW: Responses to Bike Bellevue inquiries
Date:	Tuesday, October 17, 2023 3:36:04 PM
Attachments:	image001.png image002.png image003.png image004.png image005.png 09132023 Mariya Frost Bike Bellevue request for information.pdf KDC Written Comment on Bike Bellevue for 9-14 Meeting.msg RE Questions RE Bike Bellevue modeling.msg

Mariya Frost
Director of Transportation
Kemper Development Company
The Bellevue Collection | Bellevue Square Lincoln Square Bellevue Place
425-460-5925 Mobile
mariya.frost@kemperdc.com
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From: Mariya Frost
Sent: Tuesday, October 17, 2023 2:30 PM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Cc: transportationcommission@bellevuewa.gov; City Council <council@bellevuewa.gov>; Halse, Katie <KHalse@bellevuewa.gov>
Subject: FW: Responses to Bike Bellevue inquiries

Franz,

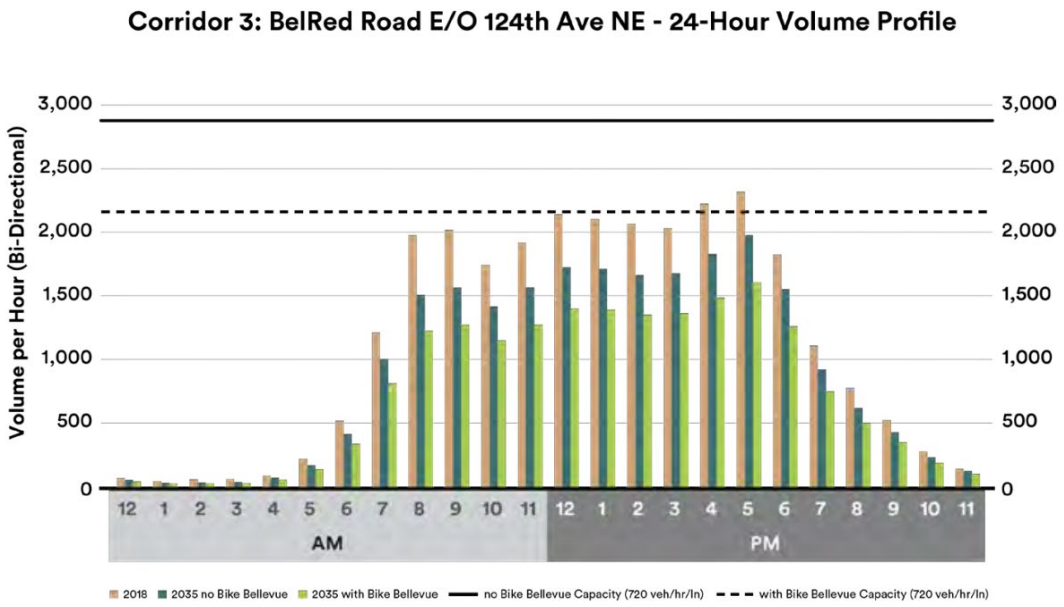
Thank you again for taking the time to put together a thorough response to our questions regarding Bike Bellevue. I do have some follow-up comments and inquiries I hope you and the department might be able to address.

1. **Travel data is misrepresented**

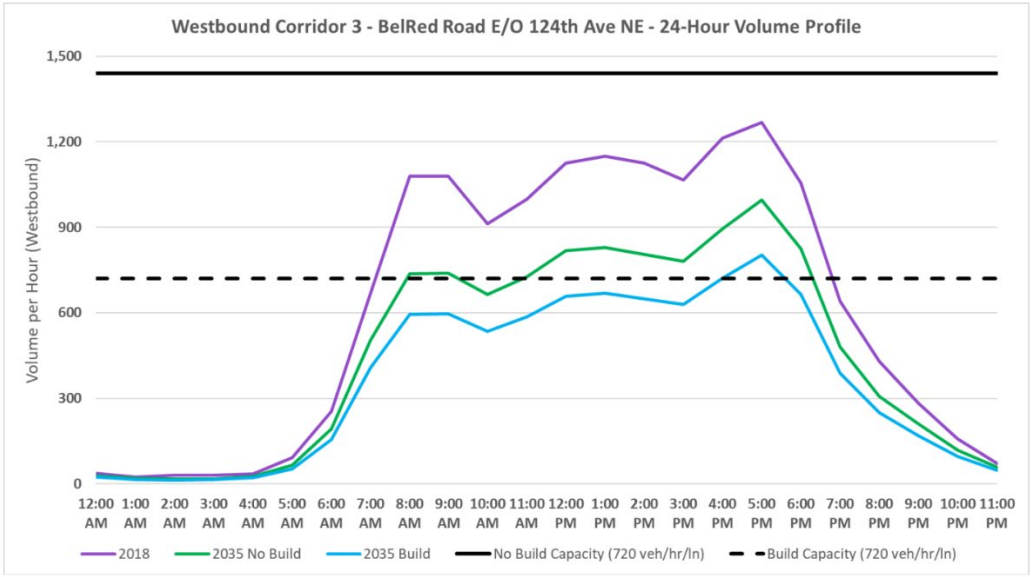
Bike Bellevue argues that Bellevue roads are underutilized and overbuilt to justify significant reductions in capacity for the creation of bike lanes. The City averaged bi-directional traffic at all hours of the day to illustrate this point, rather than presenting data that reflects the public's travel experience at peak hours. In response to concerns about this claim, you've provided directional data comparing directional vehicle volumes and directional capacity, which is much more meaningful. For some corridors, the contrast is shocking.

For example, the City shows bi-directional data in Bike Bellevue for Corridor 3, giving the impression

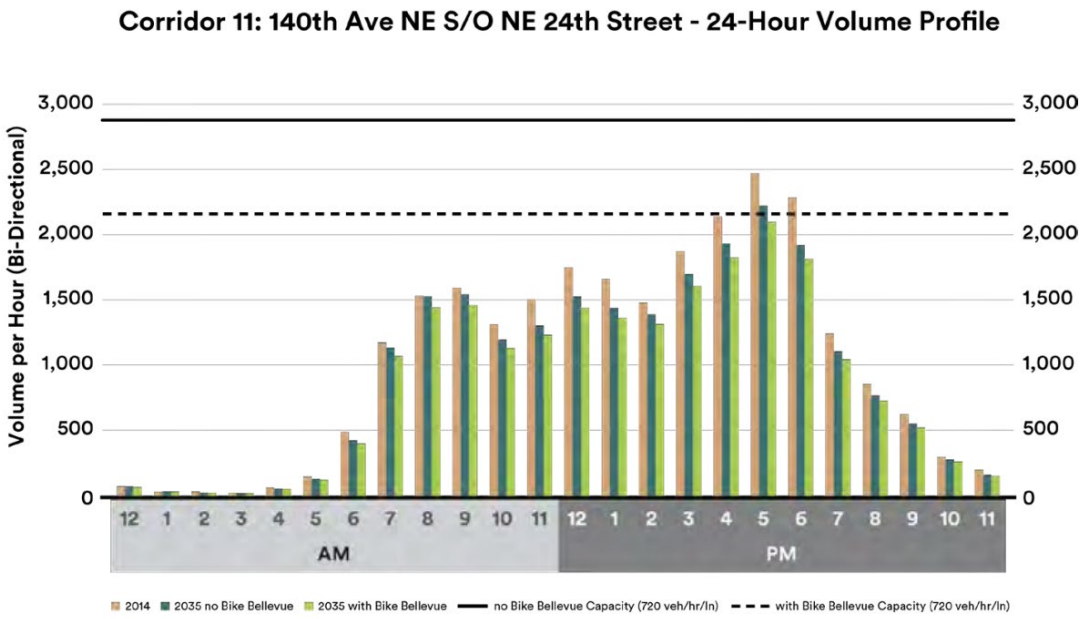
that taking travel lanes will have no impact on traffic, which would remain below the newly reduced capacity limit (dashed line):



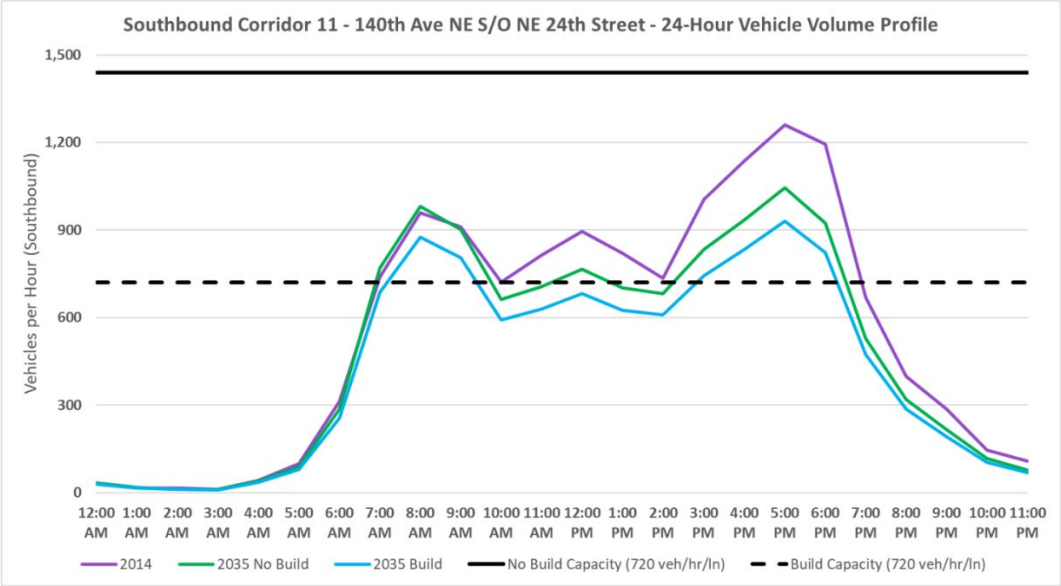
However, the data provided by the City, which shows *directional* volumes and capacity westbound for the same corridor, tells a very different story:



The same is true for Corridor 11. Here is bi-directional data found in Bike Bellevue:



Here is directional data for the same corridor, reflecting severe impacts on traffic during both morning and evening peak periods.



The misrepresentation of travel data to fit the claim that Bellevue roads are “underutilized” and can afford to be replaced with bike lanes hurts the credibility of both the Bike Bellevue report and the City’s transportation department.

Recommendation: The City should remove inaccurate language in Bike Bellevue about underutilized and overbuilt roads in Bellevue, and add this directional data to the report, with an explanation of how taking travel lanes will impact traffic congestion.

2. **The City admits Bike Bellevue will increase traffic congestion**

Just a year ago, the City Council unanimously reaffirmed that reducing traffic congestion is a major priority for the transportation department. However, of the 11 corridors where travel lanes would be taken away to be converted to bike lanes (in many cases, cutting directional capacity in half), the City has identified at least 5 corridors where the direct result will be vehicle volumes *exceeding capacity and increasing traffic congestion*:

- Corridor 1 – Northup Way
- Corridor 2 – NE 12th Street
- Corridor 3 – NE 12th Street/Bel-Red Road
- Corridor 4 – Bel-Red Road
- Corridor 11 – 140th Avenue NE

The City then shows 6 corridors where vehicle volumes would not be expected to exceed capacity in either direction. However, given the growth Bellevue is anticipating and the City's own projected increase in daily vehicle miles traveled of over 10% (under Build or No Build scenarios), please consider that vehicle volumes in the following 4 corridors are close to reaching capacity if Bike Bellevue is built out.

- Corridor 5 – Bel-Red Road E/O 148th Avenue NE
    - Vehicle volumes would exceed westbound and eastbound capacity during both peak morning and evening periods, with the addition of just ~200-300 more vehicles per hour.
- Corridor 6 – NE 2nd Street E/O Bellevue Way
    - Vehicle volumes would exceed westbound capacity during mid-day and evening periods, with the addition of ~200-300 more vehicles per hour.
- Corridor 8 – 100th Avenue NE S/O NE 8th Street
    - Vehicle volumes would exceed northbound capacity during the mid-day period with the addition of ~300 vehicles per hour and during the evening period with the addition of ~150 vehicles per hour.
- Corridor 10 – NE 4th Street E/O 116th Ave NE
    - Vehicle volumes would exceed northbound capacity during the evening peak period with the addition of ~ 100 vehicles per hour. Vehicle volumes would exceed southbound capacity during the morning peak period with the addition of ~150-200 vehicles per hour.

For perspective, another 200 vehicles per hour is another 3-4 vehicles per minute, and that's just by 2035.

When vehicular volumes are very close to reaching corridor capacity, we see significant speed decreases. However, when volumes exceed capacity, we see a large system breakdown and capacity actually decreases, further exacerbating the problem not only along the corridor but elsewhere in the transportation network. Decreasing capacity on multi-lane roads also takes away resiliency. Drivers cannot pass if there is a blockage due to an incident, a slow-moving vehicle, a bus, etc.

In your response (#15), you shared modeled PM peak hour travel speeds in each direction (Appendix D), to further illustrate minimal impact to traffic operations as each corridor "Meets the Target." The ratio of speed to TUTS (Typical Urban Travel Speed) is used here rather than the V/C ratio the City typically uses as its metric. What is interesting is the TUTS is only 40% of the speed limit, and the goal is >0.5 for the ratio to TUTS.

In other words, *the goal is 20% of the speed limit*. For 30 MPH roads, the operational goal is 6 MPH, and for 35 MPH roads, the goal is 7 MPH. So, the goal is about double the walking speed, which is an incredibly low standard for traffic operations. If the ratio to TUTS is lower, then it has a slower speed and reflects more congestion. There are multiple examples listed in the chart showing the ratio to TUTS being lower under the Build condition, indicating higher levels of traffic congestion.

If the City allows vehicle volumes to exceed capacity, this will have a very real and negative economic and livability impact in Bellevue.

Recommendation: At minimum, the City should redesign these projects so that they do not impact traffic operations. The City should consider eliminating projects altogether where anticipated bike volume that would be generated is low, and thus the benefit would not exceed the significant mobility problems that would be created for drivers, emergency responders and freight.

3. **Suppression or diversion of auto trips?**

The City claims that if Bike Bellevue is built out in 2035 (compared to the No Build scenario for the same year), we can expect:

- Driving to decrease by 620 trips
- Walking to decrease by 123 trips
- Transit/School bus trips to increase by 104 trips
- Biking to increase by 210 trips

These totals result in a reduction of 429 trips. The decrease in auto trips is less than the increase in all other modes, suggesting the trips are not being taken at all. Thus, your explanation in #6 that trips are diverted to other routes ("local, regional and state capacity projects") or modes ("expanded transit options including Sound Transit's Stride BRT and East Link") does not seem to apply.

Why is there a net reduction in trips in the Build scenario? Why does that net reduction in trips, which is greater than the increase in bicycle trips, warrant the expenditure of $18.6 million dollars? This amounts to over $88,000 per bike trip.

4. **Comprehensive Plan Policy TR-2**

The projected negative impact on mobility and traffic congestion in Bellevue appears to be in violation of the City's Comprehensive Plan Policy TR-2, which states that the City will "aggressively plan, manage, and expand transportation investments to reduce congestion and expand opportunities in a multimodal and comprehensive manner and improve the quality of the travel experience for all users." This policy includes the *reduction* of traffic congestion through aggressive investments – not restricting traffic congestion to a reduced set of travel lanes.

5. **Needed safety analysis**

Recommendation: The City should evaluate each corridor and determine if there are existing or anticipated aspects that would present safety challenges. This should include evaluation of:

- Number of driveways conflicting with individual bike baths
- Locations where bicycles would conflict with vehicular traffic such as intersections where the bike path crosses the right turn or left turn movements

Locations where bicycles would conflict with pedestrian movements
- Locations where transit stops would conflict with bike paths
- Evaluation of each crash that occurred in the project area to identify causal factors and inform necessary mitigation. Contributing factors might include volume (vehicle and bike), speed, lighting, roadway cross sections, and traffic control.

6. **Outdated global data supplementing local travel forecasts**

I agree with the Transportation Commission that using local methodology and projections is best.

Recommendation: Remove ICLEI methodology from the analysis (and this should apply to the Environmental Stewardship Plan too, which should be updated), as it is global and outdated, and there is superior local modeling that is available. Using ICLEI methodology gives the appearance that the City is reaching for data more favorable to its claims that Bike Bellevue would reduce annual GHGs in a significant way.

7. **Huge cost for marginal GHG reduction**

The current Washington price per metric ton of CO2 is $60. Bike Bellevue claims to reduce anywhere from 1,100-4,000 metric tons of CO2 in 2035. That would be $66,000 for 1,100 metric tons or $240,000 for 4,000 metric tons.

Yet Bike Bellevue would spend $18.6 million dollars for 4,000 metric tons of CO2 reduction at most, which is $4,650 per metric ton – that is over 77 times the current value.

Further, that benefit declines every year after 2035 due to state law requirements. Bike Bellevue does not appear to account for this high public cost, nor the state law. If it did, the marginal difference in GHG reduction benefit between build/no-build options would decline every year to almost zero by 2050, and effectively deflate the CO2 benefit of the Build option.

Recommendation: Remove greenhouse gas reduction as a benefit because the amount is negligible compared to the cost.

8. **Consider independent analysis of Bike Bellevue**

Given the transportation department's interest in implementing Bike Bellevue, I would ask the City to consider funding (perhaps with the support of the private sector) an independent analysis of the claimed safety, operational, and environmental benefits of the plan. The Washington State Legislature recently did something similar in hiring RSG to evaluate the state's business case analysis for high-speed rail. That was presented to the Joint Transportation Committee (JTC) last legislative session and added greater transparency and value to the policy discussions around high-speed rail.

Thank you again for taking the time to respond and continue to engage with the public and business community regarding the impacts of Bike Bellevue. We look forward to your responses.

Sincerely,

Mariya Frost
Director of Transportation

Kemper Development Company
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From: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Sent: Friday, September 22, 2023 2:15 PM
To: Mariya Frost <mariya.frost@kemperdc.com>
Subject: [ext] Responses to Bike Bellevue inquiries

Hello Ms. Frost – In the attached PDF file are responses to your Bike Bellevue inquiries from September 13, 2023. Thank you, Franz

Franz Loewenherz
He/him/his (Why does this matter?)
Mobility Planning and Solutions Manager
Vision Zero, Bike Bellevue, Transit
Transportation Department, City of Bellevue
FLoewenherz@bellevuewa.gov / (425) 452-4077

City of Bellevue staff responses on three Bike Bellevue related emails received from Mariya Frost, Director of Transportation, Kemper Development Company on September 13, 2023

1. **Table 15 (Tangible GHG Emission Contexts) states that the 2035 annual GHG reduction is 2,600-4,000 metric tons. But on page 13, the report states that "when built out in 2035, Bike Bellevue will…reduce GHG emissions by between 1,100-4,000 metric tons per year." It's not clear to me why the lower end of these ranges are different for the same year. Could you please clarify?**

   Table 15 was developed using the ICLEI methodology, and the range of 2,600-4,000 metric tons is specific to the output from that tool. The text in the report, "1,100-4,000 metric tons" includes the BKRCast data as the low-end of the estimate and ICLEI on the high-end, to present the full spectrum of the modeling results and acknowledge uncertainty in the data. Note that the GHG Emissions Memo clearly identifies the BKRCast output on Table 4.

2. **Additionally, Table 15 shows that the annual GHG reduction is 2,600-4,000 metric tons, which cumulatively over 20 years (2035-2055) is shown as 75,400-11,5500 (115,500 I assume). How did you arrive at that cumulative range? 2,600 * 20 = 52,000 not 75,400. Additionally, 4,000 * 20 equals 80,000 not 115,500. Can you please explain how you arrived at the cumulative reduction range?**

   As stated in the first paragraph of text preceding Table 15, we note that VMT increased to account for additional growth in traffic between 2035 and 2055. With growth in traffic, the 20 year cumulative VMT will be higher than simply multiplying VMT (and thus GHG emissions) by 20. Multiplying by 20 would assume that there would be no growth in traffic after 2035, which is inconsistent with land use and traffic forecasts.

3. **Washington law requires transportation-related CO2 emissions to be basically zero by 2050. Simply multiplying by 20 (if that's what you did in that calculation, though I'm not sure since the math doesn't add up) would be incorrect because the annual GHG reduction would decline every year from 2035-2050. As a result of state law, the marginal difference between build/no-build options would decline every year. The numbers don't appear to match those legal requirements, possibly inflating the CO2 benefit of the Build option. Can you please help me understand some of the assumptions that were made and why?**

   The GHG emissions factors were gathered from PSRC, which estimates all regional air pollution and GHG emissions for the four-county region. The GHG emissions factors from PSRC are derived from the US EPA MOVES air pollution model which assumes increased penetration of electric vehicles, but also assumes that it will take many years for electric vehicles to saturate the market as a new gasoline-powered vehicle sold in 2025 could still be on the road in 2045. Therefore, the emissions factors shown in Table 11 used in the GHG emissions forecasting show lower emissions across the board because of increased EV usage, but they do not assume that 100% of the fleet is electric in the 2035-2050 timeframe.

4. **Could you please point me to where in the appendices it is shown how CO2 emission reductions are calculated? Where are the CO2 estimates from? I see you reference PSRC data, but I can't find the data. Can you please send a report or link?**

   The GHG emissions calculations are all described in the "Bike Bellevue Greenhouse Gas Emission Reduction Calculation" Memorandum in Appendix C – this is on page 151 of the PDF document.

5. **Can you please help me understand why ICLEI was chosen for this analysis? It is 14 year-old global data completed prior to the recession and COVID. As a result, the CO2 reduction ranges are quite large**

(PSRC for lower, ICLEI for higher end of range). Are there model options the City could use that would offer more precision? A 400% difference between the top and bottom of a CO2 range is not credible or helpful.

ICLEI was used, in addition to the City's BKRCast data to account for research in the literature that demonstrates a link between bicycle mode share, vehicle mode share and implementation of low-stress bicycle infrastructure. ICLEI is used by the City of Bellevue for much of the Environmental Stewardship Plan evaluation. The combination of ICLEI and BKRCast represent the best combination of models for this analysis and we wanted to be transparent about the range of results. In reviewing the background data behind the large spread of results in the ICLEI model, the explanation is related to different combinations of population density, the extent of the bicycle infrastructure outside of the project area, and the ease of parking and other considerations people make when deciding which mode to take. Given that much of the Bike Bellevue project area is yet to develop, presenting a range of outcomes acknowledges that some factors influencing travel choice are not yet known.

6. **Could you please explain how the City forecast 2035 No-Build and Build volumes to be lower than 2015 volumes at each of the project locations? We see the trends plotted over years with the volumes decreasing in some cases. But if VMT is increasing, the only way for volumes to drop is if the VMT is routing somewhere else. Page 117 in Appendix C shows daily VMT increasing for COB (w/freeways), COB (Local Streets Only), Study Area (Local Streets Only). There is a slight decrease (< 1%) for Other COB Area (Local Streets Only). The volume on a corridor street could only decrease if the traffic was routed to other streets.**

   The forecasted daily vehicle volumes on eight of the eleven Bike Bellevue corridors are lower than existing conditions counts under 2035 No Build and Build conditions. Three of the corridors: Corridor 2, Corridor 7, and Corridor 9, have forecasted daily vehicle volumes that are higher than existing conditions counts under 2035 No Build and Build conditions. Forecasted decreasing in vehicle volumes on many of the eight corridors can be largely attributed to the planned local, regional, and state capacity projects assumed in the 2035 model. These projects include I-405 Managed Lanes, NE 6th Street Extension to 116th Ave NE, I-405 Southbound On-Ramp from Lake Hills Connector, Spring Boulevard Phase 3 between 124th Ave NE and 130th Ave NE, and the completion of the interchange at SR 520 and 124th Ave NE. The 2035 models also include expanded public transit options including Sound Transit's Stride BRT and East Link Light Rail to Downtown Redmond. These projects increase the routing options in Bellevue for residents, workers, and visitors. Additionally, the general downward trend in daily vehicle volumes on many major arterials in and around the project area began nearly 20 years.

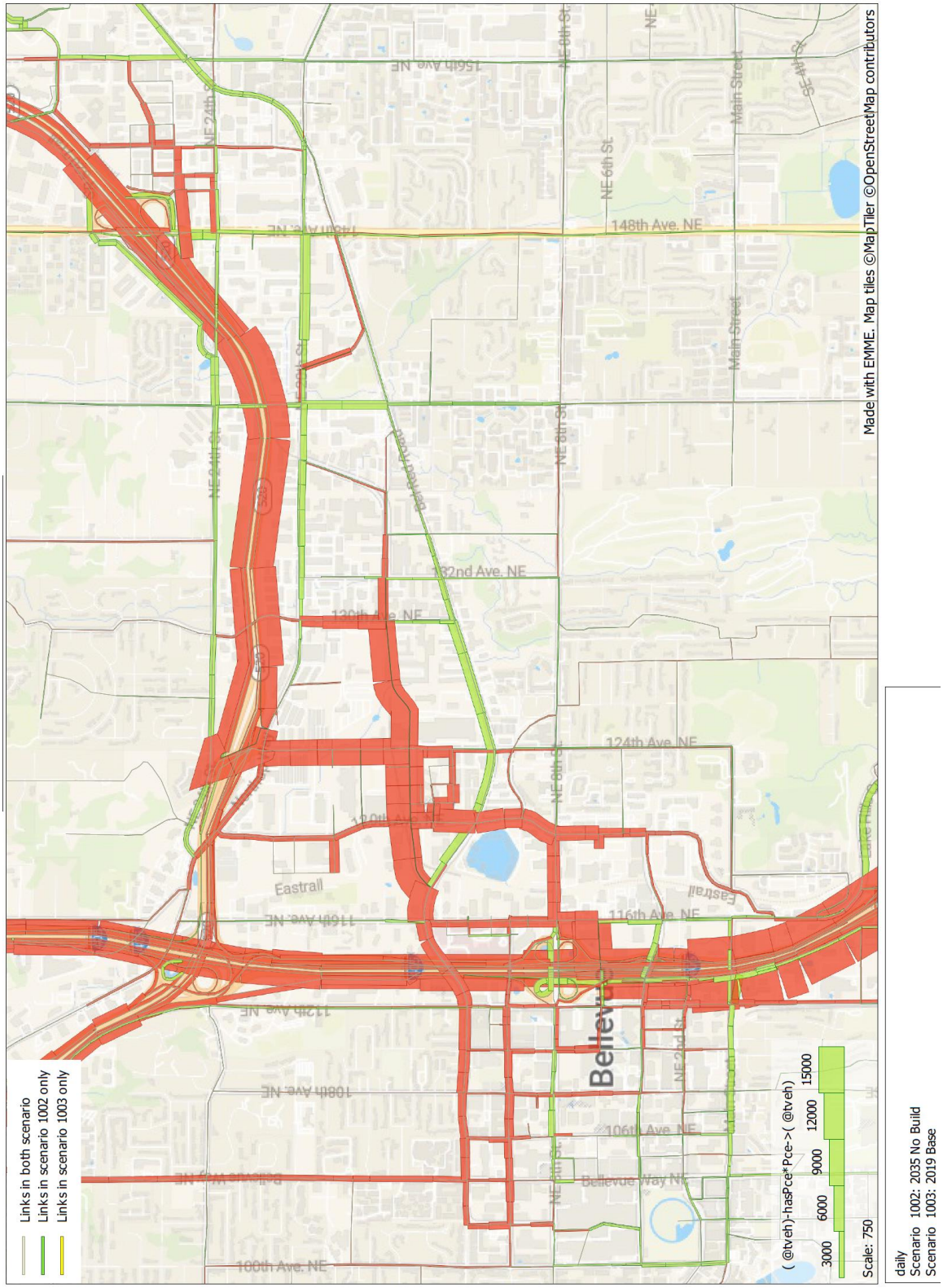
   Overall citywide, daily vehicle miles travelled (VMT) is forecasted to increase from 2019 Base conditions to 2035 No Build conditions; however, the daily VMT per capita is forecasted to decrease by approximately 5 miles, or 14%, from Base conditions to No Build condition. The increase in daily VMT can be attributed to overall employment and housing growth, while the decrease in VMT per capita can be attributed to a better balance between jobs and housing, the shift towards non-auto travel modes and shorter trips. The change in daily VMT and VMT per capita between No Build and Build conditions is minimal, less than one percent.

7. **Can you show where these increases are, and their impacts on delay? Are they routing elsewhere because of the taking of vehicle lanes for bicycle lanes?**

   In response to this comment, daily vehicle volume comparison plots have been developed from the BKRCast models. These comparison plots represent raw daily vehicle volumes from BKRCast.

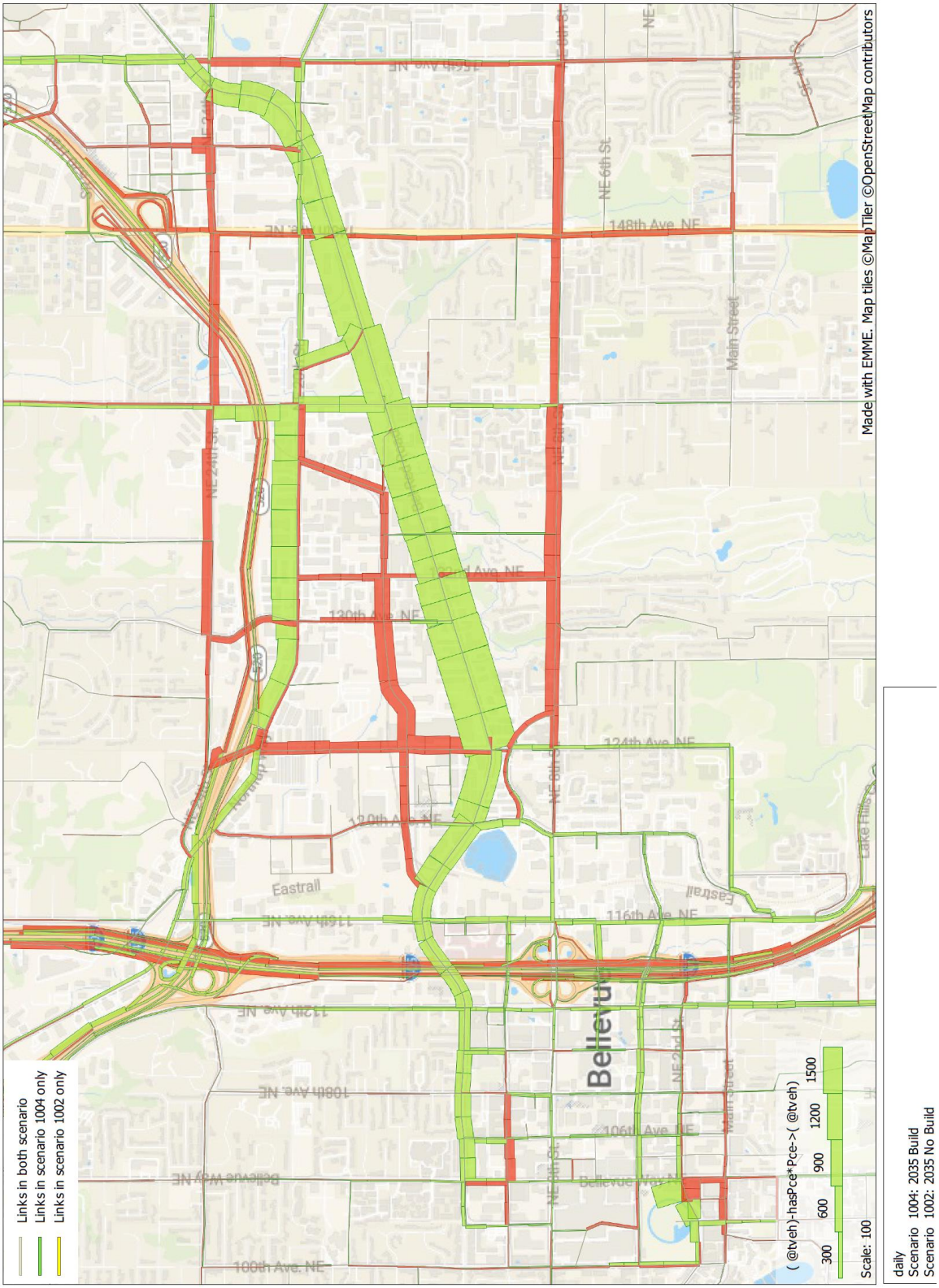
Daily Vehicle Volume (@tveh) on BKRCast Model Links (Scenario 1002 – 1003)

Red – higher under 2035 No Build conditions **Green –** higher under 2019 Base conditions



Daily Vehicle Volume (@tveh) on BKRCast Model Links (Scenario 1004 – 1002)

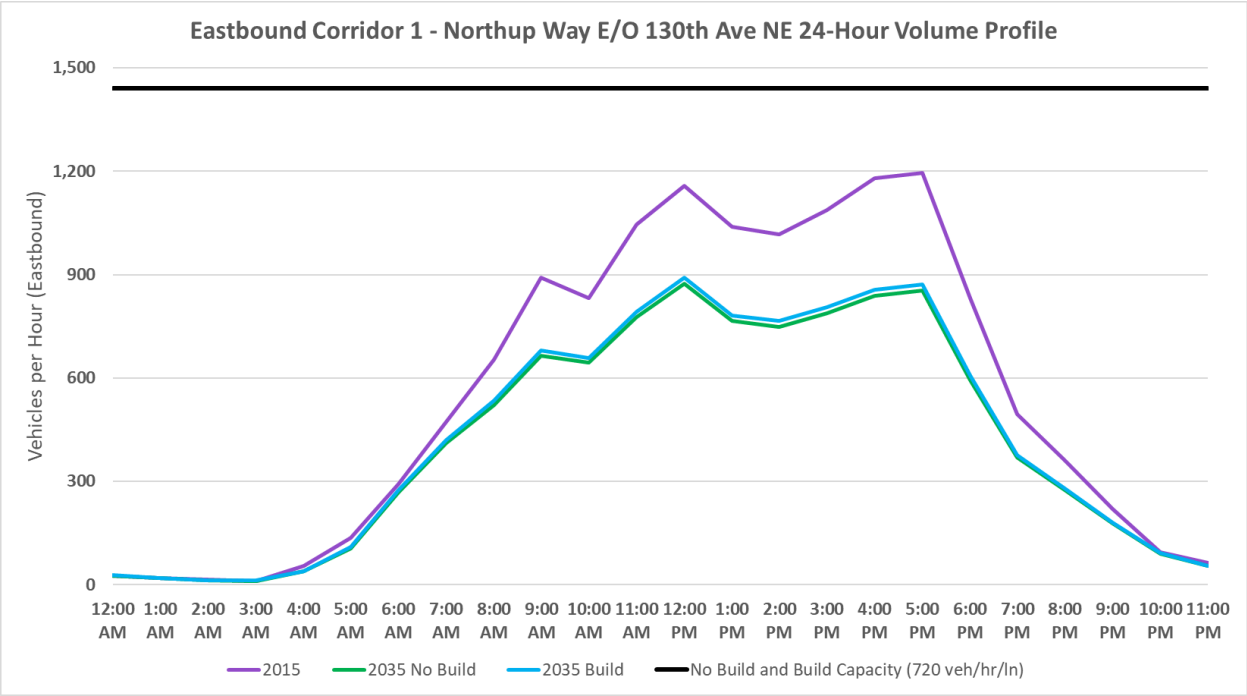
Red – higher under 2035 Build conditions **Green –** higher under 2035 No Build conditions

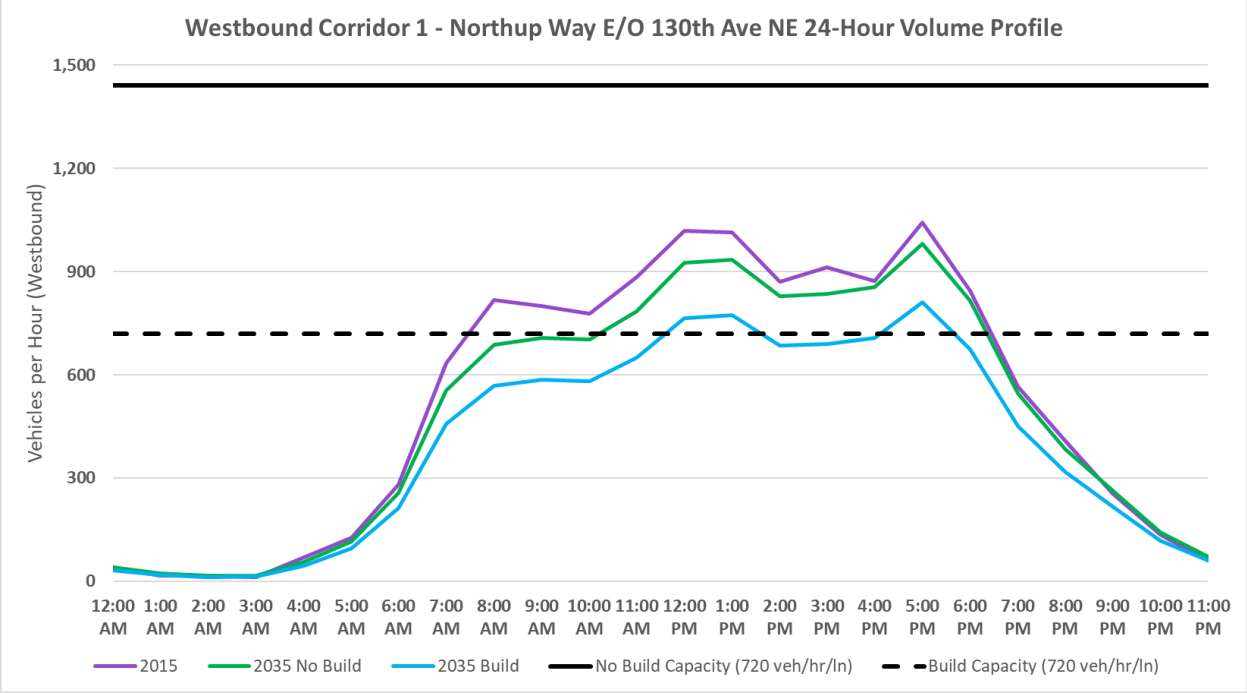


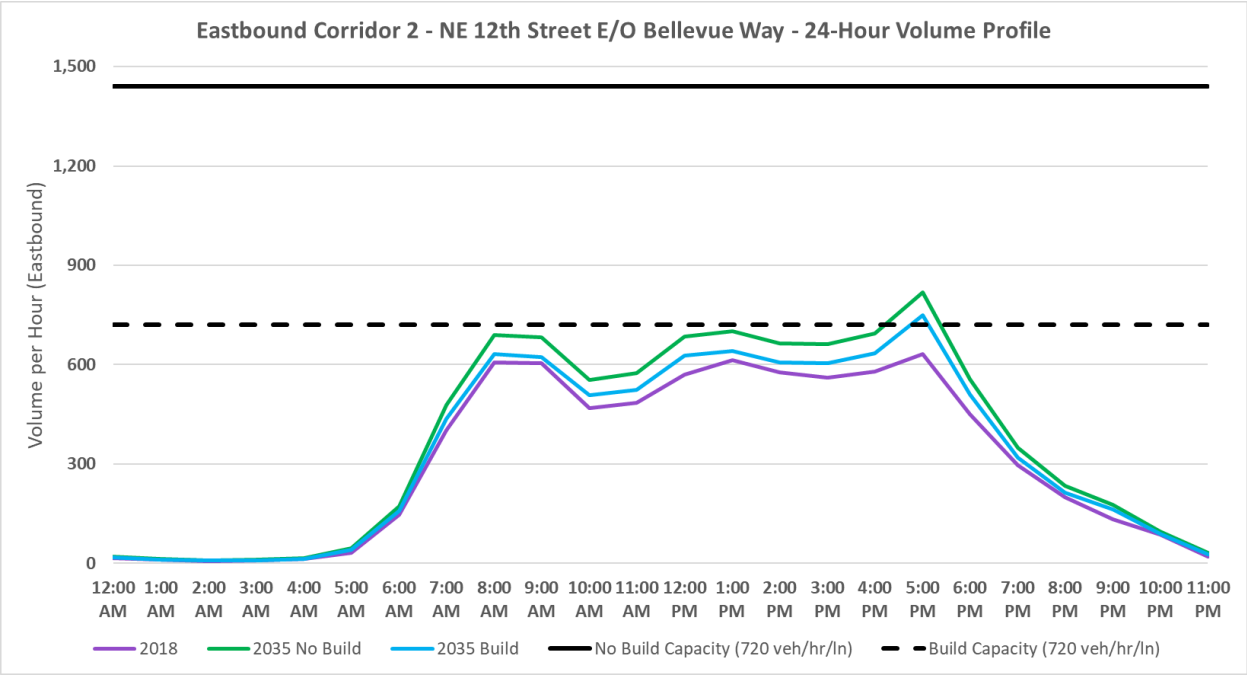
8. **Starting on page 122, graphs are shown of comparisons between bi-directional travel demand and capacity. Shouldn't these compare directional travel demand with directional capacity? Can you please provide the analysis that shows the comparisons between directional travel demand with directional capacity to show how traffic operation will be affected?**

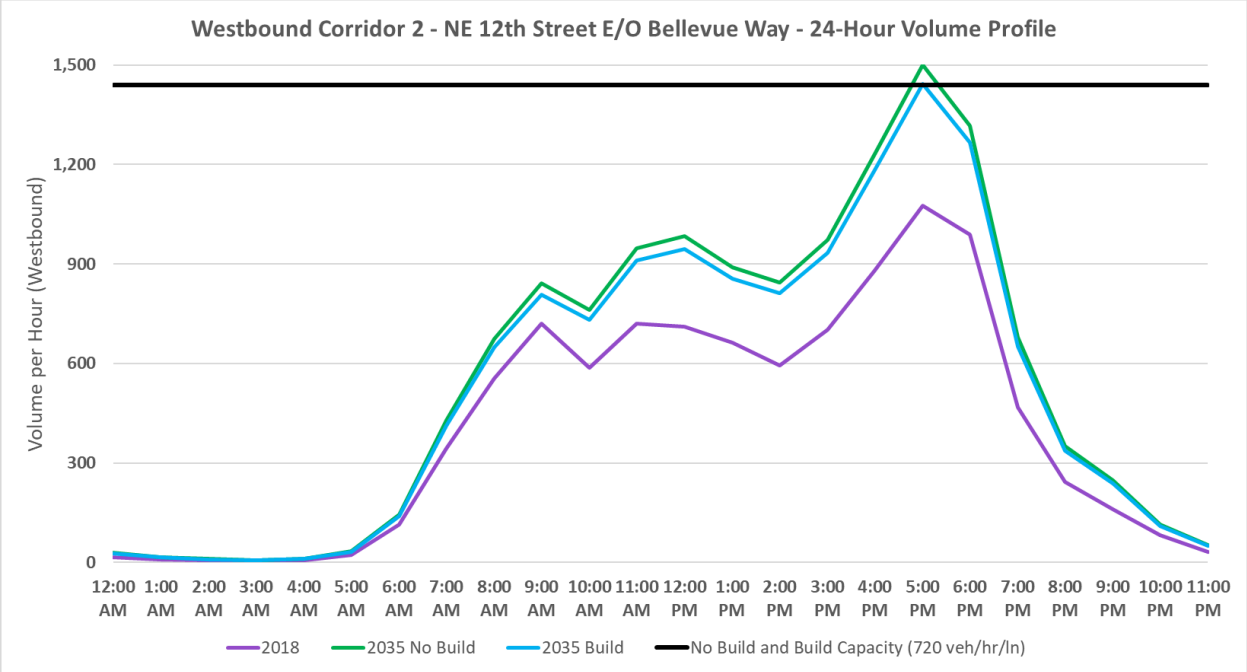
   In response to this comment, directional summary profiles were developed for the eleven Bike Bellevue corridors. The directional 24-hour vehicle volume profile's provide further insight into how the roadway capacity is utilized throughout the day as opposed to the single hour snapshot during the pm peak period provided by the V/C ratio and travel time analyses. The profiles split out the volume and capacity by travel direction to understand how the reconfiguration of the roadway could impact vehicular traffic. It is important to consider that the roadway will continue to function "over-capacity". Drivers will experience increased congestion once the capacity has been reached. This congestion will dissipate as the volume decreases below the capacity. Below is a summary of the directional analysis by corridor:

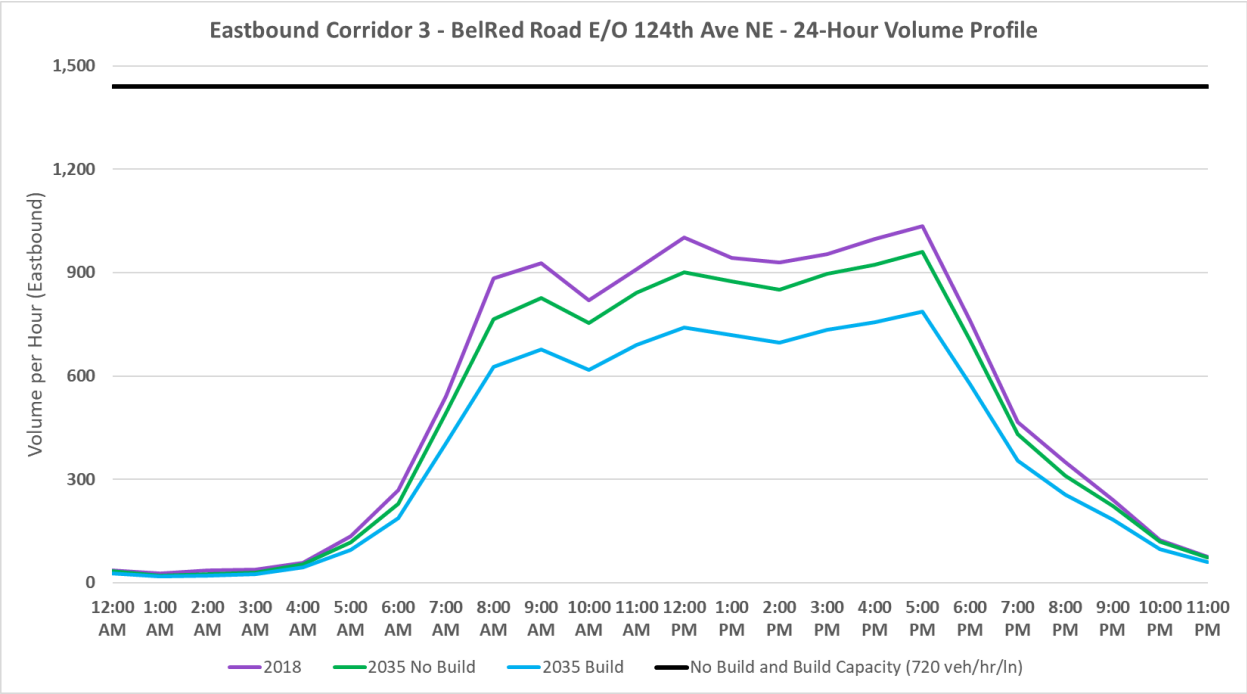
   - **Corridor 1 – Northup Way** – The forecasted 2035 Build vehicle volumes in the westbound direction are expected to exceed capacity during the midday and evening peak periods. The eastbound direction is not expected to exceed capacity.
   - **Corridor 2 – NE 12th Street** – Although the forecasted 2035 Build vehicle volumes in the eastbound and westbound directions are expected to exceed capacity briefly during the evening peak period; the westbound exceedance is due to high vehicle demand, not due to Bike Bellevue.
   - **Corridor 3 – NE 12th Street / Bel-Red Road** – The forecasted 2035 Build vehicle volumes in the westbound direction are expected to exceed capacity during the evening peak period. The eastbound direction is not expected to exceed capacity.
   - **Corridor 4 – Bel-Red Road** – The forecasted 2035 Build vehicle volumes in the eastbound direction are expected to exceed capacity during the evening peak period. The westbound direction is not expected to exceed capacity.
   - **Corridor 5 – Bel-Red Road** – The forecasted 2035 Build vehicle volumes are not expected to exceed capacity in either direction.
   - **Corridor 6 – NE 2nd Street** – The forecasted 2035 Build vehicle volumes are not expected to exceed capacity in either direction.
   - **Corridor 7 – Lake Washington Boulevard** – The forecasted 2035 Build vehicle volumes are not expected to exceed capacity in either direction.
   - **Corridor 8 – 100th Avenue NE** – The forecasted 2035 Build vehicle volumes are not expected to exceed capacity in either direction.
   - **Corridor 9 – Wilburton Route** – The forecasted 2035 Build vehicle volumes are not expected to exceed capacity in either direction.
   - **Corridor 10 – 116th Avenue NE** – The forecasted 2035 Build vehicle volumes are not expected to exceed capacity in either direction.
   - **Corridor 11 – 140th Avenue NE** – The forecasted 2035 Build vehicle volumes in the southbound direction are expected to exceed capacity during the morning and evening peak periods. The northbound direction is not expected to exceed capacity.

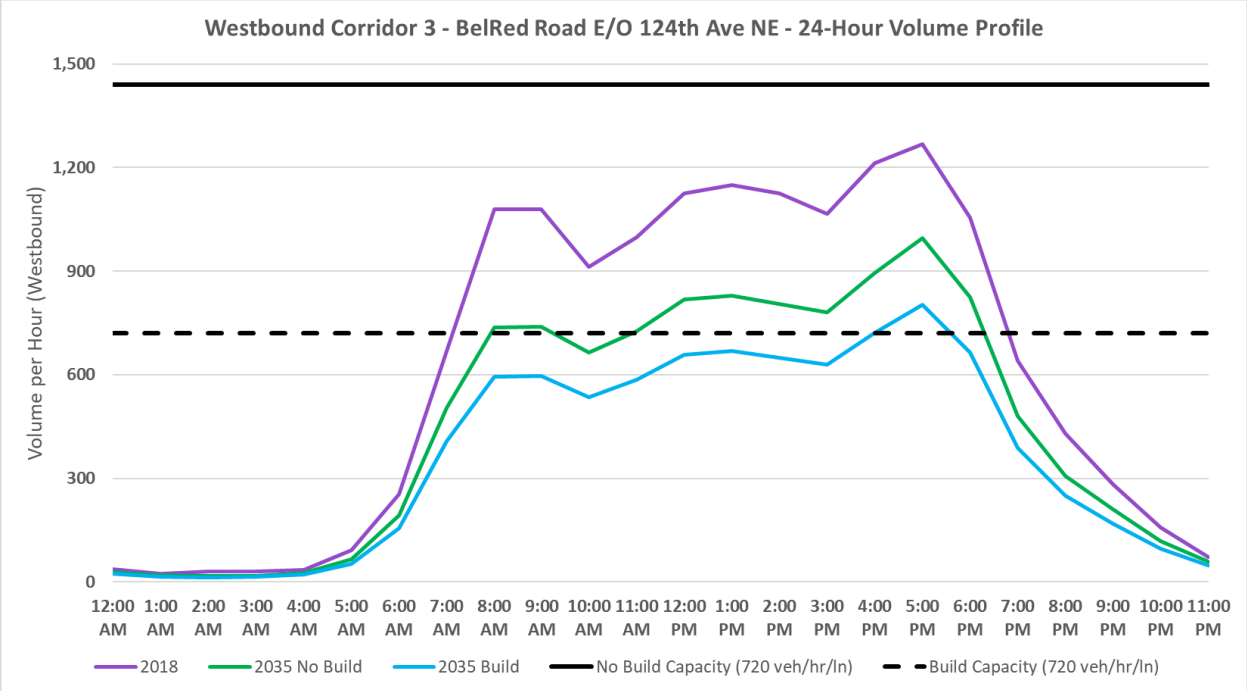

Eastbound Corridor 1 - Northup Way E/O 130th Ave NE 24-Hour Volume Profile
Vehicles per Hour (Eastbound)
1,500
1,200
900
600
300
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
2015
2035 No Build
2035 Build
No Build and Build Capacity (720 veh/hr/ln)

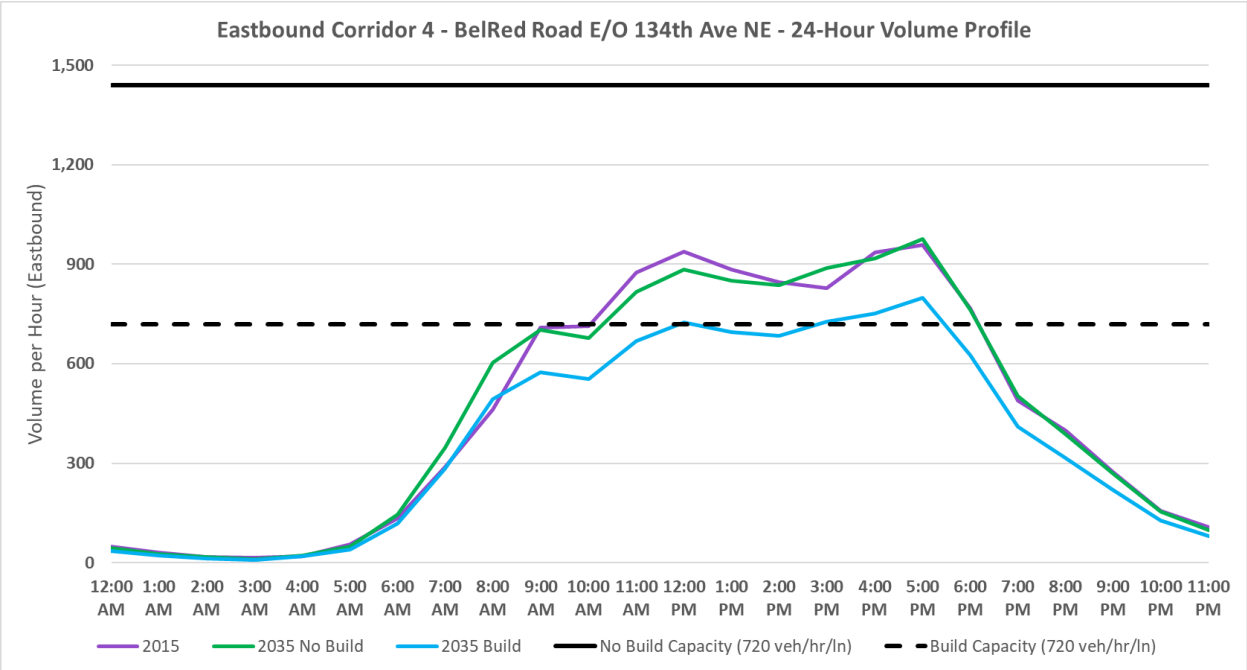

Westbound Corridor 1 - Northup Way E/O 130th Ave NE 24-Hour Volume Profile
Vehicles per Hour (Westbound)
1,500
1,200
900
600
300
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
2015
2035 No Build
2035 Build
No Build Capacity (720 veh/hr/ln)
Build Capacity (720 veh/hr/ln)

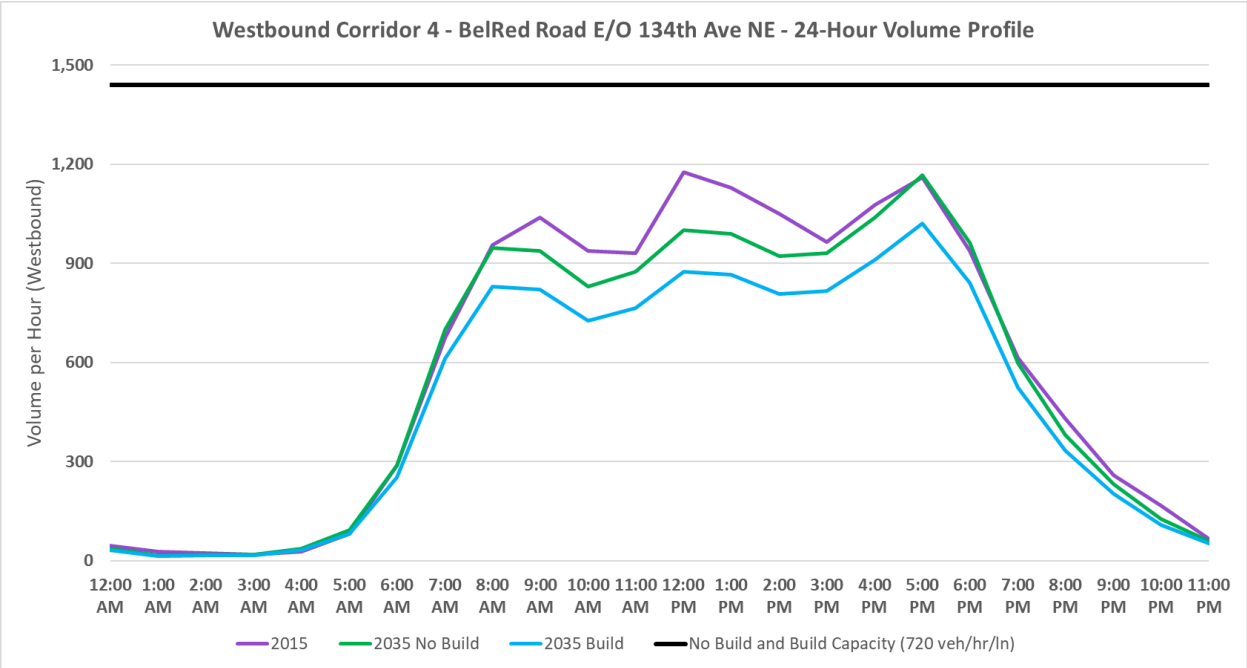

Eastbound Corridor 2 - NE 12th Street E/O Bellevue Way - 24-Hour Volume Profile
Volume per Hour (Eastbound)
1,500
1,200
900
600
300
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
2018
2035 No Build
2035 Build
No Build Capacity (720 veh/hr/ln)
Build Capacity (720 veh/hr/ln)


Westbound Corridor 2 - NE 12th Street E/O Bellevue Way - 24-Hour Volume Profile
Volume per Hour (Westbound)
1,500
1,200
900
600
300
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
2018
2035 No Build
2035 Build
No Build and Build Capacity (720 veh/hr/ln)


Eastbound Corridor 3 - BelRed Road E/O 124th Ave NE - 24-Hour Volume Profile
Volume per Hour (Eastbound)
1,500
1,200
900
600
300
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
2018
2035 No Build
2035 Build
No Build and Build Capacity (720 veh/hr/ln)


Westbound Corridor 3 - BelRed Road E/O 124th Ave NE - 24-Hour Volume Profile
Volume per Hour (Westbound)
1,500
1,200
900
600
300
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
2018
2035 No Build
2035 Build
No Build Capacity (720 veh/hr/ln)
Build Capacity (720 veh/hr/ln)


Eastbound Corridor 4 - BelRed Road E/O 134th Ave NE - 24-Hour Volume Profile
Volume per Hour (Eastbound)
1,500
1,200
900
600
300
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
2015
2035 No Build
2035 Build
No Build Capacity (720 veh/hr/ln)
Build Capacity (720 veh/hr/ln)


Westbound Corridor 4 - BelRed Road E/O 134th Ave NE - 24-Hour Volume Profile
Volume per Hour (Westbound)
1,500
1,200
900
600
300
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
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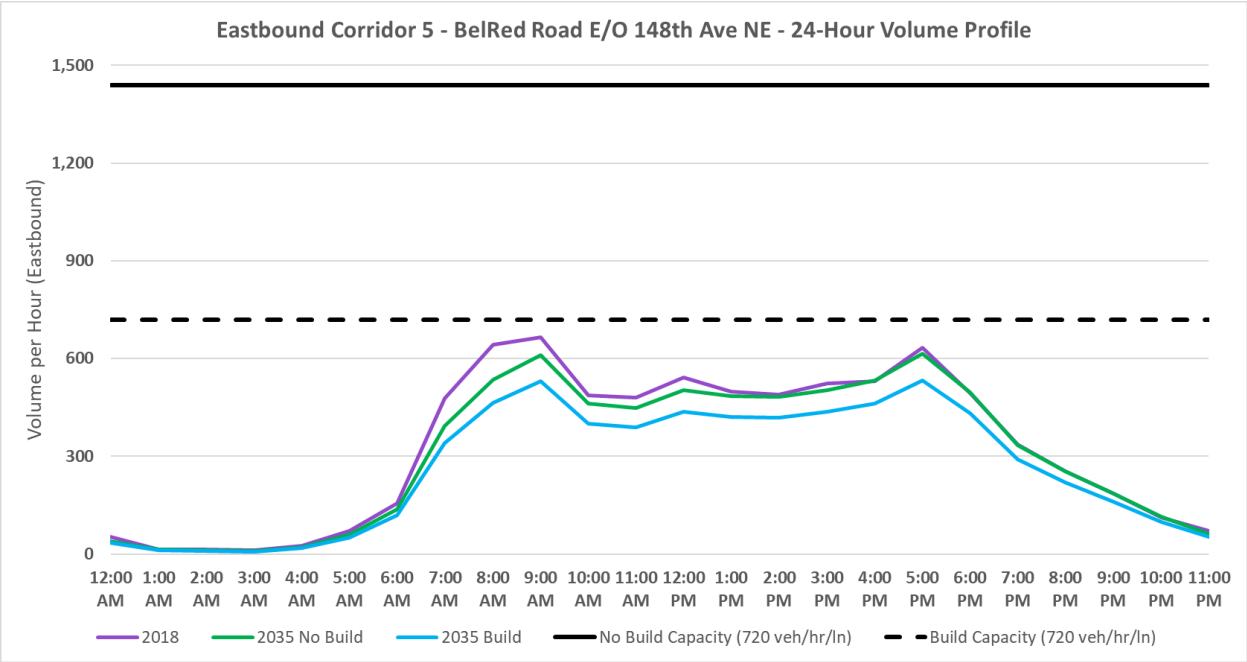
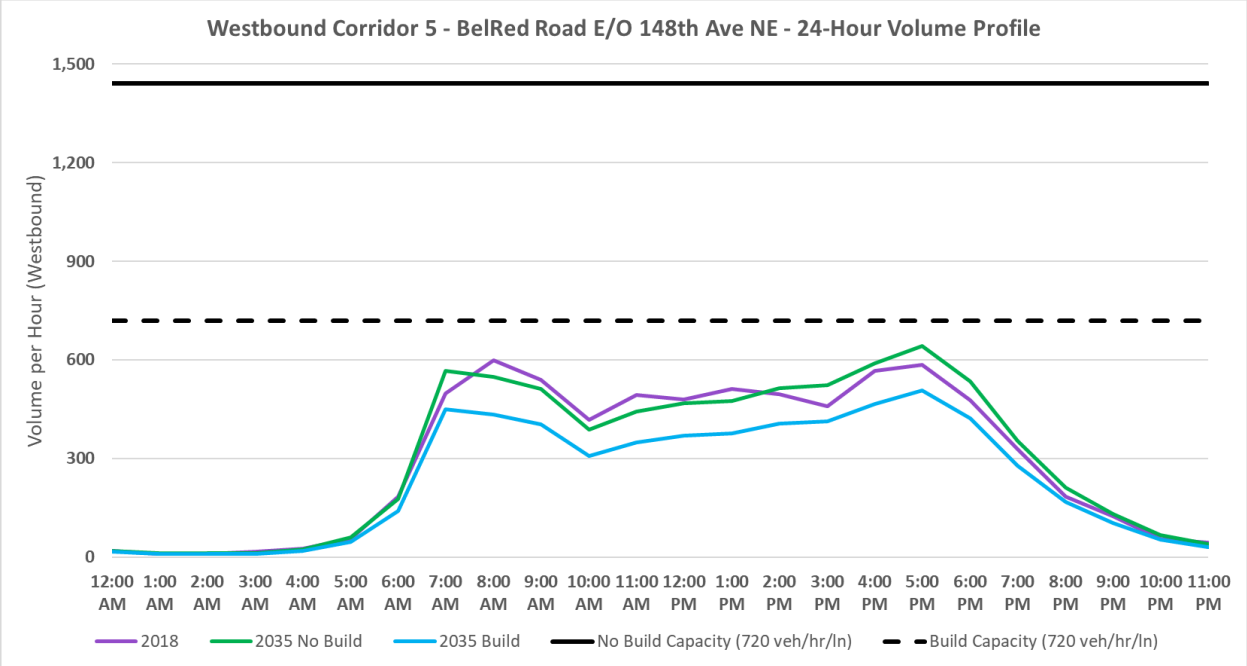
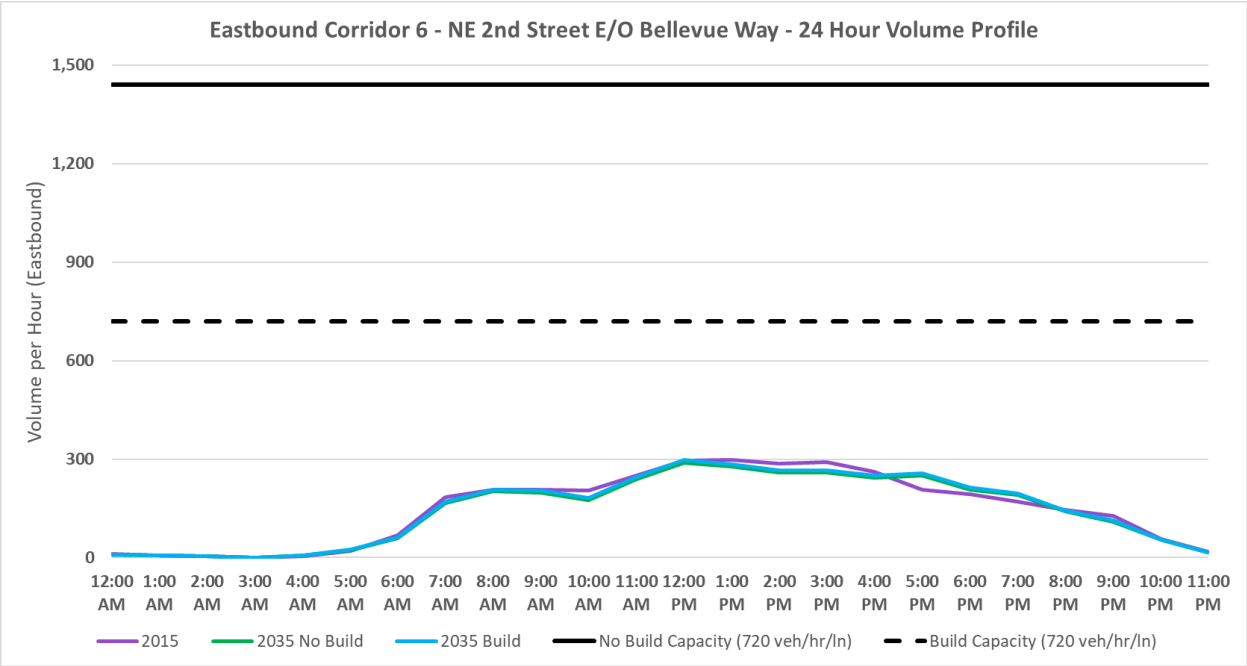
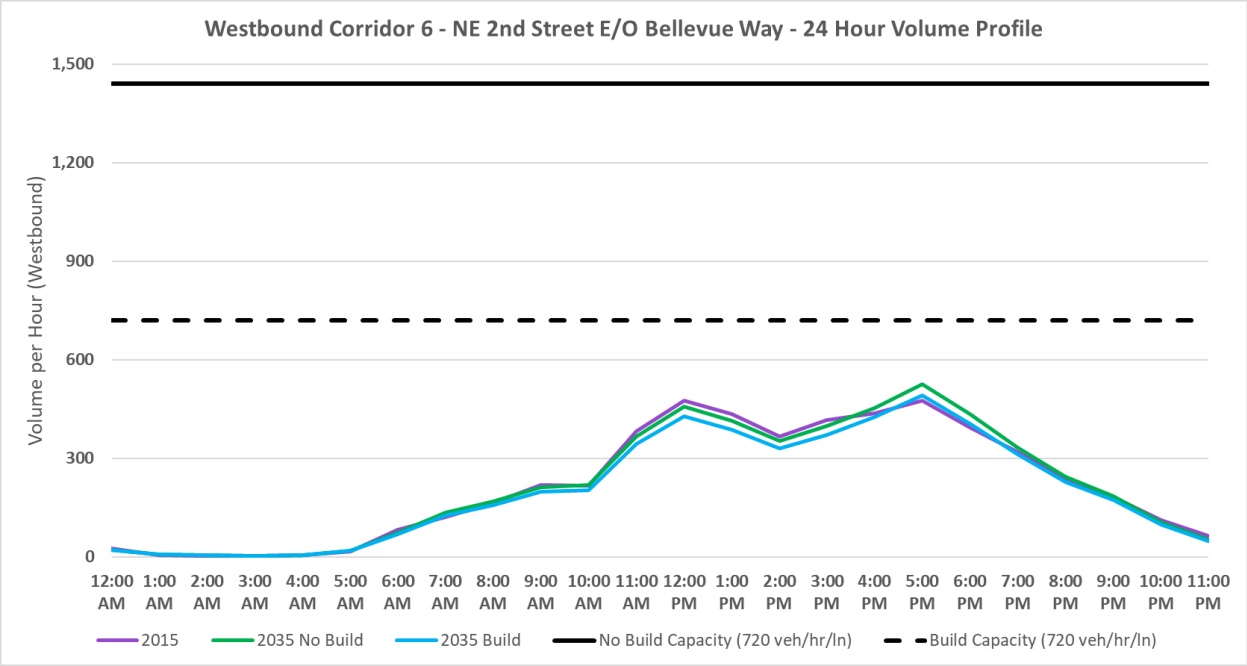
11:00 PM
2015
2035 No Build
2035 Build
No Build and Build Capacity (720 veh/hr/ln)


Eastbound Corridor 5 - BelRed Road E/O 148th Ave NE - 24-Hour Volume Profile
Volume per Hour (Eastbound)
1,500
1,200
900
600
300
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
2018
2035 No Build
2035 Build
No Build Capacity (720 veh/hr/ln)
Build Capacity (720 veh/hr/ln)


Westbound Corridor 5 - BelRed Road E/O 148th Ave NE - 24-Hour Volume Profile
Volume per Hour (Westbound)
1,500
1,200
900
600
300
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
2018
2035 No Build
2035 Build
No Build Capacity (720 veh/hr/ln)
Build Capacity (720 veh/hr/ln)


Eastbound Corridor 6 - NE 2nd Street E/O Bellevue Way - 24 Hour Volume Profile
Volume per Hour (Eastbound)
1,500
1,200
900
600
300
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
2015
2035 No Build
2035 Build
No Build Capacity (720 veh/hr/ln)
Build Capacity (720 veh/hr/ln)


Westbound Corridor 6 - NE 2nd Street E/O Bellevue Way - 24 Hour Volume Profile
Volume per Hour (Westbound)
1,500
1,200
900
600
300
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
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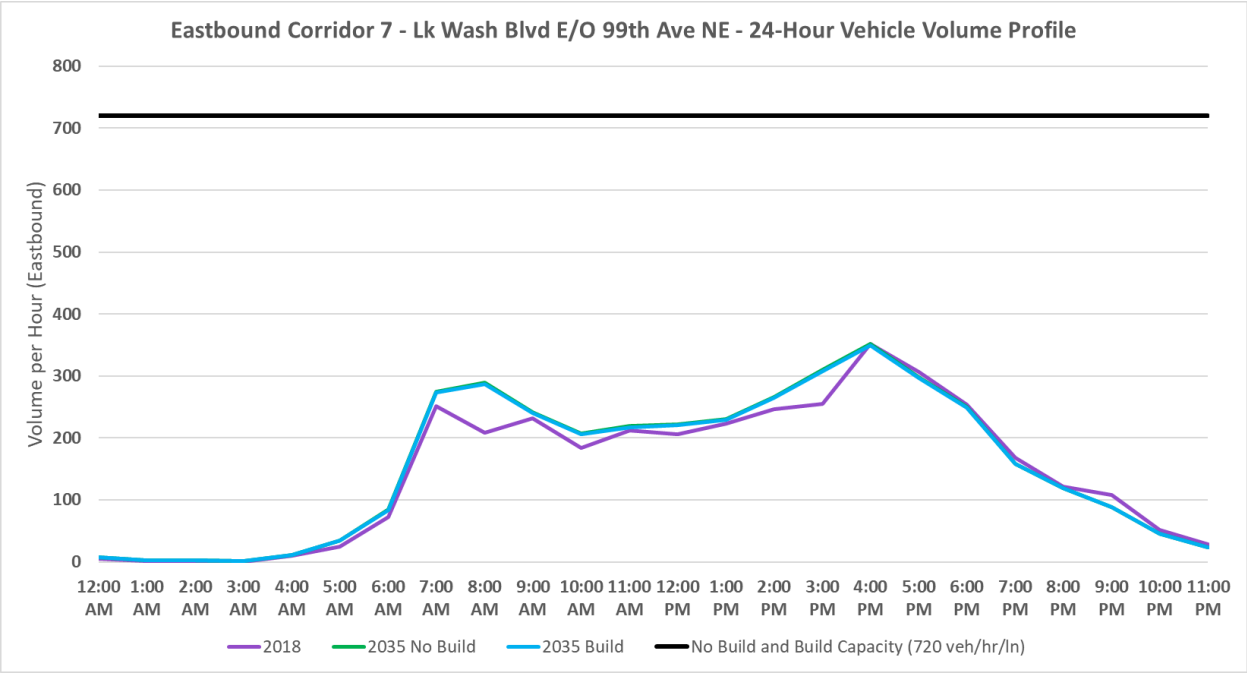
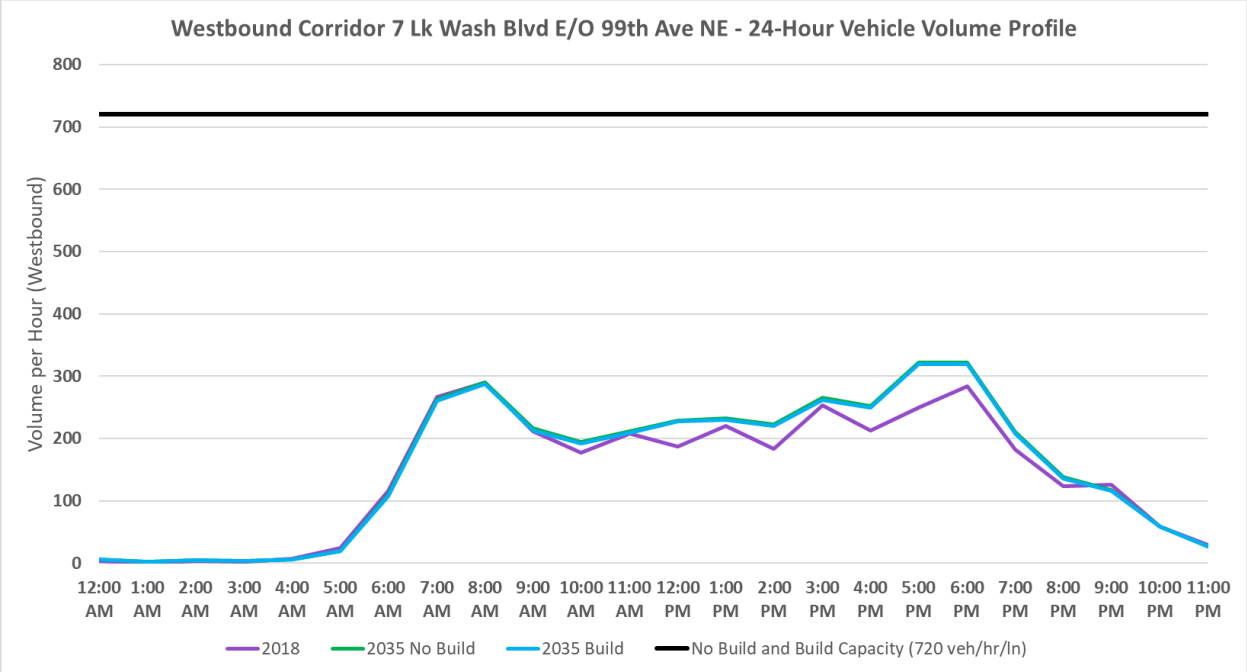
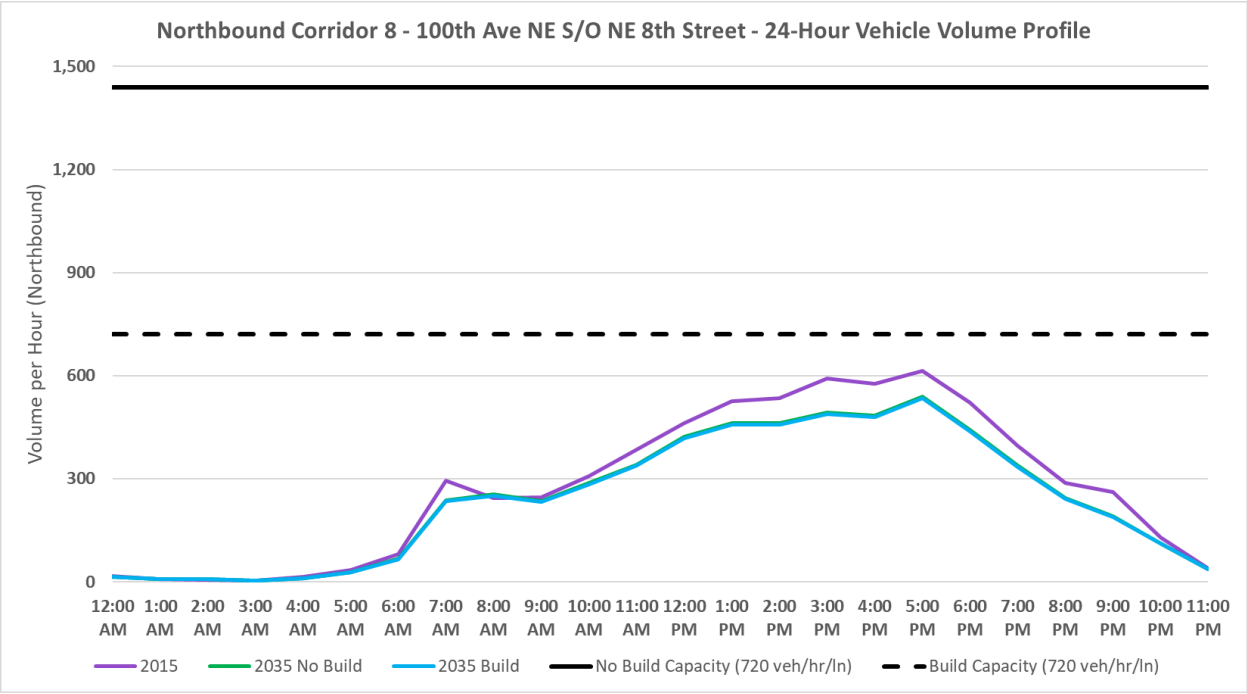
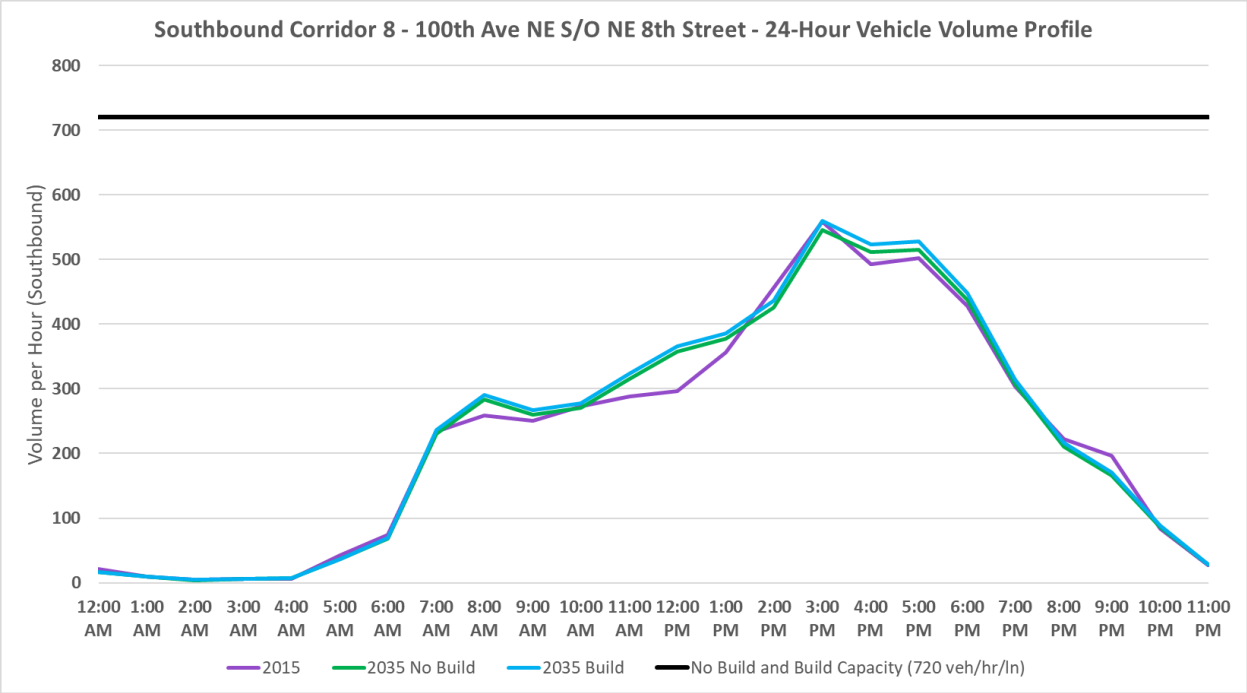
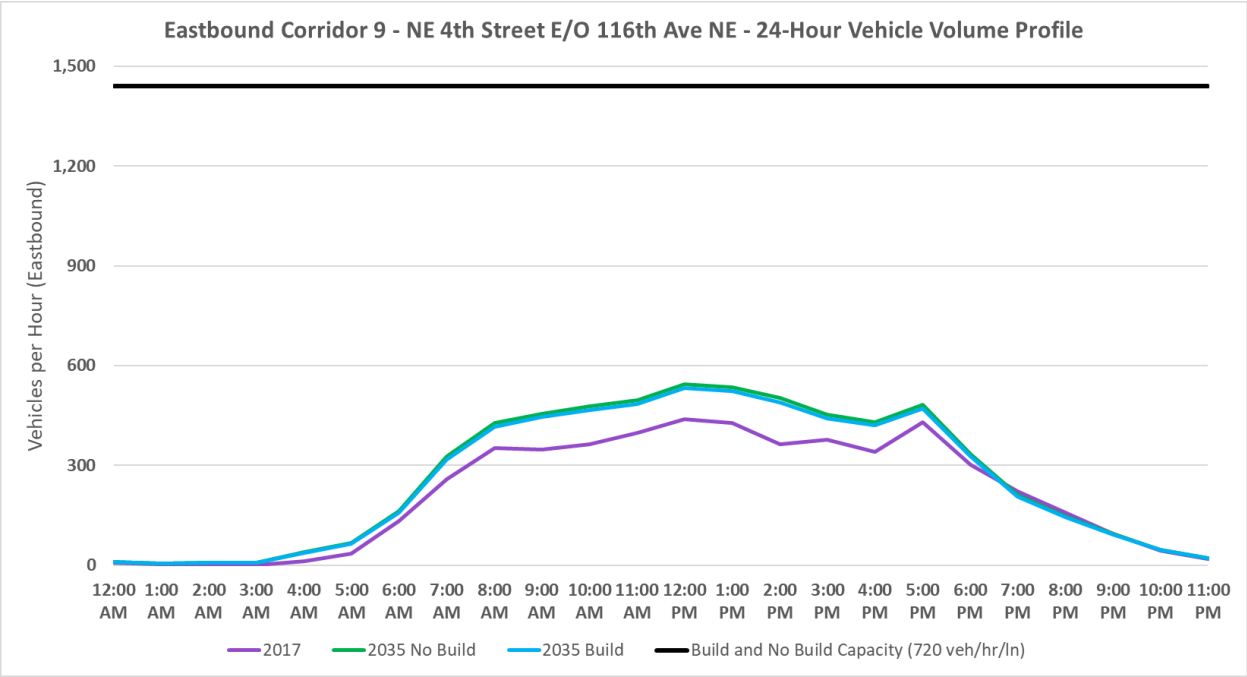
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
2015
2035 No Build
2035 Build
No Build Capacity (720 veh/hr/ln)
Build Capacity (720 veh/hr/ln)

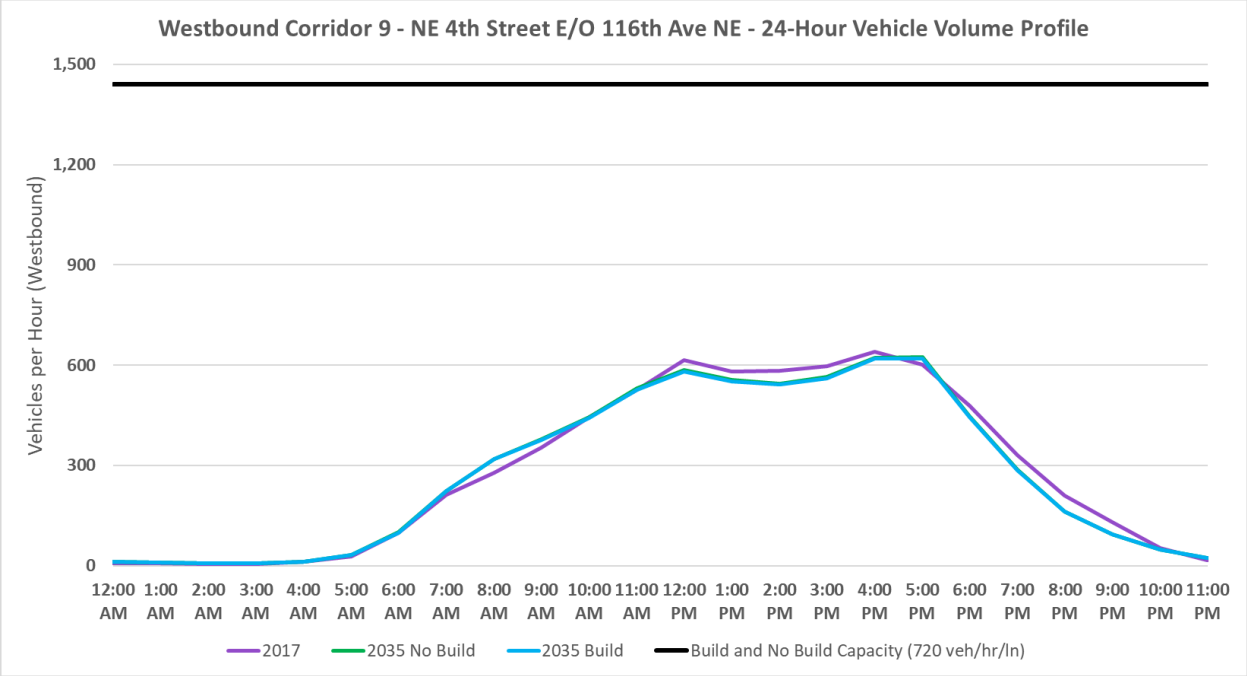

Eastbound Corridor 7 - Lk Wash Blvd E/O 99th Ave NE - 24-Hour Vehicle Volume Profile
Volume per Hour (Eastbound)
800
700
600
500
400
300
200
100
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
2018
2035 No Build
2035 Build
No Build and Build Capacity (720 veh/hr/ln)

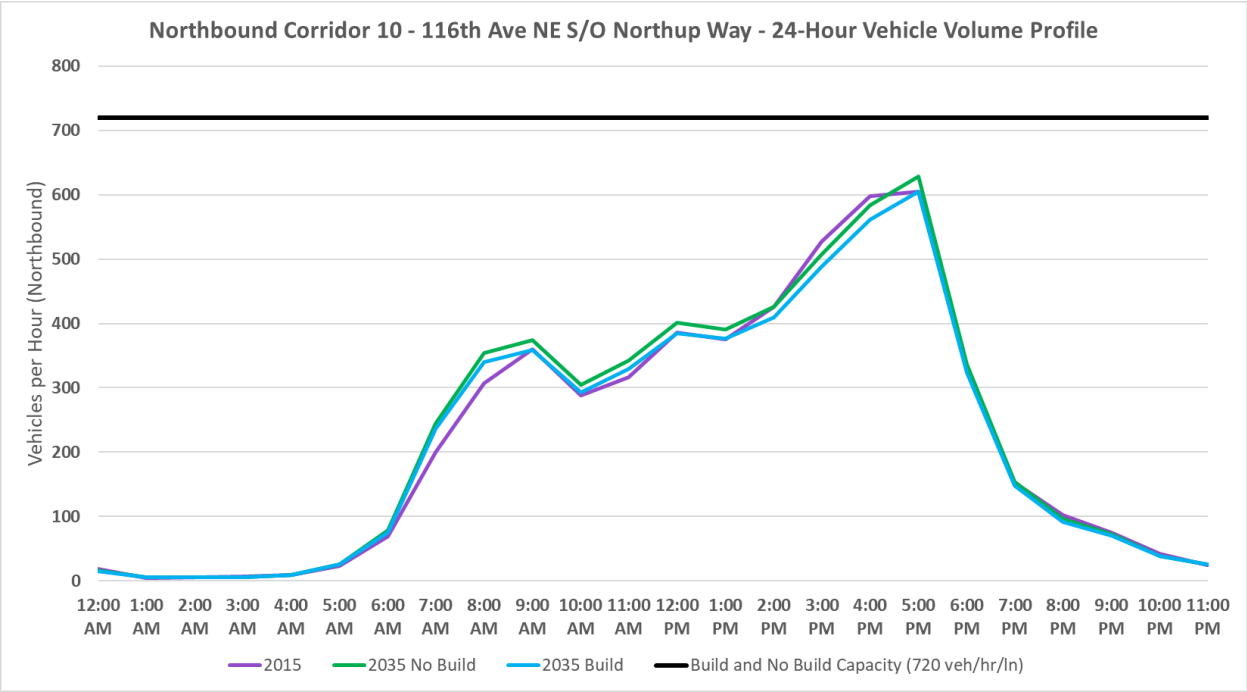

Westbound Corridor 7 Lk Wash Blvd E/O 99th Ave NE - 24-Hour Vehicle Volume Profile
Volume per Hour (Westbound)
800
700
600
500
400
300
200
100
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
2018
2035 No Build
2035 Build
No Build and Build Capacity (720 veh/hr/ln)

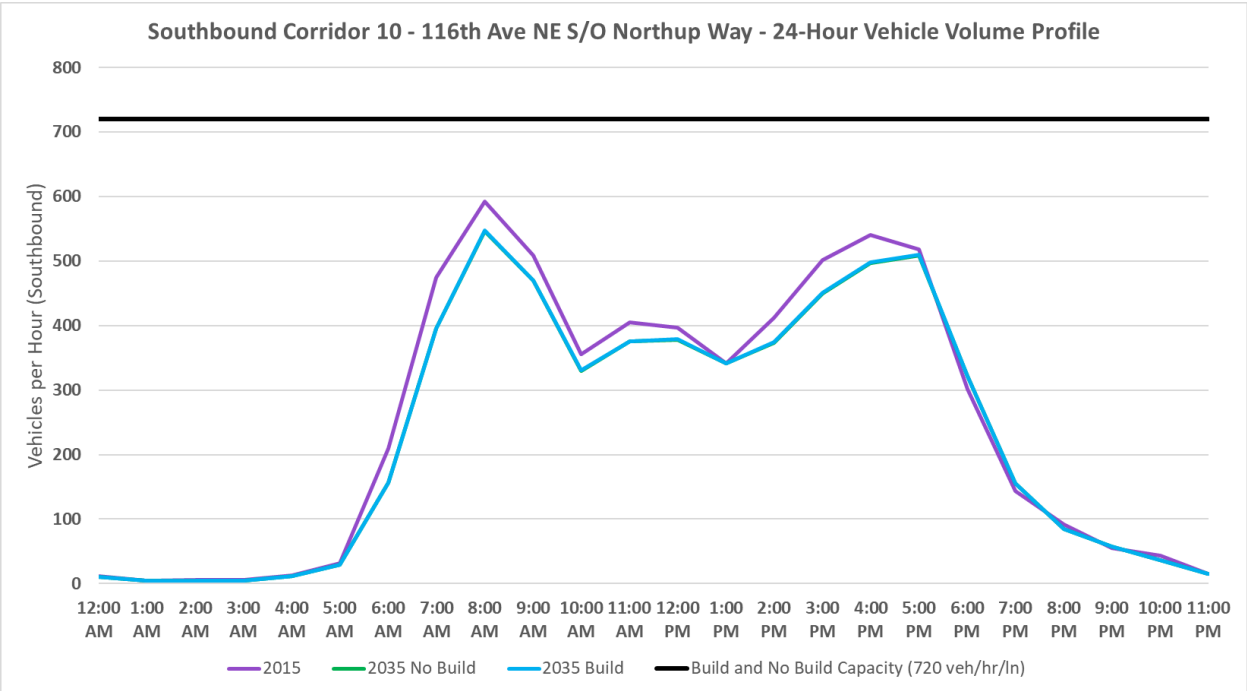

Northbound Corridor 8 - 100th Ave NE S/O NE 8th Street - 24-Hour Vehicle Volume Profile
Volume per Hour (Northbound)
1,500
1,200
900
600
300
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
2015
2035 No Build
2035 Build
No Build Capacity (720 veh/hr/ln)
Build Capacity (720 veh/hr/ln)

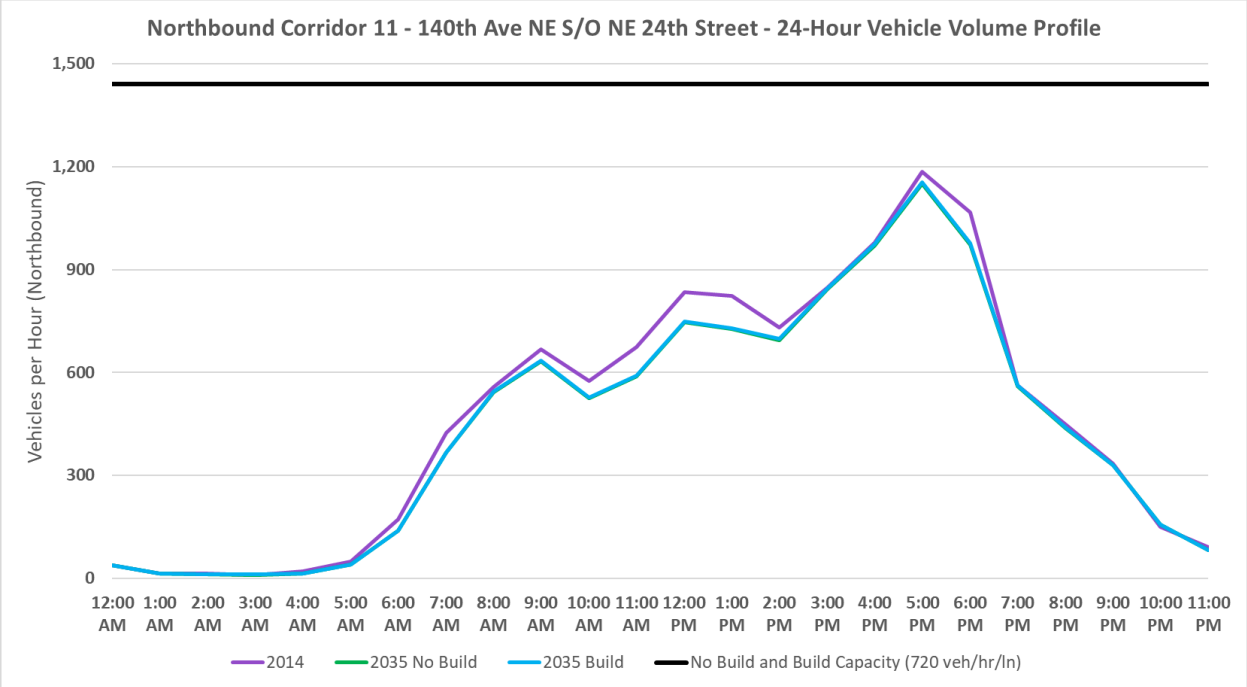

Southbound Corridor 8 - 100th Ave NE S/O NE 8th Street - 24-Hour Vehicle Volume Profile
Volume per Hour (Southbound)
800
700
600
500
400
300
200
100
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
2015
2035 No Build
2035 Build
No Build and Build Capacity (720 veh/hr/ln)

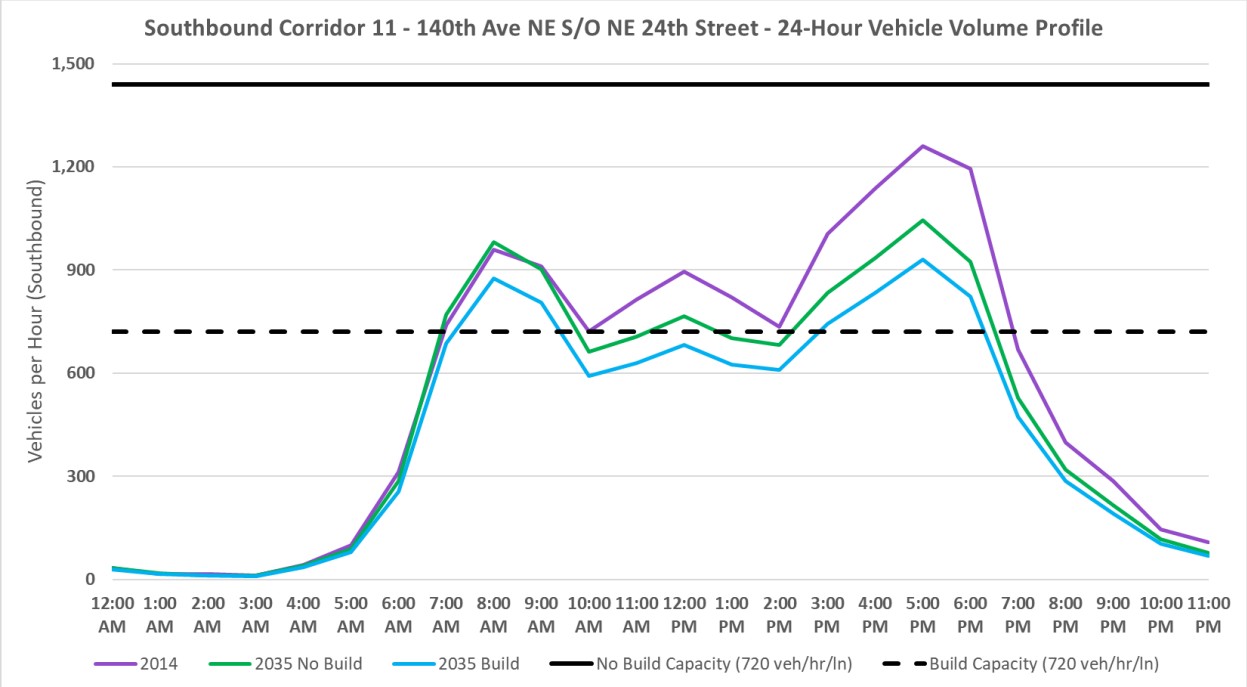

Eastbound Corridor 9 - NE 4th Street E/O 116th Ave NE - 24-Hour Vehicle Volume Profile
Vehicles per Hour (Eastbound)
1,500
1,200
900
600
300
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
2017
2035 No Build
2035 Build
Build and No Build Capacity (720 veh/hr/ln)


Westbound Corridor 9 - NE 4th Street E/O 116th Ave NE - 24-Hour Vehicle Volume Profile
Vehicles per Hour (Westbound)
1,500
1,200
900
600
300
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
2017
2035 No Build
2035 Build
Build and No Build Capacity (720 veh/hr/ln)


Northbound Corridor 10 - 116th Ave NE S/O Northup Way - 24-Hour Vehicle Volume Profile
Vehicles per Hour (Northbound)
800
700
600
500
400
300
200
100
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
2015
2035 No Build
2035 Build
Build and No Build Capacity (720 veh/hr/ln)


Southbound Corridor 10 - 116th Ave NE S/O Northup Way - 24-Hour Vehicle Volume Profile
Vehicles per Hour (Southbound)
800
700
600
500
400
300
200
100
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
2015
2035 No Build
2035 Build
Build and No Build Capacity (720 veh/hr/ln)


Northbound Corridor 11 - 140th Ave NE S/O NE 24th Street - 24-Hour Vehicle Volume Profile
Vehicles per Hour (Northbound)
1,500
1,200
900
600
300
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
2014
2035 No Build
2035 Build
No Build and Build Capacity (720 veh/hr/ln)


Southbound Corridor 11 - 140th Ave NE S/O NE 24th Street - 24-Hour Vehicle Volume Profile
Vehicles per Hour (Southbound)
1,500
1,200
900
600
300
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
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3:00 PM
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6:00 PM
7:00 PM
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9:00 PM
10:00 PM
11:00 PM
2014
2035 No Build
2035 Build
No Build Capacity (720 veh/hr/ln)
Build Capacity (720 veh/hr/ln)

9. Does Bike Bellevue quantify how many total lane miles would be converted to bike lanes?

An estimated 5.9 miles of motor vehicle travel lanes will be repurposed to implement the 15.11 miles of bike lanes referenced in the Bellevue DRAFT Design Concepts Guide, September 2023. Of these 15.11 miles of bike lanes:

- 11.17 miles will result from converting 5.9 miles of travel lanes to bike lanes,
- 2.06 miles of bike lanes will be added while retaining the travel lanes, and
- 1.88 miles of bike lanes will be upgraded, while retaining the travel lanes.

These numbers (see details below) reference the entire length of each corridor (including the centers of the intersections). The calculations are based on the descriptions of the concept designs in the Bike Bellevue DRAFT Design Concepts Guide, September 2023. The project descriptions do not capture small deviations in the design along the corridor (e.g., the bike lane on one side of the street starts proximate to, but not at the intersection, or a limited section of curbside parking removed). The two-way bike lanes are counted twice to account for bike lanes in each direction.

Note: These figures are approximations based on DRAFT concept designs and subject to change.

Bike Bellevue Project Planned Improvements

Data

Corridor Number	Corridor Name	Segment Name	Project Description	Conversion Type	Length, ft
1	Northup Way 120th Ave NE to 140th Ave NE	Northup Way 120th Ave NE to 124th Ave NE	Convert 1 of 2 westbound lanes to one-way separated buffered bike lanes on both sides of the street.	One Travel Lane Removed Two Bike Lanes Added	1452.554878
1	Northup Way 120th Ave NE to 140th Ave NE	Northup Way 124th Ave NE to East of 124th Ave NE	Convert 1 of 2 westbound lanes to one-way separated buffered bike lanes on both sides of the street.	One Travel Lane Removed Two Bike Lanes Added	345.604054
1	Northup Way 120th Ave NE to 140th Ave NE	Northup Way 132nd Ave NE to 136th Ave NE	Convert 1 of 2 westbound lanes to one-way separated buffered bike lanes on both sides of the street.	One Travel Lane Removed Two Bike Lanes Added	1798.493525
1	Northup Way 120th Ave NE to 140th Ave NE	Northup Way 136th Ave NE to 140th Ave NE	Convert 1 of 2 westbound lanes to one-way separated buffered bike lanes on both sides of the street.	One Travel Lane Removed Two Bike Lanes Added	835.335145
1	Northup Way 120th Ave NE to 140th Ave NE	Northup Way East of 124th Ave NE to 132nd Ave NE	Convert 1 of 2 westbound lanes to one-way separated buffered bike lanes on both sides of the street.	One Travel Lane Removed Two Bike Lanes Added	2396.116327
2	NE 12th St 102nd Ave NE to 108th Ave NE	NE 12th St 102nd Ave NE to Bellevue Way NE	Convert 1 of 2 westbound lanes to a two-way separated buffered bike lane on the north side of the street.	One Travel Lane Removed Two Bike Lanes Added	621.360811
2	NE 12th St 102nd Ave NE to 108th Ave NE	NE 12th St 106th Ave NE to 108th Ave NE	Convert 1 of 2 westbound lanes to a two-way separated buffered bike lane on the north side of the street.	One Travel Lane Removed Two Bike Lanes Added	693.030147
2	NE 12th St 102nd Ave NE to 108th Ave NE	NE 12th St Bellevue Way NE to 106th Ave	Convert 1 of 2 westbound lanes to a two-way separated buffered bike lane on the north side of the street.	One Travel Lane Removed Two Bike Lanes Added	632.670131
3	NE 12th St/Bel-Red Rd NE Spring Blvd to 132nd Ave NE	NE 12th St/Bel-Red Rd 120th Ave NE to 124th Ave NE	Convert 1 of 2 westbound lanes to one-way buffered bike lanes on both sides of the street.	One Travel Lane Removed Two Bike Lanes Added	1157.258315
3	NE 12th St/Bel-Red Rd NE Spring Blvd to 132nd Ave NE	NE 12th St/Bel-Red Rd 124th Ave NE to 132nd Ave NE	Convert 1 of 2 eastbound lanes to one-way separated buffered bike lanes on both sides of the street.	One Travel Lane Removed Two Bike Lanes Added	2738.028506
3	NE 12th St/Bel-Red Rd NE Spring Blvd to 132nd Ave NE	NE 12th St/Bel-Red Rd NE Spring Blvd to 120th Ave NE	Convert 1 of 2 westbound lanes to one-way buffered bike lanes on both sides of the street.	One Travel Lane Removed Two Bike Lanes Added	1212.406982
4	Bel-Red Rd 132nd Ave NE to 148th Ave NE	Bel-Red Rd 132nd Ave NE to 140th Ave NE	Convert 1 of 2 eastbound lanes to one-way separated buffered bike lanes on both sides of the street.	One Travel Lane Removed Two Bike Lanes Added	2762.517211
4	Bel-Red Rd 132nd Ave NE to 148th Ave NE	Bel-Red Rd 140th Ave NE to 143rd Ave NE	Convert 1 of 2 eastbound lanes to one-way separated buffered bike lanes on both sides of the street.	One Travel Lane Removed Two Bike Lanes Added	892.644979
4	Bel-Red Rd 132nd Ave NE to 148th Ave NE	Bel-Red Rd 143rd Ave NE to 148th Ave NE	Convert 1 of 2 eastbound lanes to one-way separated buffered bike lanes on both sides of the street.	One Travel Lane Removed Two Bike Lanes Added	1807.573695
5	Bel-Red Rd 148th Ave NE to 156th Ave NE	Bel-Red Rd 148th Ave NE to NE 20th St	Convert 1 of 2 eastbound lanes to one-way separated buffered bike lanes on both sides of the street.	One Travel Lane Removed Two Bike Lanes Added	1544.988667
5	Bel-Red Rd 148th Ave NE to 156th Ave NE	Bel-Red Rd NE 24th St to 156th Ave NE	Convert 1 of 2 westbound lanes to one-way separated buffered bike lanes on both sides of the street.	One Travel Lane Removed Two Bike Lanes Added	593.076903
5	Bel-Red Rd 148th Ave NE to 156th Ave NE	Bel-Red Rd NE 20th St to NE 24th St	Convert 1 eastbound lane and 1 westbound lane to one-way separated buffered bike lanes on both sides of the street.	Two Travel Lanes Removed Two Bike Lanes Added	1677.724754
6	NE 1st St/NE 2nd St 100th Ave NE to 112th Ave NE	NE 2nd St 108th Ave NE to 110th Ave NE	Install one-way bike lanes, retaining 1 travel lane and the two-way left turn lane in each direction.	No Travel Lanes Removed Two Bike Lanes Added	640.271617
6	NE 1st St/NE 2nd St 100th Ave NE to 112th Ave NE	NE 2nd St 110th Ave NE to 112th Ave NE	Install one-way bike lanes, retaining 1 travel lane and the two-way left turn lane in each direction.	No Travel Lanes Removed Two Bike Lanes Added	675.473899

6	NE 1st St/NE 2nd St 100th Ave NE to 112th Ave NE	NE 2nd St Bellevue Way NE to 108th Ave NE	Install one-way bike lanes, retaining 1 travel lane and the two-way left turn lane in each direction.	No Travel Lanes Removed Two Bike Lanes Added	1315.294852
6	NE 1st St/NE 2nd St 100th Ave NE to 112th Ave NE	NE 1st St 100th Ave NE to 102nd Ave NE	Convert the westbound travel lane to a two-way curb-separated bike lane on the north side of the street.	One Travel Lane Removed Two Bike Lanes Added	674.757740
6	NE 1st St/NE 2nd St 100th Ave NE to 112th Ave NE	NE 1st St/NE 2nd St 102nd Ave NE to Bellevue Way NE	Convert the westbound travel lane to a two-way curb-separated bike lane on the north side of the street.	One Travel Lane Removed Two Bike Lanes Added	737.792721
7	Lake Washington Blvd 100th Ave NE to 99th Ave NE	Lake Washington Blvd 100th Ave NE to 99th Ave NE	Convert the existing on street parking on the south side to one-way bicycle lanes on both sides of the street.	No Travel Lanes Removed Two Bike Lanes Added	690.466562
8	100th Ave NE Main St to NE 10th St	100th Ave NE Main St to NE 1st St	Convert the existing curbside parking to one-way bike lanes on both sides of the street.	No Travel Lanes Removed Two Bike Lanes Added	389.219990
8	100th Ave NE Main St to NE 10th St	100th Ave NE NE 8th St to NE 10th St	Install one-way bike lanes on both side of the street.	No Travel Lanes Removed Two Bike Lanes Added	660.937940
8	100th Ave NE Main St to NE 10th St	100th Ave NE NE 4th St to NE 8th St	Convert 1 of 2 northbound lanes to a two-way separated buffered bike lane on the east side of the street.	One Travel Lane Removed Two Bike Lanes Added	1317.319346
9	Wilburton Route 116th Ave NE, NE 4th St, 120th Ave NE	116th Ave NE Main St to NE 2nd St	Install separated buffered bike lanes on both sides of the street while retaining two travel lanes in each direction.	No Travel Lanes Removed Two Bike Lanes Added	579.756256
9	Wilburton Route 116th Ave NE, NE 4th St, 120th Ave NE	116th Ave NE NE 2nd St to NE 4th St	Install separated buffered bike lanes on both sides of the street while retaining two travel lanes in each direction.	No Travel Lanes Removed Two Bike Lanes Added	497.497584
9	Wilburton Route 116th Ave NE, NE 4th St, 120th Ave NE	120th Ave NE 12th Ave NE to NE Spring Blvd	Upgrade the conventional bike lanes to one-way separated buffered bike lanes in each direction while retaining two travel lanes in each direction.	No Travel Lanes Removed Two Bike Lanes Upgraded	967.560501
9	Wilburton Route 116th Ave NE, NE 4th St, 120th Ave NE	120th Ave NE NE 4th St to NE 8th St	Upgrade the conventional bike lanes to one-way separated buffered bike lanes in each direction while retaining two travel lanes in each direction.	No Travel Lanes Removed Two Bike Lanes Upgraded	1356.207493
9	Wilburton Route 116th Ave NE, NE 4th St, 120th Ave NE	120th Ave NE NE 8th St to NE 12th St	Upgrade the conventional bike lanes to one-way separated buffered bike lanes in each direction while retaining two travel lanes in each direction.	No Travel Lanes Removed Two Bike Lanes Upgraded	1280.610945
9	Wilburton Route 116th Ave NE, NE 4th St, 120th Ave NE	NE 4th St 116th Ave NE to 120th Ave NE	Upgrade the conventional bike lanes to one-way separated buffered bike lanes in each direction while retaining two travel lanes in each direction.	No Travel Lanes Removed Two Bike Lanes Upgraded	1360.574271
10	116th Ave NE NE 12th St to NE 14th St	116th Ave NE NE 12th St to NE 14th St	Convert the northbound merge lane to conventional bike lanes on both sides of the street.	One Travel Lane Removed Two Bike Lanes Added	957.168023
11	140th Ave NE Bel-Red Rd to NE 24th St	140th Ave NE Bel-Red Rd to SR 520	Convert 1 of 2 southbound lanes to separated buffered bike lanes on both sides of the street.	One Travel Lane Removed Two Bike Lanes Added	1923.410287
11	140th Ave NE Bel-Red Rd to NE 24th St	140th Ave NE SR 520 to NE 24th St	Convert 1 of 2 southbound lanes to separated buffered bike lanes on both sides of the street.	One Travel Lane Removed Two Bike Lanes Added	706.473286

Summary

	Length, mi
Roadway Improvements, Segment (Centerline) Length, ft	7.56
Travel Lane Removed, Segment (Centerline) Length, ft	5.58
Travel Lane Removed, Lane Length, ft	5.90
Bike Lane Improvements Lane Length, ft	15.11
Bike Lanes Resulting in Travel Lane Removal, Lane Length, ft	11.17
Bike Lanes Added w/o Travel Lane Removal, Lane Length, ft	2.06
Bike Lanes Upgrade w/o Travel Lane Removal, Lane Length, ft	1.88

10. **Staff claim that Bike Bellevue will improve safety for bicyclists, measured by Level of Stress (LTS), or the level of comfort a bicyclist feels on a given lane, as well as reduction in vehicle speed and collisions. Beyond perception of safety, it's not clear whether the proposed bike lanes are safe in reality.**

    There is evidence based road safety research published by the US Department of Transportation, Federal Highway Administration, and the National Institutes of Health that identify that bicycle lanes are effective at reducing crashes.

11. **Many bike lanes are not compatible with auto travel lanes. This is especially true on truck routes like 116th. Other projects in the plan implement bi-directional bike lanes in front of driveways (100th). Drivers who are not as familiar with the area, and even those who are, would have to navigate not just pedestrian traffic, but bi-directional bike traffic so they can pull out into bi-directional car traffic. This type of design seems ripe for conflict.**

    As noted by US Department of Transportation information, and other bicycle facility design guidelines, clearly delineating where bicycles can be expected reduces confusion for all road users. Bi-directional bike lanes do have more conflict points than uni-directional bicycle lanes at driveways, but that does not translate to a default of no bike lanes being the superior outcome. One general conclusion about all separated bicycle lanes (one- or two-direction) is that they reduce the risk of the most severe type of crash, which are high-speed, rear-end crashes from vehicles. Bellevue will continue to refine ideas about which bicycle lane treatments work best to improve safety and reduce stress.

12. **Implementing bike lanes through busy intersections that have Level of Service problems already (like NE 2nd and Bellevue Way), and adding separate signal phasing, will add to those complications and potential for conflict.**

    Per the City's v/c data, NE 2nd and Bellevue Way does not have a "level of service problem." This intersection can be congested in the afternoon, but the City's traffic analysis does not indicate that modifying signal operations for bicycle flow will substantially degrade intersection operations.

13. **While I understand the rationale in separating bike lanes from traffic with additional barriers, those barriers can become a problem when drivers have to find ways to safely pull over to yield to emergency responders. This problem is well-documented in places with road diets and bike lanes like** Venice Boulevard **in LA. In other words, just because a bike lane can be added to a corridor, does not mean it should be. In many places, this may cause more problems than it intends to solve. I do not believe that is the safety outcome any of us are seeking.**

    The Transportation Department is cognizant of the importance of maintaining EMS response times and is coordinating with the Bellevue Fire Department to account for their input into Bike Bellevue designs.

14. **The report authors claim that Bike Bellevue is an environmental good because replacing travel lanes with bike lanes will reduce vehicle miles traveled (VMT). However, their data also shows that overall daily VMT will increase over 10% with or without Bike Bellevue, so it is unclear where this reduction in driving is going. If trips are rerouting outside of the project area – it is not a reduction and may create more problems throughout neighborhoods. If trips are eliminated as people simply choose not to drive to Bellevue at all, how will this reduction in VMT impact Bellevue's economy?**

    VMT is increasing overall in the project area and the city due to growth. The VMT reduction identified in the Bike Bellevue DRAFT Design Concepts Guide, September 2023 is specific to reduced driving related to increased bicycle trips that are induced by the new infrastructure, which in turn, reduce driving modestly. Therefore, VMT grows overall, but it grows less if Bike Bellevue were to be implemented than if it was not.

15. **While projecting that overall driving will continue to increase, the plan states that taking lane capacity will not be a problem because downtown roads are actually overbuilt and underutilized much of the day. This is a remarkable claim that defies logic and experience. The report authors appear to arrive at this conclusion by comparing bi-directional demand to bi-directional capacity in each corridor. In other words, peak demand in one direction on a busy afternoon is offset by moderate traffic in the opposite direction, and this then represents whether the road is fully utilized. Instead, staff should compare directional demand to directional capacity during peak hours of the day, which is when we need to accommodate vehicular traffic the most, and share this information with the Commission at the October work session.**

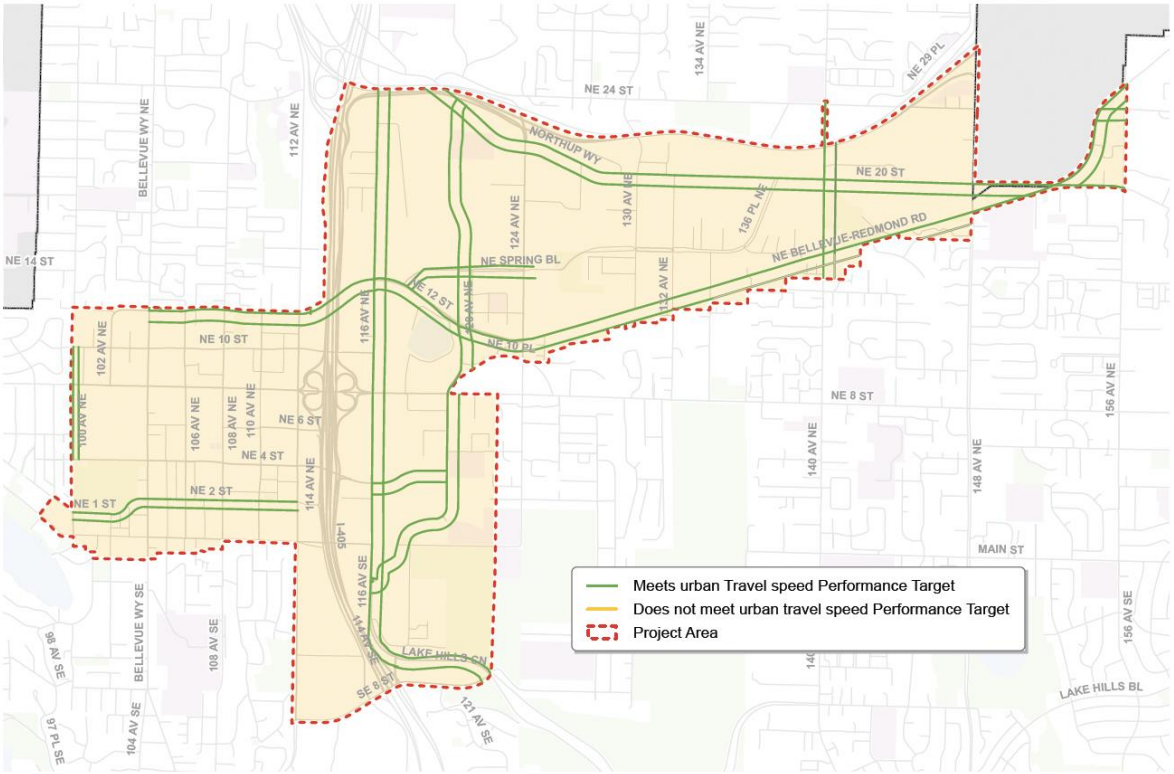
    The Bike Bellevue DRAFT Design Concepts Guide, September 2023 reflects all the analysis conducted by the staff and consultant team throughout the life of the project. Prior to the development of the DRAFT Design Concepts Guide, September 2023, staff evaluated a variety of configurations for the corridors; repurposing a single lane travel lane in one direction along the whole corridor, repurposing a single travel lane in the opposite direction along the whole corridor, and hybrid configurations where the repurposed lane changed directions along the corridor based on traffic patterns. Average intersection delay and queuing performance measures were used to compare the configurations. The analysis used Synchro 10 and SimTraffic 10 software and was completed in early 2021 using 2018/2019 pre-pandemic peak hour volumes. This analysis methodology was selected because it allowed for the impact of queuing and delay

from one configuration to be compared to another configuration and highlight any potential corridor failures from queue spill back or bottlenecks. The preferred configurations from this analysis were carried forward to the preliminary design phase and further refined in the DRAFT Design Concepts Guide, September 2023.

The combined impact of the eleven Bike Bellevue corridors on vehicle system performance and travel behavior was analyzed using BKRCast and this analysis is presented in the DRAFT Design Concepts Guide, September 2023. Peak hour analyses were performed using the BKRCast analysis at system intersections and primary vehicle corridors in and around the project area. While the bi-directional demands are presented in the DRAFT Design Concepts Guide, September 2023, the directional analyses were reviewed for any anomalies during the guide development and are presented in this comment response. The conclusion from this comprehensive approach is that Bike Bellevue implementation is not likely to substantially impact traffic operations on the corridors.

For additional information consider Figure 14 in the DRAFT Design Concepts Guide, September 2023 that shows the results of PM Peak hour vehicle speed analysis on all 11 Bike Bellevue Corridors, assuming the bicycle lanes are in place.

Figure 14. Future Conditions, 2035 Bike Bellevue Build Model, Urban Travel Speed on Bike Bellevue Corridors



Page 186 of the document, in Appendix D, provides the modeled PM peak hour travel speeds in each direction, how the speeds relate to the MIP Performance Target, and documents whether the Performance Target is met.

Corridor Travel Speed
(Peak hour travel speed)

DRAFT: 05/10/2023

											Dynameq Model					Dynameq	
											NA		Build			NA	Build
ID	Dir	Corridor	From	To	PMA	Target ratio to TUTS	Speed Limit (mph)	Typical Urban Travel Speed (mph)	Weighted Average (Iteris Peak 15min) Speed (mph)	Existing peak 15min Ratio to the TUTS	2035 PP Speed (mph)	2035 Ratio to TUTC	2035 PP Speed (mph)	2035 Ratio to TUTC	Existing peak 15min Ratio to the TUTS	2035 Ratio to TUTS	2035 Ratio to TUTC
UCC1	NB/EB	Northup Way	120th Ave NE	140th Ave NE	1	>0.5	35.00	14.00	14.06	1.00	10.97	0.78	11.15	0.80	Meet the Target	Meet the Target	Meet the Target
UCC1	SB/WB	Northup Way	140th Ave NE	120th Ave NE	1	>0.5	35.00	14.00	15.47	1.11	19.44	1.39	17.89	1.28	Meet the Target	Meet the Target	Meet the Target
UCC2	NB/EB	102nd Ave NE & NE 12th St	NE 8th St	108th Avde NE	1	>0.5	30.00	12.00	12.60	1.05	11.56	0.96	11.30	0.94	Meet the Target	Meet the Target	Meet the Target
UCC2	SB/WB	102nd Ave NE & NE 12th St	108th Avde NE	NE 8th St	1	>0.5	30.00	12.00	12.60	1.05	11.51	0.96	12.04	1.00	Meet the Target	Meet the Target	Meet the Target
UCC3	NB/EB	NE 12th St & Bel-Red Road	116th Ave NE	132nd Ave NE	1	>0.5	35.00	14.00	18.99	1.36	17.24	1.23	14.41	1.03	Meet the Target	Meet the Target	Meet the Target
UCC3	SB/WB	NE 12th St & Bel-Red Road	132nd Ave NE	116th Ave NE	1	>0.5	35.00	14.00	19.69	1.41	17.19	1.23	15.37	1.10	Meet the Target	Meet the Target	Meet the Target
UCC4	NB/EB	Bel-Red Rd	132nd Ave NE	148th Ave NE	1	>0.5	35.00	14.00	15.57	1.11	14.63	1.05	8.70	0.62	Meet the Target	Meet the Target	Meet the Target
UCC4	SB/WB	Bel-Red Rd	148th Ave NE	132nd Ave NE	1	>0.5	35.00	14.00	19.56	1.40	16.55	1.18	19.40	1.39	Meet the Target	Meet the Target	Meet the Target
UCC5	NB/EB	Bel-Red Rd	148th Ave NE	156th Ave NE	1	>0.5	35.00	14.00	13.69	0.98	13.58	0.97	13.53	0.97	Meet the Target	Meet the Target	Meet the Target
UCC5	SB/WB	Bel-Red Rd	156th Ave NE	148th Ave NE	1	>0.5	35.00	14.00	13.07	0.93	12.28	0.88	9.89	0.71	Meet the Target	Meet the Target	Meet the Target
UCC6	NB/EB	NE 1st & NE 2nd St	100th Ave NE	112th Ave NE	1	>0.5	30.00	12.00	10.40	0.87	12.18	1.02	11.71	0.98	Meet the Target	Meet the Target	Meet the Target
UCC6	SB/WB	NE 1st & NE 2nd St	112th Ave NE	100th Ave NE/Bellevue Way	1	>0.5	30.00	12.00	9.36	0.78	9.60	0.80	11.79	0.98*	Meet the Target	Meet the Target	Meet the Target
UCC7	NB/EB	Lake Washington Boulevard	92nd Ave NE	100th Ave NE	1	>0.5	30.00	12.00	21.27	1.77	22.37	1.86	22.43	1.87	Meet the Target	Meet the Target	Meet the Target
UCC7	SB/WB	Lake Washington Boulevard	100th Ave NE	92nd Ave NE	1	>0.5	30.00	12.00	26.80	2.23	21.86	1.82	22.05	1.84	Meet the Target	Meet the Target	Meet the Target
UCC8	NB/EB	100th Ave NE	Main St	NE 10th St	1	>0.5	30.00	12.00	12.40	1.03	12.86	1.07	12.62	1.05	Meet the Target	Meet the Target	Meet the Target
UCC8	SB/WB	100th Ave NE	NE 10th St	Main St	1	>0.5	30.00	12.00	12.40	1.03	11.95	1.00	12.54	1.04	Meet the Target	Meet the Target	Meet the Target
UCC9	NB/EB	Wilburton Route - 116th Ave NE/NE 4th St/120th Ave NE	Main St	Spring Blvd	1	>0.5	30.00	12.00	11.80	0.98	11.23	0.94	11.67	0.97	Meet the Target	Meet the Target	Meet the Target
UCC9	SB/WB	Wilburton Route - 116th Ave NE/NE 4th St/120th Ave NE	Spring Blvd	Main St	1	>0.5	30.00	12.00	11.80	0.98	9.28	0.77	9.25	0.77	Meet the Target	Meet the Target	Meet the Target
UCC10	NB/EB	116th Ave NE	NE 12th St	Northup Way	1	>0.5	30.00	12.00	20.58	1.72	19.50	1.62	19.79	1.65	Meet the Target	Meet the Target	Meet the Target
UCC10	SB/WB	116th Ave NE	Northup Way	NE 12th St	1	>0.5	30.00	12.00	16.32	1.36	15.71	1.31	15.90	1.33	Meet the Target	Meet the Target	Meet the Target
UCC11	NB/EB	140th Ave NE	Bel-Red Rd	NE 24th St	1	>0.5	30.00	12.00	13.16	1.10	12.97	1.08	16.42	1.37	Meet the Target	Meet the Target	Meet the Target
UCC11	SB/WB	140th Ave NE	NE 24th St	Bel-Red Rd	1	>0.5	30.00	12.00	8.98	0.75	7.70	0.64	7.79	0.65	Meet the Target	Meet the Target	Meet the Target
									15.03		14.19		13.98				

Note: * - in 2035 Build scenario 2nd St west of Bellevue Way would become one way. The travel speed for 2nd St WB was measured from 112th Ave NE to Bellevue Way

Lastly, the Corridor Profiles (Appendices F-P) include detailed PM Peak Hour intersection analysis outputs evaluated by City staff. These include peak direction delay data. An example from the intersection of NE 20th (Northup Way) at 148th Ave NE is shown below.

HCM Signalized Intersection Capacity Analysis PM Proposed 1, reduce to 1 lane WB to 140th
47: NE 20th St & 148th 03/19/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	240	517	165	260	482	133	158	948	49	175	1213	147
Future Volume (vph)	240	517	165	260	482	133	158	948	49	175	1213	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.91	
Frpb, ped/bikes	1.00	0.99		1.00	0.98		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	0.97		1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3364		1770	3343		1770	3494		1770	4947	
Flt Permitted	0.17	1.00		0.12	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	320	3364		221	3343		1770	3494		1770	4947	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	253	544	174	274	507	140	172	1030	53	190	1318	160
RTOR Reduction (vph)	0	20	0	0	17	0	0	3	0	0	10	0
Lane Group Flow (vph)	253	698	0	274	630	0	172	1080	0	190	1468	0
Confl. Peds. (#/hr)			19			40			39			39
Turn Type	D.P+P	NA		D.P+P	NA		Prot	NA		Prot	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	55.4	33.7		55.4	37.0		16.8	56.1		18.5	57.8	
Effective Green, g (s)	55.4	33.7		55.4	37.0		16.8	56.1		18.5	57.8	
Actuated g/C Ratio	0.37	0.22		0.37	0.25		0.11	0.37		0.12	0.39	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	3.0		2.0	3.0	
Lane Grp Cap (vph)	296	755		305	824		198	1306		218	1906	
v/s Ratio Prot	0.10	c0.21		c0.13	0.19		0.10	c0.31		c0.11	0.30	
v/s Ratio Perm	c0.21			0.20								
v/c Ratio	0.85	0.92		0.90	0.77		0.87	0.83		0.87	0.77	
Uniform Delay, d1	37.1	56.9		43.3	52.5		65.5	42.6		64.6	40.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	20.0	16.9		26.5	4.3		29.9	6.1		28.7	2.0	
Delay (s)	57.1	73.9		69.7	56.7		95.4	48.7		93.3	42.3	
Level of Service	E	E		E	E		F	D		F	D	
Approach Delay (s)		69.5			60.6			55.1			48.1	
Approach LOS		E			E			E			D	

Intersection Summary			
HCM 2000 Control Delay	56.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	88.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

These results indicate the approach delay and LOS for all directions. The city does not have a Performance Target at this level of granularity, but the traffic modeling team and design teams considered these outputs when selecting the bikeway designs that could best balance improving LTS while minimizing impact to vehicle operations.

16. **Staff claim Bike Bellevue improvements will "greatly expand the number of employment opportunities" that people can "comfortably get to by bike within the project area." They suggest this will help those who are under the poverty line, most of whom the City acknowledges get to work by driving. However, the City's own data undermines this claim, as only 210 more new bike tours would take place in downtown under the Build scenario, and 0 of them would be for work. If you look outside of the project area – 376 new bike tours would take place under the Build scenario, and 13 would be for work. What this indicates is that access and proximity does not necessarily translate to use. The BKRCast data in Bike Bellevue illustrates this, as both general and commute bicycle mode shares remain the same (1% and 0% respectively) whether Bike Bellevue is implemented or not.**

    As noted in the Bike Bellevue DRAFT Design Concepts Guide, September 2023, staff used both BKRCast and the ICLEI models for evaluating change in bike mode share. Due to the limited availability of existing bike facilities in the study area and sparse bicycle counts to calibrate the model more robustly, the bicycle usage as predicated by the BKRCast model represents conservative estimates. Empirical evidence for other communities that have implemented widespread bicycle infrastructure suggests much higher potential for bicycle usage. To that end, staff used the ICLEI model to provide additional insight into the number of additional bicycle riders.

    One fundamental note is that a major benefit of Bike Bellevue is that it provides people with a viable choice to bicycle to where they would like to go. People are likely to choose different modes on different days based on their overall travel needs for the day, but for some people today, bicycling is not a viable option because the lack of dedicated bicycle facilities, which makes them feel unsafe when riding, therefore they must resort to driving, even if that would not be their first choice.

From: Mariya Frost
To: TransportationCommission; Zahn, Janice
Cc: McDonald, Kevin; Halse, Katie; Loewenherz, Franz
Subject: KDC Written Comment on Bike Bellevue for 9-14 Meeting
Date: Wednesday, September 13, 2023 8:49:08 PM
Attachments: image001.png

Dear Commissioners,

Thank you for your consideration and work on the Bike Bellevue plan. We are submitting this letter as public comment on the draft Bike Bellevue Design Concepts Guide, about which we have serious concerns.

At a time when bicycling has declined in cities like Seattle, Portland and Bellevue, we struggle to understand the value of spending over $18 million dollars on lanes that deliver so little value to the Bellevue community. The plan does more to increase traffic congestion and worsen conditions at intersections than it does to actually increase bike ridership, much less do anything for people living below the poverty line who will not bike to work. Worse still, some of the plan designs create serious safety concerns for all road users.

When the lane capacity reductions in Bike Bellevue are considered in the context of the Wilburton Vision and its dramatic growth alternatives, it becomes clear that Bike Bellevue is a primarily a plan for gridlock and reduced mobility and access.

The benefits of Bike Bellevue are listed as improvements in safety, sustainability, road utilization, and equity. We encourage you to pursue meaningful answers to whether these outcomes are achieved and supported by data and travel trends provided in the plan.

Safety

Staff claim that Bike Bellevue will improve safety for bicyclists, measured by Level of Stress (LTS), or the level of comfort a bicyclist feels on a given lane, as well as reduction in vehicle speed and collisions. Beyond perception of safety, it's not clear whether the proposed bike lanes are safe in reality.

Many bike lanes are not compatible with auto travel lanes. This is especially true on truck routes like 116th. Other projects in the plan implement bi-directional bike lanes in front of driveways (100th). Drivers who are not as familiar with the area, and even those who are, would have to navigate not just pedestrian traffic, but bi-directional bike traffic so they can pull out into bi-directional car traffic. This type of design seems ripe for conflict.

Implementing bike lanes through busy intersections that have Level of Service problems already (like NE 2nd and Bellevue Way), and adding separate signal phasing, will add to those complications and

potential for conflict.

Last but not least, while I understand the rationale in separating bike lanes from traffic with additional barriers, those barriers can become a problem when drivers have to find ways to safely pull over to yield to emergency responders. This problem is well-documented in places with road diets and bike lanes like Venice Boulevard in LA.
In other words, just because a bike lane can be added to a corridor, does not mean it should be. In many places, this may cause more problems than it intends to solve. I do not believe that is the safety outcome any of us are seeking.

Sustainability & Road Utilization

The report authors claim that Bike Bellevue is an environmental good because replacing travel lanes with bike lanes will reduce vehicle miles traveled (VMT). However, their data also shows that overall daily VMT will increase over 10% with or without Bike Bellevue, so it is unclear where this reduction in driving is going. If trips are rerouting outside of the project area – it is not a reduction and may create more problems throughout neighborhoods. If trips are eliminated as people simply choose not to drive to Bellevue at all, how will this reduction in VMT impact Bellevue's economy?

While projecting that overall driving will continue to increase, the plan states that taking lane capacity will not be a problem because downtown roads are actually overbuilt and underutilized much of the day. This is a remarkable claim that defies logic and experience. The report authors appear to arrive at this conclusion by comparing bi-directional demand to bi-directional capacity in each corridor. In other words, peak demand in one direction on a busy afternoon is offset by moderate traffic in the opposite direction, and this then represents whether the road is fully utilized. Instead, staff should compare directional demand to directional capacity during peak hours of the day, which is when we need to accommodate vehicular traffic the most, and share this information with the Commission at the October work session.

Equity

Staff claim Bike Bellevue improvements will "greatly expand the number of employment opportunities" that people can "comfortably get to by bike within the project area." They suggest this will help those who are under the poverty line, most of whom the City acknowledges get to work by driving. However, the City's own data undermines this claim, as only 210 more new bike tours would take place in downtown under the Build scenario, and 0 of them would be for work. If you look outside of the project area – 376 new bike tours would take place under the Build scenario, and 13 would be for work.

What this indicates is that access and proximity does not necessarily translate to use. The BKRCast data in Bike Bellevue illustrates this, as both general and commute bicycle mode shares remain the same (1% and 0% respectively) whether Bike Bellevue is implemented or not.

We oppose the implementation of Bike Bellevue as a whole because it does not meet Bellevue's transportation needs, and encourage the Commission to pursue efforts that support growth,

accommodate the public's preferred mode of travel, and ensure Bellevue remains accessible and welcoming to everyone.

Thank you again for your consideration and time. We look forward to hearing from you and City staff to gain clarity on these issues.

Sincerely,

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

From: Mariya Frost
To: Loewenherz, Franz
Cc: McDonald, Kevin; Halse, Katie
Subject: RE: Questions RE: Bike Bellevue modeling
Date: Wednesday, September 13, 2023 11:28:52 AM
Attachments: image001.png

Franz,

Thank you for your response. In addition to the questions below, I am wondering if you might help me better understand Bike Bellevue's CO2/sustainability claims.

- Table 15 (Tangible GHG Emission Contexts) states that the 2035 annual GHG reduction is 2,600-4,000 metric tons. But on page 13, the report states that "when built out in 2035, Bike Bellevue will…reduce GHG emissions by between 1,100-4,000 metric tons per year." It's not clear to me why the lower end of these ranges are different for the same year. Could you please clarify?

- Additionally, Table 15 shows that the annual GHG reduction is 2,600-4,000 metric tons, which cumulatively over 20 years (2035-2055) is shown as 75,400-11,5500 (115,500 I assume). How did you arrive at that cumulative range? 2,600 * 20 = 52,000 not 75,400. Additionally, 4,000 * 20 equals 80,000 not 115,500. Can you please explain how you arrived at the cumulative reduction range?

- Washington law requires transportation-related CO2 emissions to be basically zero by 2050. Simply multiplying by 20 (if that's what you did in that calculation, though I'm not sure since the math doesn't add up) would be incorrect because the annual GHG reduction would decline every year from 2035-2050. As a result of state law, the marginal difference between build/no-build options would decline every year. The numbers don't appear to match those legal requirements, possibly inflating the CO2 benefit of the Build option. Can you please help me understand some of the assumptions that were made and why?

- Could you please point me to where in the appendices it is shown how CO2 emission reductions are calculated? Where are the CO2 estimates from? I see you reference PSRC data, but I can't find the data. Can you please send a report or link?

- Can you please help me understand why ICLEI was chosen for this analysis? It is 14 year-old global data completed prior to the recession and COVID. As a result, the CO2 reduction ranges are quite large (PSRC for lower, ICLEI for higher end of range). Are there model options the City could use that would offer more precision? A 400% difference between the top and bottom of a CO2 range is not credible or helpful.

Thanks again for all your help. I appreciate you taking the time to respond.

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From: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Sent: Wednesday, September 13, 2023 11:07 AM
To: Mariya Frost <mariya.frost@kemperdc.com>
Cc: McDonald, Kevin <KMcDonald@bellevuewa.gov>; Halse, Katie <KHalse@bellevuewa.gov>
Subject: [ext] RE: Questions RE: Bike Bellevue modeling

Hello Mariya –

We're in receipt of your questions/comments and have added this request for information to the Bike Bellevue project tracking system requiring follow-up. We're working on a response; however, it will not be ready in advance of the TC meeting tomorrow night.

Thank you,
Franz

Franz Loewenherz
He/him/his (Why does this matter?)
Mobility Planning and Solutions Manager
Vision Zero, Bike Bellevue, Transit
Transportation Department, City of Bellevue
FLoewenherz@bellevuewa.gov / (425) 452-4077

From: Mariya Frost <mariya.frost@kemperdc.com>
Sent: Tuesday, September 12, 2023 1:10 PM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Cc: McDonald, Kevin <KMcDonald@bellevuewa.gov>; Halse, Katie <KHalse@bellevuewa.gov>
Subject: Questions RE: Bike Bellevue modeling

Good afternoon Franz,

I am reviewing Bike Bellevue and have a few questions I hope you could help answer prior to the Transportation Commission meeting this Thursday (if possible).

Could you please explain how the City forecast 2035 No-Build and Build volumes to be lower than 2015 volumes at each of the project locations? We see the trends plotted over years with the volumes decreasing in some cases. But if VMT is increasing, the only way for volumes to drop is if the VMT is routing somewhere else. Page 117 in Appendix C shows daily VMT increasing for COB

(w/freeways), COB (Local Streets Only), Study Area (Local Streets Only). There is a slight decrease (< 1%) for Other COB Area (Local Streets Only). The volume on a corridor street could only decrease if the traffic was routed to other streets. Can you show where these increases are, and their impacts on delay? Are they routing elsewhere because of the taking of vehicle lanes for bicycle lanes?

Starting on page 122, graphs are shown of comparisons between bi-directional travel demand and capacity. Shouldn't these compare directional travel demand with directional capacity? Can you please provide the analysis that shows the comparisons between directional travel demand with directional capacity to show how traffic operation will be affected?

Lastly, does Bike Bellevue quantify how many total lane miles would be converted to bike lanes?

Thank you!

Mariya Frost
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Vernon Dwight Schrag
1106 108th Ave NE Apt 302 Bellevue, WA 98004

Attn: Bellevue Police Department
Cc: Planning Commissioners c/o Thara Johnson & Emil King
FOR PUBLIC RECORD
450 110th Ave NE
Bellevue, WA 98009-9012

October 5, 2023

Subject: THRESHOLD REVIEW - APPROVAL VISION ZERO GUN SAFETY BY 2035

Dear Chief Shirley and Detective Hallifax:

Please review w/Bellevue Planning Commission to familiarize with Codes & RCW Policies that allowed City's 2016 Adoption of Vision Zero Traffic Safety (attached):

> **AN ORDINANCE adopting the Vision Zero (16- 140007AC) 2016 amendments to the Comprehensive Plan of the City of Bellevue, pursuant to Chapter 36.70A RCW (Growth Management Act, as amended) and Chapter 35A.63 RCW**

I recently sent an **urgent priority response to Councilmember Jennifer Robertson** regarding her communications alluding to **City of Bellevue's inability** to move forward on Common Sense Gun Safety initiatives due to State/Federal legal matters. I strongly disagree with such nonsensical ideas; and expect you do as well.

BELLEVUE CITY COUNCIL 2023 thru 2030 GUNS POLICY & EASTSIDE KING COUNTY PUBLIC SAFETY-FIREARMS-VIOLENCE PREVENTION

1) **YES. Fund and schedule more Community events e.g. 10-12-2023 School Safety, "Preventing Mass Shootings and Targeted Violence".**

2) **INFORM Brad Miyake: NEVER AGAIN schedule Meydenbauer Center' Gun Shows like NRA-TriggrCon. ANNOUNCE to the Bellevue Second-Amendment Foundation that this is unacceptable to promote more firearms in our public-tax funded venues in WA State.**

3) **HONOR your City Council Public Safety Pledge of 2018; and set Top Priority Policies in action to inform residents and voters. Set aside public opportunities to meet with you, City Manager and Legal Staff.**

4) **Coordinate with Bellevue School District to get Teacher-Student City Policy INPUT, plus Bellevue School District 405 Security Leaders.**

BELLEVUE PD THREAT MANAGEMENT TEAM RECOMMENDATIONS:

Establish communications and recordkeeping with Gun Store Sales on the Eastside to track sales by weapons type. Create Public-dialogue on most dangerous weapons these so-called businesses are now selling in WA State. Take the following six (6) steps to join other leaders to prevent violence:

10/5/23

Vernon Dwight Schrag
1106 108th Ave NE Apt 302 Bellevue, WA 98004

1- Develop records w/listings of WA Gun Shows occurring on the Eastside; and public purchase schedules, plus documentation-records of types of weapons, high capacity clips and ammo offered for public sale.

2- Create Public-dialogue with WA State Legislature to adopt new Vision Zero Laws regaining control over ongoing violence. Publish official threat assessments for public awareness online and via PD briefings.

3- Coordinate with King County to join efforts and lessons they've learned. Obtain regular/Quarterly Briefings from our local FBI Office Team plus AFTE Seattle. Familiarize City Officials with their Public Safety concerns.

4- Regain Public Trust of Bellevue City Council with active PD support; and take Firm Leadership Actions on Gun Violence Protections. Decide how City officials will track, monitor and measure levels of public trust.

5- Engage w/business, residents, students, teachers and Neighborhoods. Fund efforts to reach out to Common Sense Gun Reforms Groups, King County Council, School Safety Leaders, Legislators and Voters/Residents in Bellevue plus Eastside cities for inputs (at least Quarterly Basis).

6- Bellevue PD and City Manager meet with Eastside "Moms Demand Action + Everytown" King County volunteers at Bellevue City Hall in 2023. Give Safety Campaign Pledge Overview & Planning guidance.

Recommend: ALL above to be reviewed with Senator Patty Kuderer of Bellevue and Claudia Balducci of King County Council. Gain their Legislative insights into ongoing shootings, suicides and School Gun Violence risks.

KEY ACTION STEPS - BELLEVUE PLANNING COMMISSION

Volunteer Commissioners to read Threshold Review of Vision Zero Gun Safety by 2035 submittals. Schedule time for Brad Miyake and PD Threat Management Team to discuss ongoing gun violence threats with Planning Commission Staff.

ADOPT BELLEVUE ORDINANCE VISION ZERO GUN SAFETY BY 2035

Bellevue Planning Commission & Planning Staff conduct Q&A with Bellevue City Attorney Office regarding our City Policy. Request formal letter describing why Bellevue is allowed to officially adopt Gun Safety Measures e.g. 2016 Vision Zero Traffic Safety Plan - ORDINANCE NO. 6334 Amendment.

Sincerely,
Vernon Dwight Schrag Vernon D Schrag 10/31/2023 enclosures (5pp)

Packet Handout No. 1 - Permit #103789 AC

Proposed Amendment

- Strive to achieve Zero deaths & serious injuries from gun violence in Bellevue by 2035
- Comprehensive review & assessment of risks, potential for fatalities & injuries with goals of eliminating preventable firearm safety risks to residents & workers, especially people who are most vulnerable
- Lead, coordinate & partner with neighbors in the region to develop & implement Best Practices focusing on Safety, early-warning prediction, risk avoidance plus education, counseling, employment of data-driven enforcement policies or practices
- Implement Gun Safety strategies supporting a Safe City promoting healthy living with sense of safety contributing to successful business & neighborhoods

2019 Annual Comprehensive Plan Amendments List of Proposed Amendments

See Attachment 1

CPA	Site-specific *Subarea*	Applicant
Vision Zero for Gun Safety 19-103789 AC	*Citywide* (not subject to geographic scoping)	Vernon D. Schrag
The Park in Bellevue 19-104143 AC 1515 Bellevue Way NE	Site-specific (subject to geographic scoping) *North Bellevue*	Ed Segat Continental Properties LLC
Bellevue Technology Center *19-104146 AC* 15801 NE 24th Street (six parcels)	Site-specific (subject to geographic scoping) *Crossroads*	Jason Espirtu KBS SOR 156th Avenue NE LLC
12620 Northup Way 19-104147 AC 12620 Northup Way	Site-specific (subject to geographic scoping) *BelRed*	Yu XaiHou Yuxh Realty

Staff report recommendations will be available with the April 4 published public hearing notice for the April 24, 2019, Threshold Review public hearings.

BACKGROUND/ANALYSIS

Consideration of the Expansion of the Geographic Scope of the proposal

Prior to the public hearing, the Planning Commission shall review the geographic scope of any proposed amendments. Expansion of the geographic scope may be recommended if nearby, similarly-situated property shares the characteristics of the proposed amendment's site. Expansion shall be the minimum necessary to include properties with shared characteristics...

-Land Use Code 20.30I.130.A.1.a.ii

Continued from previous page

Detective Will Hallifax serves on the City of Bellevue's multidisciplinary Threat Management Team, the FBI Joint Terrorism Task Force and trains on Workplace Violence Prevention. As a Certified Threat Manager through the Association of Threat Assessment Professionals, Detective Hallifax will address the drawbacks of a solely response-focused approach to threats. He will delve into how the Bellevue Police Department has adopted the principles of proactive threat management and prevention within a comprehensive safety plan. He will also present a vision for public-private engagement to collaboratively combat threats within our community.

Please be informed that video or audio recording of the event is strictly prohibited.

Emergency Preparedness Workshop

Wednesday, Nov. 15, 1-4 p.m.
South Bellevue Community Center
14509 SE Newport Way

Hello SEATTLE Koshka Leaders,
A note of gratitude and thanks for participating in our first-of-a-kind October Bellevue Meydenbauer Center Event next week.

As a Bellevue resident and gun violence survivor myself, this can be a beginning for addressing huge risks that plague this city's dangerous NRA-MAGA Second Amendment Foundation WA Headquarters crowd of Gun Sellers. Only a few blocks from Meydenbauer Center the NRA applies political influence on all aspects of our city government. Even Nazi KKK flyers were distributed nearby our school neighborhood.

I now am developing plans to press ahead for a Comprehensive Plan change called VISION ZERO GUN SAFETY BY 2035.

In 2019 the City Council rejected the proposal presented to them by Moms Demand Action supporters, March for our Lives Victim's Parent & Grandparents Against Gun Violence.

Pass this info along to Mark Follman and Will Hallifax.

See you soon at the Event!

Will provide a signed copy of my BELLEVUE-VISION-ZERO-PLAN proposal to Kristina when she arrives.

Welcome. Kudos!!

Warm regards, Dwight Schrag. 10-3-2023