

ATTACHMENT D

Between November 9, 2023 and December 6, 2023, the Transportation Commission received 215 community emails and letters in opposition to Bike Bellevue

From: [Carl Vander Hoek](#)
To: [Council](#); [TransportationCommission](#); [Loewenherz, Franz](#)
Subject: Vander Hoek Corporation - Bike Bellevue Public Comment for inclusion in tonights Transportation Commission Materials
Date: Thursday, November 9, 2023 4:41:11 PM
Attachments: [20231109 Letter to Transpo Commission Regarding Bike Bellevue.pdf](#)

Hello Franz,

Please find the attached letter to the Transportation Commission on the behalf of Vander Hoek Corporation regarding the Bike Bellevue Draft Design Concepts Guide covered in tonight's Transportation Commission Meeting. Please include this in commissioners desk packets as public comment ahead of the meeting.

Sincerely,

Carl Vander Hoek
Vander Hoek Corporation
425-681-6842

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

November 9, 2023

RE: Bike Bellevue Draft Design Guide

Chair Stash and Transportation Commissioners,

Thank you for your continued engagement and critical review of the Bike Bellevue Draft Concept Plan. Vander Hoek Corporation has operated businesses over 4 generations, and owned property in Old Bellevue for over 85 years. We are writing to express our concern about the disproportionate benefit to a minority set of users that this plan proposes.

Prioritizing more bicycle lanes supported by minority special interests at such a high cost is not sound fiscal or public policy. This commission should recommend that council allocate money to matters that are proportionate to concerns of taxpayers. For example: affordable housing, homelessness, traffic congestion, park facilities, crime reduction, climate change, the Grand Connection, or a downtown fire station. We are alarmed that this plan is not going to council for approval. Instead, according to staff, it is to be reviewed by this Transportation Commission, who will make a recommendation to the Transportation Director, who will then make a unilateral decision to implement or not. Please ask staff why this \$19 M plan is not going before council for a decision.

We are raising the following observations, concerns, and questions regarding the policy with the hope that rational prudent decision making will prevail to maintain the greatest good for the greatest number of users.

On-Street Parking Supply Removal:

Staff details that Bike Bellevue will remove 30 stalls of public on-street parking. This proposal seeks to remove 6.5% of the public on-street parking supply in Downtown. How can the city reduce parking supply with the expected growth? Businesses, residents, customers, deliveries, and employees use these stalls every day. The success of downtown is dependent on convenient access to public street parking.

Impact to Businesses:

Businesses have a choice on where to locate. Many have chosen Bellevue over alternatives for a variety of reasons. A predominant reason is ease of access for employees and customers compared to Seattle. Customers, deliveries, employees, freight, and visitors are all dependent on adequate vehicle travel lane capacity and availability of parking to remain successful and attractive. If the city of Bellevue does not prioritize these then customers and employers will choose another location or shop online. The city's land use code requires that a majority of ground floor street frontage be programmed as retail. Many retail spaces sit vacant today, many more in Seattle. Many office towers are the same, leading to fewer daytime employees spending money in Bellevue. The main reason that employees

state they are not returning to the office is commute times. Bike Bellevue's proposal to make vehicle commute times longer and traffic congestion worse, will force customers to shop elsewhere, employers to locate elsewhere, and lead to even more vacant retail and office towers. According to the city, Bike Bellevue will create zero work trips by bike in the project area by 2035 under the Build scenario. If buildings sit vacant, new construction will decrease and thus city revenue from B&O Tax, Sales Tax, and Permit Fees, Impact Fees and Excise Tax will all decrease. Please direct staff to look at these economic impacts of the Bike Bellevue Proposal immediately.

Generic Form Letters of Support:

We would like to point out that many of the public comments received in Support of Bike Bellevue in Attachment C and D are generic form letters from the Cascade Bicycle Club. Most do not live in Bellevue. Staff mischaracterizes the support for the plan by simply stating that 51% of emails between September 25, 2023 and October 27th, 2023 support Bike Bellevue and Chris Randels who doesn't live in Bellevue posted on X (formerly Twitter) on October 26th that anyone who wants 15 miles of bike lanes should fill out the Cascade Bicycle Clubs form letter to this commission, no other information about the cost, impacts or project details were provided to commenters who used this generic form. Thus, the city statement that 96.6% of emails from October 24th, 2023, and October 30th, 2023, express support for Bike Bellevue, is false and misleading. The domains these emails were sent from appear to be a Bot so there is no way to verify that validity of the support or if these are in fact real people. The email domains were advocatesmessage.com, advocacymessages.com, sendgrassroots.com, grassrootsmessage.com. etc. We sent an email to one of these commenters and verified that the address was not found. Staff who responds to messages from the public must also know that these responses are not from real people who are informed about the details of what is proposed. These form letter comments should not be used to portray an accurate depiction of public support for this plan.

Fire and Police Input:

The report does not mention any outreach to the police or fire department for their input on this plan. Since the plan calls for a large reduction to street capacity, wait times at intersections and significant reduction in Level of Service of streets. With less road capacity, increased congestion, and higher wait times at intersections the police and fire departments would have slower response times. Does the increase in bicyclist safety get offset by the decrease to the public safety if police and fire are not able to get to them in time. The city documents project that Bike Bellevue will prevent 4-8 fatalities over the next 20 years. This seems like a small number at a high capital cost. If police and fire have slower response times how many additional fatalities occur because of that over the next 20 years? Please seek input from the Police and Fire Departments on the Bike Bellevue Plan.

Curb Management Plan, Transportation Benefit District, Previous Bike and Transportation Master Plans:

How are these past and current plans working together? How do they contradict? The Curb Management Plan appears to contradict Bike Bellevue Plans in many aspects for how the curb lane is to be used. These plans should all be analyzed for concurrency and consistency. Staff should report on the differences and contradictions in each plan compared to Bike Bellevue. The Transportation Benefit

District that calls for a 0.1% sales tax increase to be able to pay for deferred street maintenance and stripping on existing facilities. Street maintenance should be covered in the city Maintenance and Operations Budget not a new sales tax. Bike Bellevue introduces 15 new miles of green and white paint. Nowhere in the budget proposals for Bike Bellevue is on-going maintenance or the cost of re-striping accounted for. If the city can't afford maintenance of our existing streets how will the addition of these Bike Bellevue painted lines impact the budget and taxpayers?

Rain, Hills, Kids and Errands:

The reason why bicycle ridership is so low in the area is not due to lack of facilities, it is due to our weather, terrain, and travel needs. Most will not ride a bicycle in the rain. None will ride if they need to pick up laundry, groceries, or kids from school. Spending \$18M does not change these factors or proportionately increase the number of people who will choose to ride a bicycle.

NE 1st/NE 2nd One-Way Street – Corridor 6:

- The proposed changes to this corridor would introduce the first one-way street in Downtown Bellevue.
- This one-way proposal will create circling around the block and increase latent demand on Main Street, Bellevue Way and 100th Ave NE. It forces traffic to other streets that were not considered or measured for impact in the study. Please direct staff to study the impacts to adjacent streets.
- NE 1st/NE 2nd Corridor is already achieving a LTS of 3 and the target is LTS 3. Why even change anything? Same can be said for Corridor 9 (Wilburton Route)
- This one-way concept would cripple access to the Downtown Park, Inspiration Playground, events at the downtown park (like Ice Skating and Bellevue Family 4th and summer outdoor movies. All that traffic will be pushed to adjacent streets and neighborhoods. Please seek input from the Special Events Committee on the Bike Bellevue Plan impact to city events.
- Most buildings on these routes support businesses and are required to have ground floor retail. How does shutting down street capacity, taking away on-street parking and restricting turning movement support Downtown Businesses. We already have high retail vacancy post COVID. Bellevue is dependent on successful businesses to support residents and city tax revenues and the Bike Bellevue Plan threatens retail that the city requires to be built in every building downtown.

Missing Roadway Capacity Utilization Charts:

The public pointed out in September the flaws in the data and the way it was presented was misleading and incorrect. If the city revised those charts to be correct it would not paint the picture necessary to support Bike Bellevue. It would show that these streets are at or close to capacity as is and that future growth projections in many cases will have these corridors exceeding capacity by 2035. On pg. 119 of the Draft Design Concepts Guide these charts are depicted. Why is baseline data used from 2015 or 2018 when more recent IDAX Data and Synchro Reports were conducted in 2022? These charts' data should be represented DIRECTIONALLY to tell the real story rather than bi-directional as staff has provided and is misrepresenting the actual scenario for travelers.

Missing Data and Reports:

Synchro Reports and IDAX Data appear in the appendix reports for the specific corridors. These depict critical data including volume, V/C ratios, delays, wait times, Level of Service, number of vehicles, pedestrians, trucks and bicycles at each direction and each lane of an intersection on the proposed corridors. This data is missing or excluded from key corridors in the Bike Bellevue Plan. All Synchro Reports and IDAX Data is missing for Corridors 4, 6, 8, and 11. Only the Synchro Reports are missing from Corridors 3, 7, and 9. Only the IDAX Data is missing from Corridors 1 and 2. This data is critical to analyzing the true capacity and level of service at these intersections and corridors. Please ask staff to provide the same complete data set for all corridors. Regarding the data, if you look on pgs. 266, 268, 269, or 271 for Corridor 5 you will see many of the intersections are at Level of Service D, E, or F (where F is failing.)

E-Bikes:

The city should answer the question asked at your last meeting on the topic. Where are electric bikes expected to travel? Vehicle Lanes, Sidewalks, or these proposed bicycle lanes? The average speed of an e-bike is 20 mph while the top speed is 28 mph. The average speed of a traditional bicycle can vary depending on conditions and incline but are typically between 8-16 mph. Electric Bicycles are increasing in use and should operate in vehicle lanes based on travel speed. According to the New York Times, E-bikes sales increased 145% from 2019 to 2020 more than double the sales of traditional bikes. The e-bike market is expected to have a compound annual growth rate of 15.6% from 2023 to 2030. Who will police this to maintain safe travel ways for all types of bicycles?

Sharrows:

Wherever necessary, instead of taking away vehicle travel lanes Sharrows (arrows painted on pavement indicating that the lane is to be shared by vehicles and bicycles) should be utilized. They are lower cost, allow for greater capacity of the roadway, and increase safety.

We expect you will consider adding these questions and concerns to your dialogue with the City on November 9. Thank you again for your consideration, and we look forward to continuing to engage and collaborate on this effort.

Sincerely,



Carl Vander Hoek
Vander Hoek Corporation



November 9, 2023

City of Bellevue
450 110th Ave. NE
P.O. Box 90012
Bellevue, WA 98009

Re: Bike Bellevue Plan and Comprehensive Plan Requirements

Dear Transportation Commission,

Washington Business Properties Association ("WBPA") is a coalition of individuals, businesses and professional associations focused on commercial and residential real estate and property rights issues in Washington State. Our members include many Bellevue businesses and residents. As with our prior letter to the City regarding the Curb Management Plan, we write to share concerns regarding the potential impact that projects guided by the Bellevue Bike Plan could have on Bellevue's transportation network, our members, and the community as a whole.

At a time when the City is planning for significant residential and employment growth over the next decade throughout Downtown, Wilburton and Bel-Red, the Bike Bellevue plan proposes to replace limited general purpose travel lanes with bike lanes throughout these same areas.

We are concerned that:

1. The City has not conducted adequate traffic analysis for any of the 11 corridors, including the impact of Bike Bellevue on directional vehicular volumes and directional demand at peak AM and PM periods, nor whether lane reductions would result in diversion of traffic to other parts of the City.
2. The City appears to be considering mobility and environmental impacts of Bike Bellevue in a silo. In compliance with the State Environmental Policy Act (SEPA), the City must consider Bike Bellevue in the context of multiple interdependent local land use and transportation plans, such as the Comprehensive Plan update and the Curb Management Plan, which are likely to have significant individual and cumulative impacts.
3. The Bike Bellevue proposal is inconsistent with the City's own transportation policies under the Comprehensive Plan

1. Travel lane elimination requires a SEPA-compliant traffic analysis

Even minor repurposing of general-purpose travel lanes would almost certainly have a significant negative impact on traffic congestion, hinder mobility and access for emergency responders, commuters, delivery drivers, customers and the residents who live in and around these high-density areas.

Given the potential for significant impacts such as increased emergency response times, traffic congestion, greenhouse gas emissions, and economic factors, it is critical that any travel lane elimination trigger a traffic analysis, and any analysis must examine *directional* demand and *directional* capacity during peak

hours of the day in each of the Bike Bellevue corridors. This is precisely what every developer must do as a condition of project approval. It makes no sense—and it violates SEPA and the GMA—for the City to do no analysis or to use facially-flawed reasoning (*i.e.*, “most roads are overbuilt, since a majority of the capacity is unused during much of the day”) to support its transportation planning process.

2. SEPA prohibits consideration of impacts in a silo

The City is currently proposing major increases in density in Wilburton and Bel-Red under the Comprehensive Plan, has recently adopted a Curb Management Plan that purports to create new projects that impair traffic capacity in Downtown, Wilburton and Bel-Red, and these areas continue to experience growth in new buildings that are entitled under the existing codes and that create traffic impacts. In addition, many of the projects that are assumed to be complete have not been completed, including the I-405 Master Plan and EastLink light rail, and several Metro bus lines. Under state law, Bike Bellevue's projects cannot be considered independently of these other projects.

The City's comprehensive planning process must follow the requirements of the Growth Management Act (“GMA”), including an integrated review of impacts associated with proposed plans under the State Environmental Policy Act (“SEPA”). *See* RCW 43.21C.030; WAC 197-11-158 & -210-235. Our state Supreme Court has long recognized that “[i]mplicit in [SEPA] is the requirement that the decision makers consider more than what might be the narrow, limited environmental impact of the immediate, pending action. The agency cannot close its eyes to the ultimate probable environmental consequences of its current action.”

“A “major purpose” of SEPA is to “combine environmental considerations with public decisions”. RCW 43.21C.075(1). Consistent with this purpose, “SEPA *mandates* governmental bodies to consider the total environmental and ecological factors to the fullest in deciding major matters.” *Eastlake Comm'ty Coun. v. Roanoke Assocs.*, 82 Wn.2d 475, 490, 513 P.2d 36, 76 A.L.R.3d 360 (1973). These considerations must be integrated into governmental decision-making processes so that “presently unquantified environmental amenities and values will be given appropriate consideration in decision making along with economic and technical considerations”. RCW 43.21C.030(2)(b); *Eastlake Comm'ty Coun.*, at 492. The environmental impact statement (EIS) must “accompany the proposal through the existing agency review processes” so that officials will use it in making decisions, RCW 43.21C.030(2)(d), WAC 197-11-655, and “[a]ny governmental action may be conditioned or denied” on the basis of adverse impacts disclosed by SEPA's environmental review process.” RCW 43.21C.060; WAC 197-11-660; BCC 22.02.605(B); *Polygon Corp. v. Seattle*, 90 Wn.2d 59, 65, 578 P.2d 1309 (1978).”

W. Main Assocs. v. Bellevue, 49 Wn. App. 513, 518, 742 P.2d 1266 (1987).

As a part of the planning process, SEPA requires the City to identify individual and cumulative environmental impacts that may result from implementation of plans *prior* to adopting them. *See id.*; WAC 197-11-060(4). For transportation planning, “the GMA requires local jurisdictions to adopt ordinances ‘which prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development.’ RCW 36.70A.070(6)(b).” *Spokane County v. E. Wash. Growth Mgmt. Hearings Bd.*, 173 Wn. App. 310, 293 P.3d 1248 (2013). As such, the City's various

transportation plans and the underlying goals and policies, including Bike Bellevue, must not be developed or analyzed in silos and must ensure that improvements made under the adopted plans don't cause roads to become gridlocked.

Presently, the City has failed to conduct an analysis that evaluates each of the 11 corridors in which Bike Bellevue proposes replacing travel lanes with bike lanes. This violates SEPA as it deprives the City's decision-makers and the public of the very information necessary to analyze and potentially mitigate environmental impacts of such actions. Again, the City must "consider more than what might be the narrow, limited environmental impact of the [Bike Bellevue Plan]," and the City "cannot close its eyes to the ultimate probable environmental consequences" of the plan.

3. Inconsistency with the Transportation Element of the Comprehensive Plan.

Bike Bellevue's proposals are out of step with many of the adopted policies in the Transportation Element of the Comprehensive Plan. For example, just last year the Council unanimously adopted, on the recommendation of the Transportation Commission, policy TR-2: "To aggressively plan, manage and expand transportation investments to

- reduce congestion AND
- expand opportunities in a multimodal and comprehensive manner AND
- improve the quality of the travel experience for all users."

The policy is broken up above to highlight the three criteria, all of which are required to be met. A plan to implement bicycle lanes that will carry a tiny fraction of the people that the current road lanes serve cannot possibly achieve the goals of *reducing* congestion and improving the quality of travel experience *for all users*. It would clearly increase congestion and possibly improve the travel experience of bicyclists, who represent, according to the City's own modeling, less than 1% of all trips. We encourage commissioners to review the entire Transportation Element and consider whether Bike Bellevue's proposal to convert general purpose lanes from "major arterials" into single-purpose bike infrastructure is consistent with the vision and intent expressed by you and the City Council.

Conclusion

The City's businesses, residents, visitors, and tax base depend on all modes of transportation, including people who need to drive downtown, take transit of all kinds, bike, and walk throughout Bellevue's commercial core. This can only be done through the proper study, analysis, and public comment as required by SEPA. All transportation modes are part of the solution, so long as they don't increase traffic congestion, which then makes them part of the problem.

WBPA looks forward to continuing to engage on these issues and appreciates the thoughtful consideration of these comments.

Sincerely,



Chester Baldwin

WBPA Chief Executive Officer

123 Fir Street NE, Suite 201 (360) 205-2345 Olympia, WA 98506

From: KimBrewer52475@gmail.com
To: [Loewenherz, Franz](#)
Subject: Bellevue bike lanes
Date: Thursday, November 16, 2023 4:04:48 PM

Hello Frank,

I am very opposed to more bike lanes because Bellevue traffic is already a nightmare. Every road is plugged daily and taking more driving lanes away is going to make it worse.

Also how often do I even see bikers - rarely!! I understand lots of bike riding happens in August and September but once those two months are behind us there is a very small handful of folks who consistently ride bikes. Those lanes would be empty again with unoccupied bike lanes. Also today we have many streets that have bike lanes on the right — yet the bikers continue to ride in traffic; they don't move over; and generally feel it's THEIR right to impede traffic. They should ride in their designated lane - yet there is no enforcement for the biking community. AND more than once I have witness bikers cutting into traffic and then being verbal with the car (who had the right of way and is annoyed that the biker does not follow the rules of the road).

I live to bike in trails that are off the street (Marymore is a great one) I believe we spent too much money to serve the needs of a few cyclistist who consistently ride. Most of the Bellevue residence appear to drive cars as indicated by 405/I-90 which are always congested! Light rail is suppose to help but with the mismanagement of fund on that project; time delays; and who knows what else - seems that won't help for a long number of years yet.

Thanks for listening and feel free to respond - I encourage you NOT to make more bike lanes on Bellevue streets.

Thank you, Kim

Kim Brewer
206.310.2140

If you are interested in handmade cards, check out my website:

[https://gcc02.safelinks.protection.outlook.com/?](https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.kbcardcompany.com%2F&data=05%7C01%7CFLoewenherz%40bell)

[url=https%3A%2F%2Fwww.kbcardcompany.com%2F&data=05%7C01%7CFLoewenherz%40bell%2Fevuewa.gov%7C72f5b0cfb2fc4c77063108dbe700ce5e%7C222d2edd825545bd859752141b82f713%7C0%7C0%7C638357762881023470%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=vlgAllGpiuRH6O%2FFz6oQM6uivwWN6SZIAC28OLn1vtI%3D&reserved=0](https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.kbcardcompany.com%2F&data=05%7C01%7CFLoewenherz%40bell%2Fevuewa.gov%7C72f5b0cfb2fc4c77063108dbe700ce5e%7C222d2edd825545bd859752141b82f713%7C0%7C0%7C638357762881023470%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=vlgAllGpiuRH6O%2FFz6oQM6uivwWN6SZIAC28OLn1vtI%3D&reserved=0)

From: Johnson, Dean @ Bellevue
To: Loewenherz, Franz
Subject: Bike Bellevue

Hi ,

I am a 46 year resident of Bellevue where my wife and I have raised our 3 kids. We have bikes but I wholeheartedly disagree with changing car (vehicle) lanes to bike lanes. It makes no sense to me. We have enough traffic as is. Why take 50% of vehicle capacity to try and increase bikes to 4%???

Dean R. Johnson | Vice President
CBRE
Advisory & Transaction Services
Investment Properties
929 108th Ave NE
Suite 700
Bellevue, WA 98004
T +1 425 462 6918
C +1 425 246 2314 Dean.Johnson@cbre.com

Details about the personal data CBRE collects and why, as well as your data privacy rights under applicable law, are available at CBRE – Privacy Policy.<<https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.cb-re.com%2Fabout%2Fprivacy-policy%2Fpolicypicker&data=05%7C01%7CFLoewenherz%40bellevuewa.gov%7C6bb3fb715a5343e5a68108dbe70bfe8e%7C222d2edd825545bd859752141b82f713%7C0%7C0%7C638357810935791666%7CUnknown%7CTWFPbGZsb3d8eyJWljoimC4wLjAwMDAiLCJQJjoiV2luMzliLCJBTiI6Ik1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=JzKS%2FogiT1vRKf2iw4hhu6XJr%2FKMQzUxLTyeJOKFRkM%3D&reserved=0>>

From: [Stephan Siemsgluess](#)
To: [Loewenherz, Franz](#); [Robinson, Lynne](#); [Nieuwenhuis, Jared](#); [Zahn, Janice](#)
Subject: Bike Bellevue - Obtain a mandate from a majority of voters
Date: Friday, November 17, 2023 6:40:17 PM

Hello Franz,

My wife and I are residents of Bellevue since 2004. We live at 13590 Main Street...

We have serious objections to the proposed Bike Bellevue project and I ask you to note these and take them into consideration.

1. **Obtain a mandate from a majority of voters before proposing such changes in our way of life in Bellevue.** This is a democracy and you are supposed to represent the wish of the residents of Bellevue. You do not represent the needs of a large population of Bellevue on this matter. Before you craft proposals such as these, do the necessary research (see below), learn from the research, if still not convinced, present the data for public comment, or better find a way to consider the impact in a way that is balanced and takes into account of ALL population groups. Berlin, Germany provides excellent material to study negative outcomes of a proposal like Bike Bellevue. You would discover that downtown areas and business are deteriorating or dying due the traffic restrictions, making infrastructure problems worse instead of fixing them.
2. **We already suffer from traffic congestion due to increased number of residents and cars in the city.** The city has approved new high density residential construction which will increase traffic even more due to the number of residents in this city. You should figure out ways how to increase road infrastructure capacity, not decrease it.
3. Public transport is inadequate for most people. That is why most people commute by car. **Improve public transport rather than impeding transportation choices.**
4. **We also have an aging population in this country. Older people will never be able to get on the bicycle.** Instead, they are relying every more on powered transportation. Is your proposal taking the needs of the population in account? Or do you only care about the 20-40 year olds. **Where is your proposal even considering this?**

Best regards -

Khue Nguyen
Stephan Siemsgluess

From: [JT Montgomery](#)
To: [Loewenherz, Franz](#)
Cc: janicezahn8@gmail.co; [BPD Chief](#)
Subject: Bike Bellevue
Date: Saturday, November 18, 2023 1:19:46 PM

Just would like to comment on Bike Bellevue. Unfortunately it looks like I missed the window as comments were closed yesterday. In any event hopefully you'll relay my sentiments.

When I read Next Door and learn about muggings, muscle cars speeding through neighborhoods with 25 MPH speed limits, and experience unbelievable congestion at the intersection of 140th Avenue NE and Bel-Red Road I sit back and ask what are they thinking. Taking a valuable auto lane out of some of the most congested streets in Bellevue for a bike lane is simply stated idiotic. There are much more pressing issues that need to be addressed. What you are doing is only aggravating the current behavior of Bellevue drivers, I can only imagine the maneuvers we'll be subjected too if this is allowed to proceed. Besides I would I only see a handful of bikes commuting on the particular thoroughfares you are planning to use. I sometimes I think Bellevue is governed by the westside.

Please, please don't make an already intolerable situation worse and think through what you are doing.

JT Montgomery
14207 NE 10th Place 98007
40 Plus Bellevue Resident

From: [Joel Glass](#)
To: [Loewenherz, Franz](#); [Council](#); [TransportationCommission](#)
Subject: Bike Bellevue
Date: Friday, November 17, 2023 8:19:31 PM

To all working on Bike Bellevue:

Just by way of background, I'm a resident of Bellevue of 55+ years and business owner for 24 years. I was on the Transportation Commission for 8 years. And I consider myself a cyclist. During my tenure on the Transportation Commission we spent many months working on and helped form the current Ped-Bike Plan.

Generally speaking I do not support most of the changes being proposed in this Bike Bellevue plan. It takes away key travel lanes and turns them into what will be largely empty bike lanes. I support adding pedestrian and bicycle facilities but we need to keep vehicle travel lanes. Changing the only arterial streets in the Bel-Red Corridor/Spring District into single lanes will cripple travel in the area. The access around the area is many times horrible making these roads, Northup/NE 20th, Bel-Red/NE 12th the only viable options. The options around being 520 and NE 8th.

Spring Boulevard was supposed to be the main north south pedestrian and bicycle route. The right of way can be more easily altered to have suitable facilities. It will allow the pedestrians and cyclists to ride the shiny new trains as well. It will also provide good access to Eastrail.

Despite in many cases of messing up long sections of main arterials, these projects often are not connected. The bike improvements stop. So cyclists will still look for more continuous routes. The flow on the proposed roads is currently pretty good. If these changes are implemented that we will see a significant increase in traffic which is another reason why I think cyclists will still avoid these routes. You still have the cross streets and driveways that are notoriously dangerous for cyclists. I think it will be made worse with anxious drivers sitting in traffic looking to take advantage of a small opportunity to make their turn in or out of a driveway or cross street.

Regarding specific projects:

Project 01 Northup Way

This project particularly east of 120th /520 on ramps will have too significant of an impact on traffic to warrant the cannibalization of a travel lane. Beyond the degradation of service level at intersections, it makes it much more difficult to get in out of driveways along the impacted roads. The consuming residents and the businesses will suffer. The project also removes a travel lane going the same direction as the Bel-Red Projects.

Project 02 NE 12th Street

Where NE 12th turns into 102nd, traffic is relatively light and it seems like this could be handled with sharrows. East of Bellevue Way traffic going west is relatively strong and the 2 lanes allow people to go west without the interference of people slowing to go south at the various intersections.

Project 03 Northeast 12th Street/Bel-Red Road

Again the lose of a travel lane is too significant of an impact on traffic to warrant the lose of a seldom used bike lane. There should be ramp added from the Eastrail to NE 12th in and around Spring Boulevard. Spring Boulevard should be used as the main bike facility. East of 120th Ave there is a wide section dedicated to a path. This path could be redone into a better bike facility.

Project 04 Bel-Red Road

So now not only are we going to take away travel lanes we're going to switch the lane we're taking from West bound to East bound. I'm sure on a computer the simulations you run this works just fine. But in reality we will have timid drivers lining up to make sure they are in the lane the need for blocks and aggressive drivers cutting in at the last second. None of this is necessary. The long left turn lane from Bel Red east to 140th Ave northbound will be necessary because even now it takes 2 or 3 cycles to make the light.

Project 05 Bel-Red Road

Again this project now switches which lane you're going to take away from vehicles, from eastbound back to westbound to both eastbound and westbound or southbound and northbound, which ever. The Overlake area has some of the worst traffic on the eastside. The removal of travel lanes will make it much more difficult to navigate. The intersections of Bel Red and NE 20th often times take 2 or 3 light cycles to make it through the intersection and here you're proposing reducing Bel Red to one lane each direction.

Project 06 NE 1st/NE 2nd.

West of Bellevue Way the traffic is slow and relativity light, use sharrows instead. East of Bellevue Way, the City has already installed bike facilities on Main Street. Complete those facilities to have a completed route.

Project 07 Lake Washington Boulevard

This project looks to have an insignificant impact on traffic. But with that said it looks very minor, why bother.

Project 08 100th Avenue NE

This project will have impact on the driveways that serve Bel-Square. The road is relatively quiet and for the seldom rider, sharrows would suffice. What are you connecting, the bike lane will stop at 12th, why bother?

Project 09 Wilburton Route

This project does not take away from the travel lanes, nice one! Do more of this.

Project 10 116th Ave NE

I think this proposed change would have insignificant impact on traffic except on the south side of NE 12th where the hospital and office driveways are very busy. I'm not sure where these bikes magically appear from going north on 116th. I think this project should be revised to eliminate that part of the project.

Project 11 140th Ave NE

I live off of 140th. I rarely see cyclists on any section of the road and when I do, they most often are going to or coming from the 520 trail. Where are the bikes coming from that this is needed and where are they going to go? The 520 trail already serves the east west routes, Even with this proposal the north south routes start and stop at Bel Red and NE 24th. If you've made it this far you can make the these other few blocks. The south bound lane being taken away helps the flow of traffic at the numerous driveways.

Again in general the gain for a very few bicyclists from these proposals is not worth the cost of good functioning roadways. The city should look at other alternatives to improve the bike path network.

From: [Daniel Renn](#)
To: [Loewenherz, Franz](#)
Subject: Bike Bellevue comments.
Date: Friday, November 17, 2023 10:57:58 AM

Franz Loewenherz,

I see very few people on Bikes around Bellevue.
But I see a lot of traffic on Bel-Red road.

I feel that it would be a great mistake to give up a traffic lane
to make room for a Bike Lane on Bel-Red Road or any other roads in Bellevue.

We need to cater to the citizens that are here now and the ones to come.
They do not want to ride bikes they are almost all driving.

Even with more Bike Lanes there will be very few people that commute on them.
There is a large amount of traffic on all of Bellevue's roads today and much more to
come as the units get built in Bel-Red and Wilburton West Edge.

Keep the Roads Open!

Daniel Renn
603 129th Place N E
Bellevue, WA
(425) 455-9990
D_SRenn@yahoo.com

From: [Karl Helmgren](#)
To: [Loewenherz, Franz](#)
Subject: Bike Bellevue Engagement
Date: Thursday, November 16, 2023 8:48:20 PM

I have looked through some of the corridors in the plan (those affecting areas I'm familiar with – Northup-NE20th, Bel-Red). MANY of the comments express concern about impact on auto/truck traffic, and I share those concerns. Your materials state that modifications “will reduce PM peak hour vehicles speeds by less than 1 mile per hour”. Based on what happens when construction closes a lane on these streets, I find that hard to believe. Is that the speed of a hypothetical cars averaged over all the corridors? And what about AM peak hour traffic? (I suspect there is more westbound traffic in the morning, so failing to include that data is disingenuous!) In general, I strongly oppose any plan that involves eliminating a traffic lane on a busy street.

I favor anything which will actually move people from SOVs; that includes bikes, busses, light rail. I am not convinced that the current plan will do that to a degree that will justify the direct and indirect expenses (time loss to commuters and business impacts from construction, etc.). It looks to me like finishing the Spring Boulevard project would significantly decrease the need for the Bel-Red corridor, and would be a lot safer for bicyclists. Providing better access to the existing bike trail paralleling 520 would significantly decrease the need for the Northup corridor – they basically parallel each other, and the existing bike trail is MUCH safer for cyclists!

The current plan seems to me badly conceived, and judging by the comments I read, it is strongly opposed by a lot of people. The Northup and Bel-Red corridors should be modified to take advantage of the existing 520 and Spring Blvd trails, and the expensive and controversial elimination of lanes scrapped.

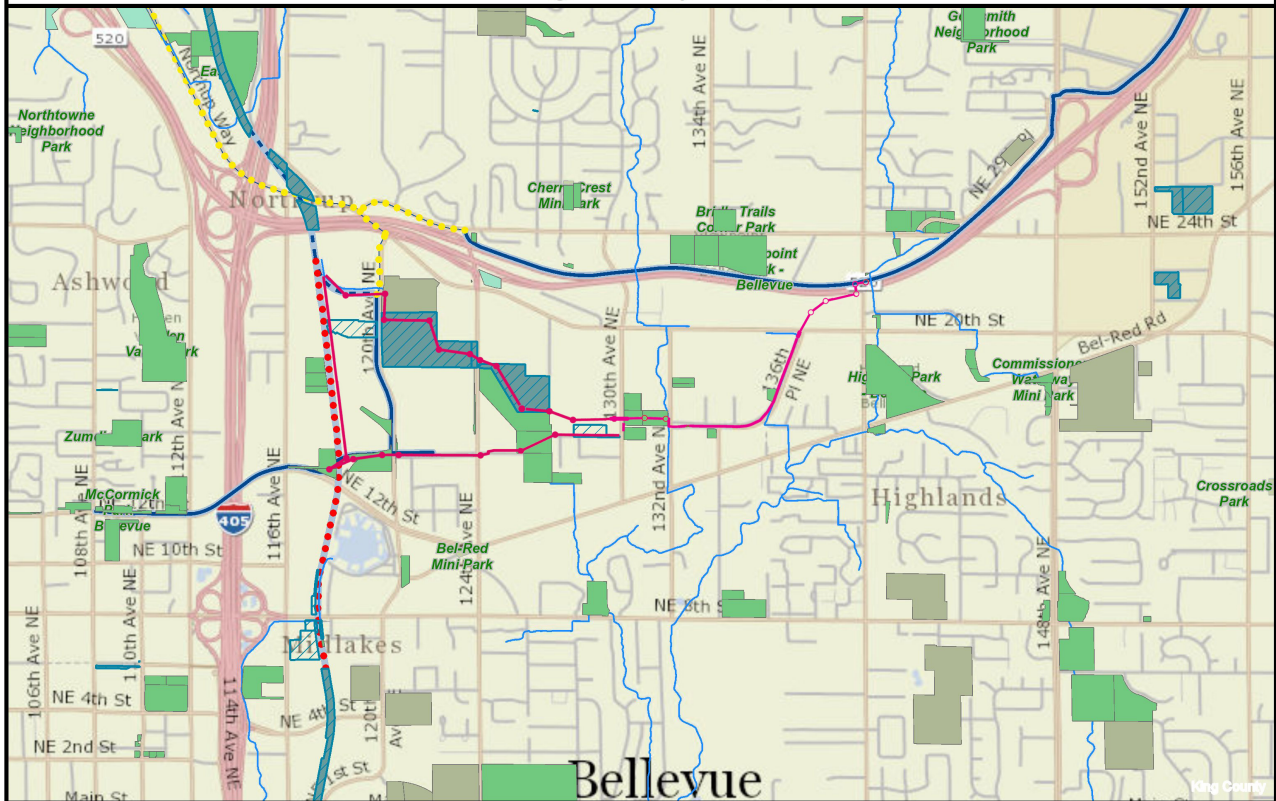
Karl Helmgren
832 170th Pl. NE
Bellevue 98008

From: [p.johnston](#)
To: [Singelakis, Andrew](#)
Cc: [Council](#); [TransportationCommission](#)
Subject: Bike Bellevue is a non-starter
Date: Thursday, November 9, 2023 3:16:28 PM
Attachments: [image002.jpg](#)
[image003.jpg](#)
Importance: High

Please

- Review projects at a high level before spending money on engineering
- Get and take direction that has rails i.e. "it is important to be careful to not reduce any mode to accommodate a different mode if it will negatively impact mobility as a whole." 3/27/23 Council meeting
- Don't spend money just because it does not come from the Bellevue Budget. All tax money is our taxes. All partner money could
- Don't move forward to design phase without broad resident support.
- Don't design expecting broad behavioral changes
- Don't do outreach. Observe. Check your observations. Design for Bellevue, not for what you wish it was.
- Tell the trade-offs. Yes to "do you want comfortable bike lanes" does not mean they should be built.
- Don't expect people will visit the website or read tiny signs on the side of a street.
- Don't come without reasonable alternatives
- Layer project so 1+1=5.
- Collaborate with other departments and agencies.
- Don't sell us. Don't hide things. Collaborate.
- See images

Two Bike Bellevue Alternatives King County iMap



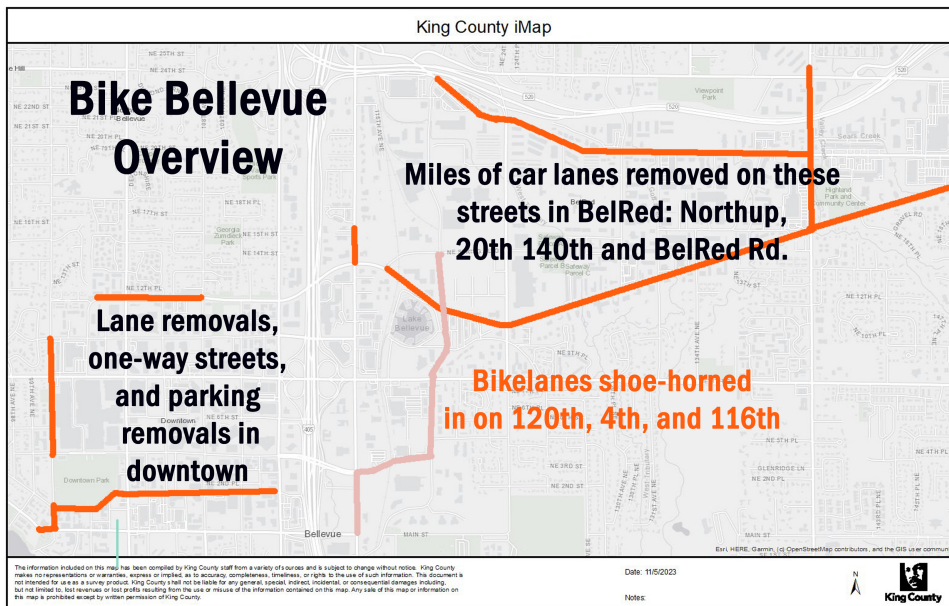
The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.

Date: 11/1/2023

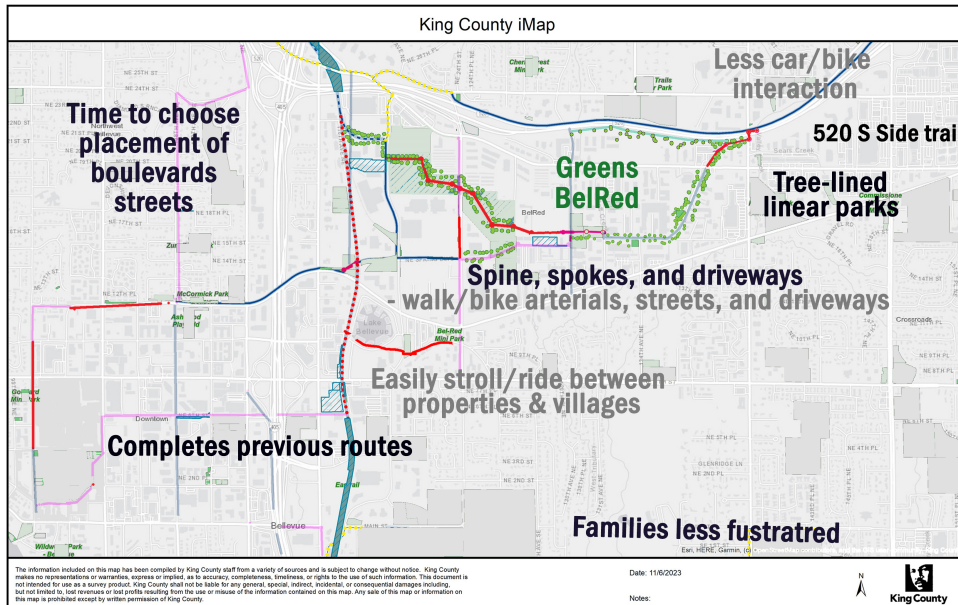
Notes:



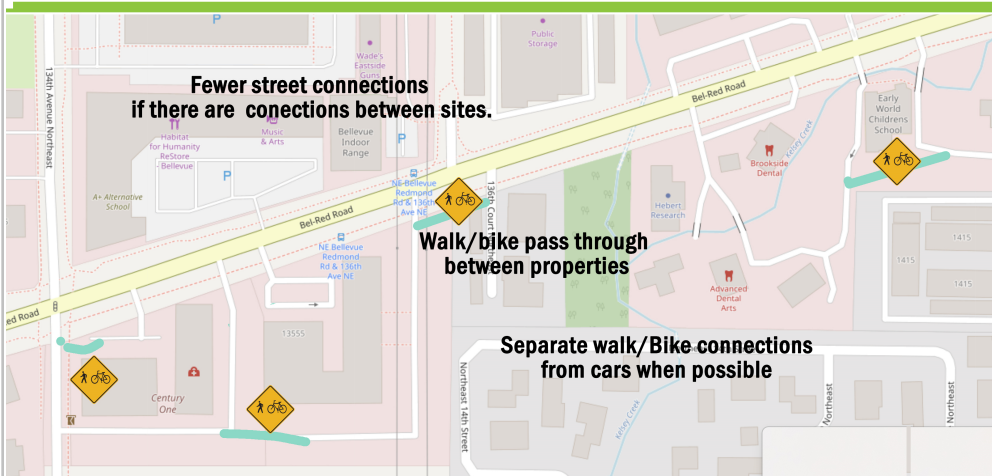
King County



**Removes
Miles of Car Lanes**



**Adds Linear Park;
Completes other routes**



Sincerely,

P Johnston

From: [dwmmshp](#)
To: [Loewenherz, Franz](#)
Subject: BIKE BELLEVUE PROJECT COMMENTS
Date: Thursday, November 16, 2023 7:22:53 PM

Good evening; My name is Dale Shepardson, I am a Bellevue resident living at 1836 154th Ave SE. I was unaware of the proposed conversion of traffic lanes to "bike corridors" until today. While I have no objection to bike lanes in general, I strongly oppose the proposed changes that take away existing vehicle traffic lanes. I have lived here for 17 years and have seen the traffic gradually worsen during that time. This misguided plan to convert vehicle traffic lanes to bicycle only lanes clearly defies common sense. The already congested streets will be further congested after the lanes are converted to move fewer people on single person bicycles. I am retired and have the luxury of not traveling during periods of congestion, but I can emphasize with those commuters that will have to struggle through this mess.

In closing I strongly oppose this entire plan. Thank you for allowing me to express my views. Dale Shepardson

Sent with [Proton Mail](#) secure email.

From: [Betsi Hummer](#)
To: [TransportationCommission](#)
Subject: Bike Bellevue Tom Wagner Nextdoor
Date: Friday, November 10, 2023 11:35:07 AM

I oppose removing one west bound lane on Northup. I use Northup to bypass the heavy traffic congestion on i-90/I-405 approach and via thru Bellevue, when I want to go North on I-405. Closing one lane on Northup to vehicles will severely impact the traffic, causing much congestion. I've posted that on the website, comments. I was surprised that one person replied that closing one lane will not increase vehicle congestion.

Also, I'd like to see the traffic flow counts for vehicles and for bicycles, both current, and future projections if one lane is converted to a bicycle lane.

It seems to me that this initiative is not aimed at solving bicycle/traffic flows, but aimed solely at trying to change our social behavior, thinking that if dedicated bike lanes are built, the bikes will come, and people will leave their cars at home. Not so sure that is a good approach for designing a bike/vehicle transportation system.

[Sent from Yahoo Mail on Android](#)

From: [Kevin Wallace](#)
To: [TransportationCommission](#)
Cc: [Singelakis, Andrew](#); [Loewenherz, Franz](#); [Council](#)
Subject: Bike Bellevue, Transportation Commission Study Session Item 7.c.
Date: Thursday, November 9, 2023 5:46:20 PM
Attachments: [Letter from Wallace Properties to Transportation Commission Re Bike Bellevue 110923.pdf](#)

Dear Commissioners,

Please review the attached letter in regard to the Bike Bellevue Plan. I request your opposition to the proposed segments that call for removing road capacity, and provide suggested alternatives for several of the proposed Segments:

- Segment 10 – Work with the neighboring property owners, including myself, to enable 5' wide bike lanes when the properties redevelop. Preserve the road capacity for access to Childrens Hospital and for future development.
- Segments 1, 3, 4 and 11. Complete the Downtown-Overlake Connection along Spring Boulevard instead of shifting to entirely new corridors on Bel-Red Road and Northup Way. This avoids elimination of key arterial road lanes.
- Segment 2 – Pursue the concept design in the 2016 BRIP to continue the multiuse path on the north side of NE 12th Street instead of eliminating an arterial road lane.

I look forward to your deliberations on this important issue, and thank you for taking the time to review my letter.

Kevin R. Wallace

Wallace Properties, Inc.
330 112th Ave. NE, #200
Bellevue, WA 98004
425-278-6363 (Direct Dial)
425-802-5701 (Mobile)

From: [PAUL RIED](#)
To: [Loewenherz, Franz](#)
Subject: Bike lanes
Date: Thursday, November 16, 2023 9:41:48 PM

I live in the Meydenbauer area of Bellevue. Also, I have a business on Main Street. I am opposed to expanding bike lanes. I feel it will negatively impact traffic patterns and will create more congestion in the city core.

Paul Ried
206-227-3277
Paulried@aol.com

Sent from my iPhone

From: [northridge1983](#)
To: [Loewenherz, Franz](#)
Subject: Bike Lanes Feedback
Date: Friday, November 17, 2023 3:24:42 PM

Good Afternoon,

I would like to provide feedback on the bike lane proposals, that I have only heard about this very hour. I was sent an email which contained links for the proposed plans. It was also supposed to have a link to complete a feedback survey of the proposal, but it wasn't there. Your email was also provided as a means for feedback.

I am a downtown Bellevue Wa resident and have lived here for 9 years. As someone who has lived in very rural areas, as well as cities, I feel I have valuable input regarding biking on roadways specifically designed for automobiles. In theory, it cuts down on pollution, is good exercise and cuts down on traffic congestion. All of those things simply are not true at all.

Unless there is a completely unrealistic plan to eliminate all cars and trucks, then pollution caused by vehicles will still exist in the same amounts as they currently do. Don't even talk about EV's which are a joke and have a massive, and toxic carbon footprint. Their novelty is quickly wearing off thankfully.

Creating bike lanes only slows the existing traffic more and causes greater driving stress and frustration because now we must be cautious of bikers which are not even close to the same vehicle category as motorcyclists. Typically, bike riders also do not follow the vehicle driving laws and cause more accidents. They are an absolute nuisance to share the roadway with. This is true whether in rural areas or the cities.

It is a fact that most people who drive, rather than bike, will not now take up biking because there are bike lanes. Those that bike through cities do it because they believe they're making a valuable impact in some way. Unless car drivers already have that desire, they're not going to alter their means of transport because bike lanes are now present. I see how the people around here drive. There's no way in hell I'd get on a bike and ride among them. Most people bike for fun, it's not fun riding among cars, trucks and buses, nor crowds of others bikers in annoying little lanes.

Many medical studies have proven that the health benefits of bike riding are non existent for those riding among vehicles due to vehicle exhaust and roadway particulates that get inhaled. It's true for joggers that run around heavily trafficked areas as well. So the health benefits angle is debunked.

Lastly, most vehicle drivers loathe bicyclists because they do not follow the roadway laws, they have entitled attitudes and demeanor and get in the way of normal driving. They're difficult to see, invade vehicle spaces and now potentially you're putting minors out there because there's no law to prevent that. Who came up with this brilliant plan?

This whole idea is ludicrous and panders to woke, climate change ideology, while lacking any common sense. I imagine in typical liberal fashion it will go forward, good luck with the ensuing lawsuits.

A Bellevue Resident.

Sent via the Samsung Galaxy S10e, an AT&T 5G Evolution capable smartphone

From: [Mario Giordano](#)
To: [Loewenherz, Franz](#)
Subject: Bike Lanes
Date: Friday, November 17, 2023 6:22:33 AM

Please do not institute the proposed bike lanes!!! This would cause undue hardship on the businesses on Main Street and make navigating a nightmare for pedestrians and autos.

From: [TJ Woosley](#)
To: [TransportationCommission](#)
Subject: Biking in Bellevue
Date: Thursday, November 9, 2023 4:23:49 PM

Re: Brierwood Center, 12001 – 12005 NE 12th St., Bellevue.

Dear Chairperson Stash & Transportation Commissioners,

Thanks for all your work to make our City function better!

I'd like to take this opportunity to input to you regarding the idea of reducing the general-purpose mobility capacity on NE 12th St. by changing some of the road to bike lanes.

- This prospect flies in the face of Comprehensive Plan Policy T-2
- The use numbers do not support changing these lanes.
- Many businesses, their employees and their customers rely on this general-purpose capacity. They would be harmed for no benefit.
- Our ability to redevelop our property to meet the COB goals would be greatly diminished.
- We have already had land taken on 3 sides of our property (to which we gladly agreed) to accommodate our city's growth.
- We support the extension of NE 6th St. eastward to 120th Ave. NE to fill in the grid system in the Wilburton area.

And, there are many more reasons outlined by the Eastside Transportation Association and other parties. Please strongly consider them in this discussion.

Thanks much,

T.J. Woosley
Hal Woosley Properties, Inc.
"Commercial Real Estate Services since 1974"

12001 NE 12th St., Ste. #44

Bellevue, WA 98005

O – 425-455-5730

M – 425-765-8323

F – 425-646-4577

Residence since 1996:

3015 124th Ave. NE

Bellevue, WA 98005

From: [Plummer David F.](#)
To: [Loewenherz, Franz](#)
Cc: [Council](#); onebellevue@googlegroups.com; [phyllisjwhite](#); [TransportationCommission](#); [Singelakis, Andrew](#)
Subject: Comments on Bicycle Plan; Bike Bellevue Engagement
Date: Thursday, November 16, 2023 3:03:29 PM

Hello Mr. Loewenherz!

The City staff has not released any rationale or justification for the bicycle plan, and especially there is no ***life cycle cost estimate*** for this unjustified proposal nor any explanation of how the life cycle costs will be paid. In addition, the Transportation Department has not released any analyses that shows the expected impacts on roadway congestion, vehicle speeds and delays during peak travel hours. The Department has also not published any estimates of the number of Bellevue bicycle riders are currently active in the City, and what their typical (or aggregate) travel routes, times, and seasons of use are expected to be. In addition, there is no evidence that the Department has made contact with residents in each of the City's 16 neighborhoods to explain the reason for the proposed decrease in vehicle lane miles, and the impacts that each neighborhood are expected to suffer if the plan is implemented.

This irrational plan should be suspended until the problems noted above are resolved.

Regards, RSVP,

David F. Plummer

From: [Craig Spiezle](#)
To: [TransportationCommission](#)
Cc: [Singelakis, Andrew](#); [Transportation Reception](#); [Loewenherz, Franz](#)
Subject: Feedback To Bike Bellevue
Date: Thursday, November 9, 2023 3:31:38 PM
Attachments: [CSpiezle-BikeBellevue.pdf](#)

See attached comments regarding the Bike Bellevue plan. Conceptually I support the goal of Bike Bellevue to enhance the city's multimodal transportation system and help make it safer and more equitable, sustainable and accessible for everyone. Unfortunately, I believe the plan as presented fails on many of these goals and risks increasing gridlock while introducing unacceptable risks to cyclists and the growing number of users of electrified bicycles and scooters.

I look forward to discussing these concerns in greater detail.

Craig Spiezle
<https://agelight.com>
425-985-1421

November 9, 2023

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

RE: Bike Bellevue

Dear Commissioners,

I am writing in regard to the Bike Bellevue proposal on behalf of many neighbors and fellow cyclists. While we support the need for enhanced and improved bicycle access to, from and through Bellevue, the plan as proposed has many unaddressed concerns.

We support the vision of a multimodal transportation network that is user-friendly and safe for drivers, riders and pedestrians. For context I live in downtown, and am an avid cyclist. I am a decade long member of Cascade Bicycle Club, past international competitive cyclist, past member of USA Cycling and ride frequently throughout Bellevue and the greater Eastside.

I am also a driver. While the plan has evolved, I believe several elements are inadequate as they fail to objectively address the impact to the traffic we experience every day, and which is projected to get worse. Today, more often than not, I face gridlock driving in and out of downtown. Eliminating or narrowing travel lanes will only further exacerbate the problem.

Reviewing the plan, I fear some of the proposed bike lanes will introduce new safety threats to cyclists, echoing some of the challenges with existing bike lanes in downtown. I have personally found several of the bike lanes inadequately designed, nor address the mixed use of electrified bikes, scooters and other non-traditional bikes. I have observed multiple bike accidents due to the irregular placement of dividers, narrow bike lanes with drainage grates and sharp turns which make cycling dangerous. As a result, increasing numbers within the cycling community prefer to ride in the road due to the poor design and lack of maintenance of the designated bike paths.

I encourage the Commission to request the Transportation Department to address these issues, while incorporating the collective impact to traffic being introduced by the Curb Management Plan. Bike Bellevue should not be considered in a silo apart from other City plans. We desperately need a holistic transportation plan which accounts for multiple planning efforts and their impacts on traffic congestion, access, and livability in Bellevue.

Proposing a nearly \$19 million plan after the recent intense debate about Transportation Benefit District and the transportation department's need for \$3 million to cover deferred maintenance is untimely and does not appear to be fiscally responsible. Transportation is critical to the vibrancy of the city, but we need to prioritize expenditures.

I look forward to working with the Commission and the Transportation Department to refine a plan which addresses the aggregate impact to traffic while maximizing the safety to cyclists and others who use non-motorized modes.

Respectfully,

A handwritten signature in blue ink that reads "Craig D. Spiegle". The signature is written in a cursive, flowing style.

Craig Spiegle
Craigsp@agelight.com
425-985-1421

From: vicbishop@earthlink.net
To: [TransportationCommission](#)
Cc: [Zahn, Janice](#)
Subject: ETA Bike Bellevue Comment letter
Date: Thursday, November 9, 2023 1:36:23 PM
Attachments: [ETA letter on Bike Bellevue to TC^L Nov. 9^L 2023 Final.docx](#)

Chair Stash and Commissioners,

Please find attached the Eastside Transportation Association's (ETA) comment letter on Bike Bellevue for the November 9, 2023, Commission meeting.

Vic Bishop
Chair, ETA Legislative Committee
vicbishop@earthlink.net
(425) 518-3343

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

November 9, 2023

RE: Draft Bike Bellevue Plan Comments

Dear Chair Stash and Commissioners,

Thank you for providing multiple opportunities to comment on the Draft Bike Bellevue proposal.

The Eastside Transportation Association (ETA) appreciates the Transportation Commission's efforts to effectively accommodate the massive increase in trips Bellevue's growth will generate. We support the City's overarching Comprehensive Plan Policy TR-2 and encourage the Commission to do the same:

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

ETA has reviewed the Draft Bike Bellevue proposal and has serious concerns about it. We ask the City of Bellevue to consider an alternative proposal because **the current Bike Bellevue Plan would increase congestion, and reduce the quality of the travel experience for most users.**

Please keep in mind the Bike Bellevue proposal is forecast to only accommodate about 210 additional bike trips a day in the plan area and 376 bike trips a day citywide. Compare this with Bellevue's need to accommodate 1,862,772 total daily trips on the City's transportation system.

Our specific concerns include:

- Bike Bellevue does not fully comply with the City Council's adopted principles,
- reducing existing capacity on key arterial streets would increase congestion,
- placing bike lanes on inherently unsafe routes violates Vision Zero,
- failing to use the well-established PM peak period analysis time frame gives the false impression there is "excess" capacity on key arterials,
- the negative impacts on access to existing businesses, their customers and employees,
- the limitations on Bellevue's ability to accommodate growth, including new housing, due to reduced road capacity,
- Bike Bellevue would increase response times for emergency vehicles,
- This proposal diverts limited funding away from essential transportation investments.

Instead, **the ETA recommends Bike Bellevue be limited to only adding bike lanes in narrowly targeted routes where there would be no loss of capacity for other modes of travel.** Even better, these routes should be used as an opportunity to increase multimodal capacity.

In order to improve the bicycle routes through Bellevue's Growth Corridors, the ETA suggests there be one connected bike route from Meydenbauer Bay Park through the BelRed Corridor to the SR 520 Trail. This route would meet the desire to provide an east-west bicycle route through the heart of Bellevue's Growth Corridors, while eliminating most of the negative impacts of the current proposal.

A. Bicycle facilities ETA supports:

1. Build the extension of NE Spring Blvd. from 124th Ave. NE to 130th Ave. NE as a Complete Street. Extend the bike lanes along the East Link corridor to 140th Ave NE with a connection to the SR 520 Bike Trail at 140th Ave. NE. It is safer and better to put a bicycle route on a low traffic volume lower speed Complete Street than on the high volume congested parallel arterial streets.
2. Move the bike lane from Main St. to NE 1st St./NE 2nd Street **only if**:
 - a. Bike lanes are eliminated on Main St. and is restored to a 5-lane arterial from Bellevue Way to 116th Ave. NE.
 - b. NE 2nd St. is extended across I-405 to 116th Ave. NE as a general-purpose arterial street with bike lanes and sidewalks. Extend the Bike lanes from 116th Ave. NE to the east to Eastrail.
 - c. The NE 1st St./NE 2nd St. plus Main St. screen line (after implementation) has equal or greater vehicular carrying capacity as the existing corridors.
 - d. Adequate vehicle carrying capacity is proposed that is demonstrated to accommodate the additional projected 27,000+ parking stalls 'in the pipeline' of the downtown permitting activity.
3. ETA supports implementation of Corridor 7 (Lake Washington Blvd.) as a safety project provided the parking requirements of the neighborhood residents and businesses can be accommodated.

B. Bicycle facilities ETA opposes:

1. The ETA rejects the overall concept of reducing any traffic carrying capacity by repurposing a lane or reducing the traffic lane widths, or speed limits, on the corridors where the PM peak period traffic congestion is either currently or projected to be negatively impacted as measured by Level of Service calculations for either intersection or corridor speed estimates.
 - Comprehensive Plan Policy TR 2 sets the policy to "aggressively...reduce congestion". That does not mean to increase congestion, as Bike Bellevue would do.
2. The ETA recommends utilizing available alternative routes for bicycles, rather than the existing congested vehicle corridors:
 - a. Reject Corridors 1, 2, 3, 4, and 5 (Northup, NE 12th St. and Bel-Red Road);
 - b. Reject Corridor 8 (100th Ave NE) and replace with Sharrows due to the low traffic volumes and the traffic safety hazards of two-way bike lanes on arterial streets.
 - c. Reject Corridors 9 (Wilburton Route) and 10 (116th Ave. NE) as redundant to the NE 2nd St. corridor extension.

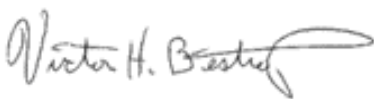
- d. Reject Corridor 11 (140th Ave. NE) as a stand-alone project and incorporate some features into the NE Spring Blvd. extension project as a Complete Street to the SR 520 Trail at 140th Ave. NE.

C. Other comments

1. ETA complements the city for identifying and utilizing the actual bicycle count data collected at seventeen (17) locations (why is the data for the Richards Road count station omitted?) on streets and trails in Bellevue as a basis for analyzing bicycle usage (in the November Bike Bellevue Draft Design Concepts Guide).
 - a. When comparing the actual bicycle usage with the actual people usage in vehicles at those locations, ETA calculates that the bicycle usage mode share is about 0.24% of the person trips at these locations.
 - b. Page 119 of the November document shows 1,862,772 daily trip ends in Bellevue in 2019 (BKRCast Model Output section). **The total increase in bicycle trips due to Bike Bellevue is in the range of only 376 new bicycle trips. When spread around the City-wide system, this results in a paltry 1-3 or so new bike trips per Bike Bellevue corridor.** Please keep the usage of the systems in mind, with over 80% of all trips in Bellevue being made in the automobile.
2. ETA questions the use of the 2033 Transportation Facilities Plan land use assumptions in the Bike Bellevue transportation impact evaluation when the 2024-2044 Comprehensive Plan Periodic Update and Wilburton Vision Implementation DEIS released in April 2023 shows dramatically larger growth in the city and plan area with Significant Environmental Impacts for Intersection V/C and Primary Vehicle Corridor Travel Speeds.
3. This is a classic example of attempting to conduct travel mode analyses by mode (Bike Bellevue Plan alone) rather than a comprehensive Transportation Master Plan that would accumulate all of the 4 transportation mode plans in one document and evaluated comprehensively.
4. When evaluating the significance of multiple comments on a form letter we suggest they be considered as a single source.
5. ETA recommends that the Commission request the staff to take a significant step back and reconsider the entire Bike Bellevue Proposal. The entire plan proposes to significantly increase traffic congestion in the plan area to encourage an insignificant number of trips be added to the current tiny portion of trips made by bicycle. ETA believes that Bellevue has more important transportation issues to deal with.

I look forward to additional discussion on this alarming proposal.

Very truly yours,



Victor H. Bishop, P.E.
Legislative Chair

Eastside Transportation Association
(425) 518-3343

From: leslieegeller@gmail.com
To: [TransportationCommission](#)
Subject: FW: Bike Bellevue feedback process
Date: Thursday, November 9, 2023 6:55:46 PM

Hello Transportation Commissioners,

In retrospect, and while listening to public comments at tonight's (Nov. 9) Transportation Commission meeting, I should have copied the commission on my email below to Franz Loewenherz. It contains my vehement opposition to taking away any existing road lanes from vehicles to create bike lanes.

Thank you,

Leslie Geller

From: leslieegeller@gmail.com <leslieegeller@gmail.com>
Sent: Tuesday, November 7, 2023 2:43 PM
To: FLoewenherz@bellevuewa.gov
Subject: Bike Bellevue feedback process

Hi Franz,

I am not a bicyclist. I can't, unfortunately. Way too many joint surgeries over the past 25 years (23 since 1999) means I literally, physically, cannot ride a bike. I used to cycle recreationally often, before all the joint failures and surgeries. I would never consider cycling for shopping because how the heck do you carry other than small items on a bike?

I've lived in south Bellevue (Eastgate) for 30 years. Traffic sucks. I plan all my trips that involve driving somewhere in Bellevue to avoid commute hours.

I just spent well more than an hour attempting to review Bike Bellevue and provide input. Clearly the vast majority of comments, Likes and Dislikes are from cyclists. I know how vocal the bike community, and Cascade Bicycle are. I know the Mayor really wants more bike lanes, and she has a way of getting what she wants sometimes. Given how voluminous the PDF is at 358 pages, and how difficult it is to interpret all the drawings, that it makes way more sense for bike proponents to spend the voluminous amount of time to go through it all and comment. I managed to read all the comments on 04-BelRed Road. I wrote one reply. I had to retire a few years ago because of all the surgeries. Which means that I have more time than people who work and/or people with families (I'm single) to pay attention to opportunities to provide feedback to the city, let alone actually give feedback. That said, that doesn't mean that I have a day to peruse, understand, and comment on

the entire Bike Bellevue plan. The whole Bike Bellevue feedback process is not at all designed to make it easy and accessible to most Bellevue residents and workers.

To those of us who have to drive in Bellevue, the whole Bike Bellevue plan, and the pilot in downtown, don't take our concerns into account enough. It feels like a "if we build it, they will come" boondoggle. What about all the "overbuilt" bike lanes there will be during the many months of cold and inclement weather we have? How underutilized will they be? How did you come up with how many more cyclists there will be using the proposed new lanes? What day of the week, and what calendar week, was the source for Roadway Capacity Utilization graph on page 18 of the PDF? It's not mentioned, which is super frustrating. The forecast 0.2 MPH speed reduction.....does that take into consideration the increased time drivers will spend waiting to get through signalized intersections that will have fewer traffic lanes?

I will attend the Transportation Commission meeting on Thursday this week.

Thank you,

Leslie

Leslie Geller

lesliegeller@gmail.com

206-940-6444

From: William Baker <bakerwr41@gmail.com>
Sent: Thursday, November 16, 2023 3:07 PM
To: ServiceFirstVM <ServiceFirst@bellevuewa.gov>
Subject: Remove bike lanes

I think bikes and cars, trucks, and buses should not be on the same roads. Bike riders cause more problems than they think they solve. Biking to work is a bad ride, they should take the bus or light rail or uber if they dont want to drive.. Bike riding is for exercise and should be limited to trails off road. We are funding the light rail and buses to help people get to work and help solve the traffic congestion.

From: McDonald, Kevin

To: Stash, Karen; Helland, Brad; Kurz, Jonathan; Magill, Drew; Marciante, Loreana; Rebhuhn, Nik; Ting, Albert

Cc: Loewenherz, Franz; Backman, Jay (They/Them/Theirs) C.; Ingram, Mike

Subject: FW: Residents Opposed to the removal of vehicle lanes in BelRed and Downtown

Date: Thursday, November 9, 2023 2:56:51 PM

Attachments: [image.png](#)
[image001.png](#)

Commissioners – please see comment message on Bike Bellevue from Pam Johnson. Kevin



Kevin D McDonald, AICP
Principal Transportation Planner
425.452.4558

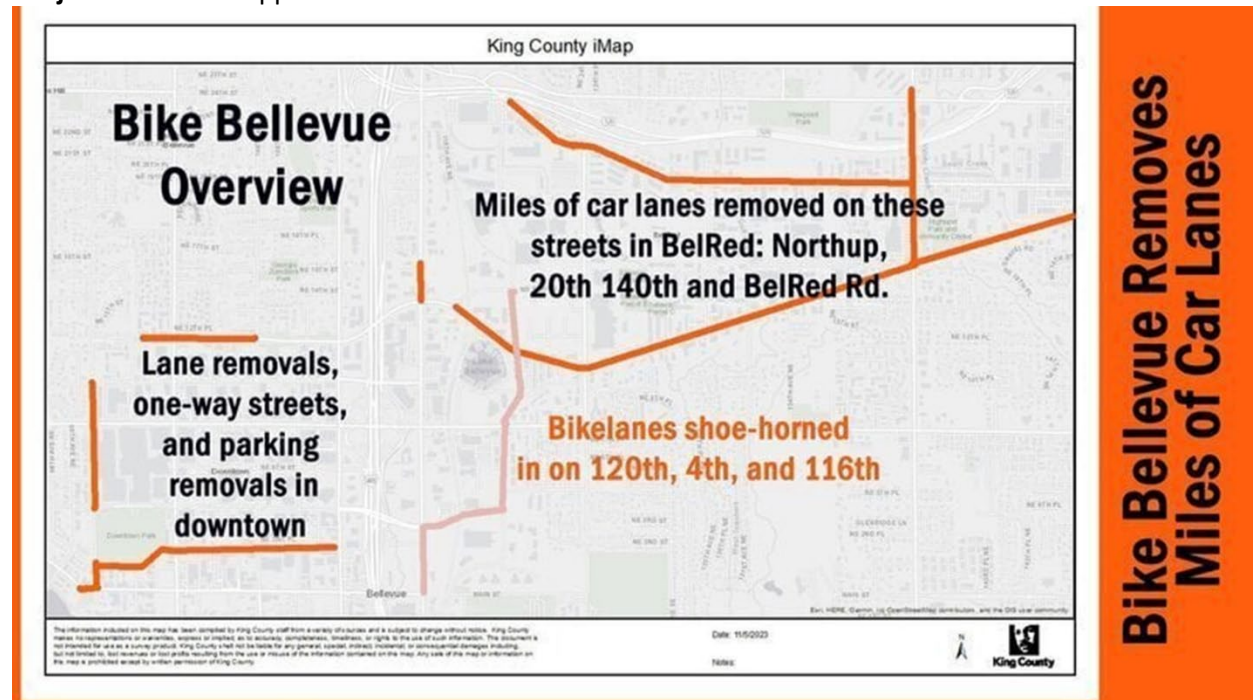
From: Pamela Johnston <bikebellevue@outlook.com>

Sent: Thursday, November 9, 2023 2:28 PM

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

Cc: Singelakis, Andrew <ASingelakis@bellevuewa.gov>

Subject: Residents Opposed to the removal of vehicle lanes in BelRed and Downtown



I am a Bellevue resident and regular user of the BedRed and Downtown streets. Please do not prioritize bike trips ahead of the vehicle traffic essential to live, work, and play in Bellevue. ARCH, the low-income

housing branch of Bellevue development as well as transportation data, has shown that low-income households in Bellevue require cars. Removing these lanes of vehicle traffic does not make sense at this time.

Spending \$18 million to complete bike lanes is the wrong priority today.

Traffic continues to be a major concern in this area. I am concerned development in Downtown, Wilbutron, BelRed and Sears/Overlake will increase vehicle traffic. Removing car lanes only exacerbates congestion.

Using car lanes for bike lanes is cheaper for the bike project but not the right plan for Bellevue.

Health and the environment are important. I would consider a green backbone through BelRed, bringing trees, green space, and parks along a walk/bike trail that winds through the heart of BelRed. In addition, adding medians with trees would improve all of BelRed.

Sincerely,

Aida Reyes

Amitava Bhattacharya

Andrea Dash

Anne Coughlin

Barbara Hughes

Brad Fujimoto

Cynthia Cole

Deborah Smith

Denise Tsang

Donald Gher

Enzo Martinez

Eric Adams

Erica Brandling-Bennett

howard clement

Joshua Curphey

Kevin Wallace

Le Chang

Maddison Williams

Martha Freitag

Mary Rae Cowles

Merrily Clark

Nicole Justiniano

Pamela Johnston

Phyllis White

Pinda Bazley

Richard Hughes

Tara Kennewick

From: [K.H.](#)
To: [Loewenherz, Franz](#)
Subject: I got a nasty response from the bike comments
Date: Saturday, November 18, 2023 7:41:41 PM

Hi Franz,

Would you be kind enough to send this replay to leafprose since the comments is closed and I think they need to hear what I have to say.

I appreciate it. Here is my reply.

Ah, clearly the arrogance of youth!

I have taken over 6 safe driving courses for my job. How many have you taken? I don't drink and I exercise. However, getting older, and having a spouse with cancer who does not drive, makes us automobile dependent. Bus routes do not go through my neighborhood and the nearest require 1-mile-long walks which we cannot do. I am not rich enough to take an uber every day for his chemo and check- ups. I support public transportation and loved it when I was car-free and lived in San Francisco.

If you are lucky, I hope you will age. At some point, you may have a back problem, or cancer, or other age-related problem that makes riding a bike to every appointment problematic. My dear friend, who died of multiple neurologic diseases, was an ardent biker. Until he couldn't. Yes, as we age, our reflexes slow. With luck, yours will too. Slower reflexes do not, in and of themselves, make us bad drivers. But youth and recklessness can make bicyclists a danger to themselves and others.

Read your message and my message again when you are 90.

Sent from [Outlook](#)

From: [Tim Hay](#)
To: [TransportationCommission](#); [Zahn, Janice](#)
Subject: Letter #2 to Transportation Commission by Tim Hay
Date: Thursday, November 9, 2023 12:50:53 PM

Transportation Commission Members and Ms. Janice Zahn, Liason

My Name is Tim Hay. I am a long-time Bellevue homeowner. I address you, not to suggest various tweaks to the proposed "Bicycle Bellevue" program, - - but rather to question the existence of the Entire Program!

When you ask someone to give up something, - - in this case, safe and workable traffic flow, it is up to the 'asker' to prove to the 'askee'(a new word!), that the proposal will be but a minor detriment to the life and routine of the 'askee'. It is unfair to expect otherwise.

You've presented 6 year-old data showing only actual delay times on 108th Ave., N.E., a low-speed 'destination street'. Whereas N.E. 12th, and its North Easterly extension Bel-Red Road, relatively high speed major feeder arterials, are where most of the City's current 'asks' are involved.

To be fair, the City's residents need visual proof that imposed multiple lane-switching along (primarily) the Bel-Red corridor won't result in both lane-switching danger, and an increase in driver frustration levels. Considerations of 'escape' traffic clogging residential streets must also be dealt with. See 'P..S.' at the bottom.

To make your case, your car-owning 'askees' urge you to provide two depictions for, at a minimum: The Bel-Red Road / N.E.12th corridor. The first depiction covering both the existing morning and afternoon rush hours. Both animations would show actual 'live' current weekday traffic flows in both directions at those times. Then, using projections and extrapolations, computer animation should show the difference in traffic flow during the two rush hours after a removal of proposed general traffic lanes.

Thank you for your facilitating such visual proof.

Tim Hay 931- 129th Pl, N.E., Bellevue

P.S. 'Commute Time' southbound drivers. proceeding along the 5 lanes of 140th Ave.N.E., approaching Bel-Red Road, *for years now*, have seen a half-mile ahead of them a nearly-fixed *Single* line of cars backed-up by the light where 140th meets N.E. 8th St. So, with the S. bound traffic constricted, a great many opt to 'go around'. Meaning that they turn westbound onto Bel-Red, then southbound on either 134th Ave or 132nd Ave - - both quiet residential streets. Either of those take them to N.E. 8th, where they can turn left, go up the hill, and take advantage of the wide-open free-right-turn opportunities (at Walgreens) onto 140th southbound, thereby 'jumping' the 140th queue. Meanwhile clogging both residential streets, and creating uphill left turn dangers by their needed left turns across the two westbound lanes of N.E. 8th.

Tim

From: [Barbara Hughes](#)
To: [Council](#); [Zahn, Janice](#); [TransportationCommission](#); bikebellevue@outlook.com; [Bridle Trails Community Club](#); blpoa@outlook.com; [suzanne halverson](#); [Barbara Hughes](#)
Subject: Letter to Council and Transportation Commission regarding Bike Bellevue
Date: Saturday, November 11, 2023 7:28:28 PM

 [Bike Bellevue Transp. Commission letter 11 23.docx](#)

council@bellevuewa.gov

11/11/23

jzahn@bellevuewa.gov

transportationcommission@bellevuewa.gov

bikebellevue@outlook.com

board@bridletrailcommunity.org

Bridle Trails Community Club Board

blpoa@outlook.com

Brentwood Lane HOA Board

sahalverson@hotmail.com

Trails End HOA Board

1. Bike Bellevue Project – Concerns

- **The City's 'yard signs'** sparsely located at some affected roads read "Bike Bellevue will add bike lanes to existing streets". They do not say that vehicle lanes will be removed and turned into bike lanes. Also, the City's tiny signs were impossible to read whilst driving past in a car, or even whilst waiting at a light. Please provide large and clear signage where the public can read it to inform as many people as possible.

- **The City's "Bellevue It's YOUR City"** newspaper "Fall 23" mailed to my home contains an article by the Transportation PIO "Bellevue's Transportation Department is taking input for the Bike Bellevue initiative, which will add bike lanes to streets in the urban core areas of downtown, Wilburton and BelRed". If I read that I would believe that you are merely adding bike lanes (there's no mention of removing car lanes to do so) and I likely wouldn't look any further into it as it doesn't mention any significant impact on the area of Bellevue where I live. It only references the urban core areas of downtown. Please provide clearer information and description of planned projects in "It's YOUR City" so the residents who live here can truly be informed as to what you are planning. This way, we can all be transparent about what you are planning and what residents think, and we can work together for what is best for Bellevue. Livability matters and it matters most to those of us who are Bellevue residents today, not just for those who live in other cities or who may possibly live here one day in the future.

- **The removal of a car lane on 140th** significantly impacts my neighborhood. Our nearest food store is Safeway on 140th where you propose to remove one southbound car lane. This area is already extremely busy at "rush hour". It is how we access food, essential medication, and downtown Bellevue. How we enter and leave our neighborhood. Some of my neighbors drive through here twice a day to take children to/from schools in south Bellevue. On a dark, rainy, busy winter rush hour evening we shall have to cross bike lanes to enter and exit Safeway and other businesses impacted by Bike Bellevue. Will residents who shop at Safeway on 140th simply head north into Kirkland to shop at the Safeway there on 85th instead? Have you considered how your project impacts small businesses along the route if drivers decide it's now too congested or dangerous to cross the bike lanes? Have you considered the loss of Sales Tax if residents start shopping in Kirkland or Redmond, rather than Bellevue, due to this project?

- **The removal (and switching of which side of the road lanes are removed varying between eastbound and westbound) on BelRed** will impact a major vehicle route and many small businesses that line the road. It is already very challenging to see on this busy road in the dark and rain – add into that mix variable vehicle lane removals for bikes and the Bel-Red Road will become one to avoid... The problem being, where will vehicle traffic then go? If I am downtown at City Hall, I would choose to avoid Bel-Red or Northup on my return home and use 24th instead – a small, local road serving the neighborhoods there and not designed for increased traffic flow and already incredibly busy at school times. Further, there are many 3 and 4 way stops so it is not ideal for significant traffic increase from displaced vehicles.

- **The removal of the westbound car lane on Northup (20th)** will also significantly impact my neighborhood as it is how we access SR 520. There is great concern amongst some of my neighbors who work in Seattle as their drive times are already significant (especially when they are delayed by the school buses picking up and dropping off on our small roads in Bridle Trails). Please consider livability when planning for bike lanes. Have you consulted with the many small businesses along this route?

2. Bike Bellevue – Alternate suggestions

SR520 Bike Trail is a safe bike route east/west to Seattle with exits onto roads leading to downtown Bellevue. Land could be acquired on BelRed to create a safe bike/tree'd walk/roll route. Kevin Wallace also gave suggestions, as did Pam Johnston. Please look at alternatives. I love to ride my bike, but hilly Bellevue is not Amsterdam. I'd use safe bike routes with my family but not your bike lanes as proposed.

3. Transportation Commission - Process for comments from public

- **Please clarify the process for public comments.** Chair's ability to extend public comment time etc.
- **At the Transportation Commission meeting on 11/9**, some people were not called on when they had signed up to speak.
- Some of the people in the room spoke but at the end of 30 minutes more were still waiting who had signed up, so some of those in the room who had not spoken were heard for an additional total of 15 minutes. Then no more speakers were allowed, despite **people still waiting in the room and online**. Those in the room were given preference over those online, yet this was a hybrid meeting.

4. Transportation Commission – Please prioritize Bellevue residents, and businesses with a physical presence in Bellevue

- **Please consider that livability is critically important to those of us who are residents of Bellevue today.** Those who commute into Bellevue from Redmond or Tacoma do not have to live with the outcome of what the City does. They live in other cities and return home to those cities at night. They are not impacted in the way that Bellevue residents are impacted by what the City does. Please do not take away our voice regarding our City – we have so little opportunity to speak and make you aware of our views. If “Bellevue it's YOUR City” and yard signs merely say you're introducing bike lanes, so most residents aren't aware of this plan, how are we (the small number of residents who are aware of your plan) supposed to speak with you, our public servants, if folks cannot get to speak at the Transportation Commission because you listened to those not from our City instead of us? The voices of Bellevue residents and businesses with a physical presence in Bellevue must be heard as a priority.

Sincerely,

Barbara Hughes

13709 NE 48th Pl

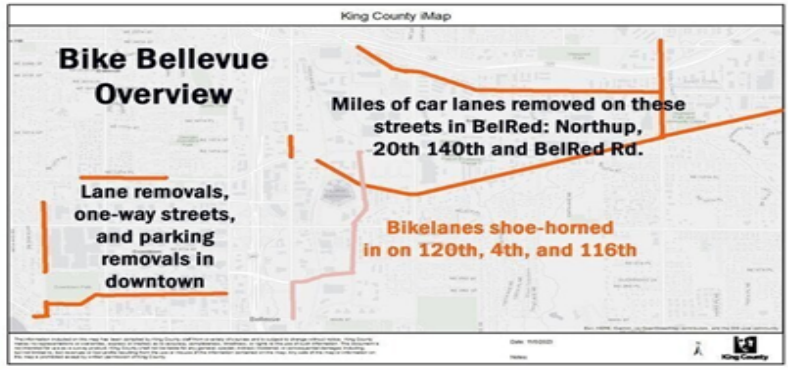
Bellevue 98005

From: [Pamela Johnston via Change.org](#)
To: [TransportationCommission](#)
Subject: New petition to you: Oppose removal of vehicle lanes in BelRed and Downtown by Nov 17
Date: Sunday, November 12, 2023 7:33:55 AM



Bellevue Transportation Commission: you've been listed as a decision maker

Pamela Johnston started a petition on Change.org and listed you as a decision maker. Learn more about Pamela Johnston's petition and how you can respond:



Pamela Johnston is petitioning Bellevue Transportation Commission (City of Bellevue)

Oppose removal of vehicle lanes in BelRed and Downtown by Nov 17

I am a Bellevue resident and regular user of the BedRed and Downtown streets. Please do not prioritize bike trips ahead of the vehicle traffic essential to live, work, and play in Bellevue. ARCH, the low-income housing branch of Bellevue...

[View the petition](#)

WHAT YOU CAN DO

1. View the petition: [Learn about the petition and its supporters.](#)

You will receive updates as new supporters sign the petition so you

can see who is signing and why.

2. Respond to the petition: [Post a response](#) to let the petition supporters know you're listening, say whether you agree with their call to action, or ask them for more information.

3. Continue the dialogue: Read the comments posted by petition supporters and continue the dialogue so that others can see you're an engaged leader who is willing to participate in open discussion.

CHANGE.ORG FOR DECISION MAKERS

On Change.org, decision makers like you connect directly with people around the world to resolve issues. [Learn more.](#)

This notification was sent to transportationcommission@bellevuewa.gov, the address listed as a decision maker.

This is a one-time notification to the email address listed above. You will not receive any further notifications regarding this petition from us.

[Privacy policy](#)

We'd love to hear from you! [Contact us](#) through our help center.

Change.org · 548 Market St #29993, San Francisco, CA 94104-5401, USA

From: [Virginia Skordal](#)
To: [Loewenherz, Franz](#)
Subject: No more bike lanes
Date: Thursday, November 16, 2023 2:17:35 PM

Please stop and ponder a bit more on the bike lanes. The traffic congestion in Bellevue is horrendous. These bike lanes don't reduce the traffic. Most of these are recreational bikers. This whole project has increased traffic congestion and safety issues on our roads.

Thank you for your consideration.
Virginia Skordal
15040 SE. 46th Way
Bellevue, 98006

From: [Michael Landy](#)
To: [Loewenherz, Franz](#); [Council](#); [TransportationCommission](#)
Subject: Old Bellevue Bicycle Lanes
Date: Friday, November 17, 2023 4:05:56 PM

Hello,

We reside in the Old Bellevue neighborhood and are very interested in projects that impact the area. We understand the need for bike lanes but are not pleased with the City's efforts to reduce parking spaces with every new building development or project that is slated for Old Bellevue. Main Street is a very popular destination for eating out, shopping, and spending time in coffee shops for a leisurely moment. Businesses are threatened by City initiatives to limit access to them. Already the parking lots at the Downtown park are often used for Main Street destinations. With more parking spots removed to accommodate bike lanes, the struggle for people outside of the downtown area – where certainly more people reside than in the downtown core- to find a place to park and enjoy the neighborhood will be even greater. Buildings are being erected with limited parking space allocated to cars for residents and to cars for visitors who have come to spend money and enjoy a specific neighborhood with an historically charming ambiance. All that draws people to the neighborhood seems to be disappearing to meet the needs of very few. We witnessed Wildwood Park be turned into a dog park for decidedly fewer people than when it was an open space where families could picnic and children could play – a source of enjoyment for many in the neighborhood, near the apartments/condos where they live. Now, with reduced parking on Main Street and elsewhere in the neighborhood, our residential streets become the hunting grounds for visitors to park their cars. And with the vision of connecting the Downtown Park to Meydenbauer Bay Park, even more access will be taken away.

Please review the bike path decision with the welfare of the many in mind and serve the citizens who will be directly impacted by it.

Pat and Mike Landy

101 101st Avenue SE #A302
Bellevue, 98004

From: [Michelle Mincy](#)
To: [Steve Høglund](#); [Loewenherz, Franz](#)
Subject: Re: Bellevue Bike Lanes
Date: Wednesday, November 15, 2023 8:23:52 PM

I second that! Absolutely do not need more bike lanes! This is my route to work and the congestion is already terrible.

Thank you,

Michelle

[The Perfect Pair](#)

Michelle Mincy (206) 271-1654

www.perfectpaircatering.com

On 11/15/2023 7:49 PM PST Steve Høglund <steve.hoglund@gmail.com> wrote:
Hello, as a 55-year Bellevue resident and small business owner, I strongly encourage you to NOT add more bike lanes in high-density areas such as Bel-Red Road, Northup, NE 12th, NE 20th, etc. With the addition of light rail and high-density apartments and condos in these areas, traffic is already terrible. I am a cyclist myself and do not support all of the traffic lanes being taken away for dedicated bike lanes. Please Please Please do NOT add more bike lanes.

Thanks, Steve

Steve Høglund

425.260.7284 cell

steve.hoglund@gmail.com

From: [William Baker](#)
To: [Loewenherz, Franz](#)
Subject: Remove all bike lanes from roads
Date: Thursday, November 16, 2023 3:16:58 PM

Bikes and cars are a bad mix on highways. Bikes are for exercise and should be limited to off road trails. Do not authorise bike lane on roads, you are just inviting more serious accidents and traffic congestion.

From: [K.H.](#)
To: [Loewenherz, Franz](#)
Subject: The bike website for comments was designed for a 20 year old with great computer skills -- not me, my husband or my kids
Date: Friday, November 17, 2023 11:17:41 AM

Did you not want comments from an older person who drives on those streets all the time?

I found it impossible to navigate, difficult to understand.

I despise having to "register" and comply with privacy rules that don't really protect me.

Could you not have done this in a simple way?

Why was this not heavily publicized? I only read about it thanks to Betsi Hummer sending an email.

Please consider EXTENDING the comment period, doing heavy publicity including a forum at Crossroads where we can talk to staff about it.

AND to be clear, I do not want bike lanes anywhere you located them. I want paths like the one along the freeway. Completely out of traffic and safe.

Sent from [Outlook](#)

From: [JOHN MINKOVE](#)
To: [Loewenherz, Franz](#)
Subject: Traffic
Date: Thursday, November 16, 2023 1:48:20 PM

As Bellevue grows more buildings are completed, which means more traffic on the roads it would be an inconvenience for people to drive cars to get to work to shop to get medical treatment and other necessary means by cars. There aren't enough bike riders to warrant changing lanes to allow a couple bike People or scooter people to be allowed to use these roads leave it as is I am a very concerned citizen. I hope you understand the streets are wide enough for cars and bikes. And if you start eliminating parking spots on the streets now, what do you have nothing but confusion, congestion and upset citizens why ruin a good thing
Sent from my iPhone

From: [Shawn Donohue](#)
To: [TransportationCommission](#); [Council](#)
Subject: Bike Bellevue
Date: Thursday, November 16, 2023 9:30:16 AM
Attachments: [image001.jpg](#)

I strongly encourage you to NOT add more bike lanes in high-density areas such as Bel-Red Road, Northup, NE 12th, NE 20th, etc. With the addition of light rail and high-density apartments and condos in these areas, traffic is already terrible. These corridors are already highly congested --- Adding bike lanes will get people killed or injured and increase travel time dramatically. Imagine a single car breakdown or accident in these corridors, the mayhem and anger resulting from adding dedicated bike lanes, while reducing traffic to one lane will have horrible consequences.

If you are adding bike travel lanes, I strongly suggest you consider travel via the Spring district. This area is still in development, skirts the light rail and has far less traffic volume vs. main corridors you are considering.

Please do not make this mistake.

Shawn Donohue
(425) 503-9328



Donohue Consulting, LLC
PROVIDING PROVEN BUSINESS SOLUTIONS SINCE 1993

From: shanaauc@comcast.net
To: [TransportationCommission](#)
Cc: bikebellevue@outlook.com
Subject: Bike Bellevue Plan
Date: Sunday, November 19, 2023 9:57:59 PM

Dear Commissioners,

As a Bellevue resident and former city planner, I would like to comment on the Bike Bellevue Plan. I found it hard to navigate the online tool and expect the comments will skew towards a tech savvy and younger crowd. While I did manage to comment online eventually, I'm more comfortable commenting in the "old fashioned way," so decided to send my thoughts on the plan to you directly. (Funny email is now the "old fashioned way!")

I frequently drive two of the corridors on the plan, Northup Way/NE 20th St and Bel-Red Road, so these are the roads I looked at online, though likely my comments apply to all. As you know, these two corridors are major roads, basically parallel, and in proximity. I don't understand why the plan proposes turning both into bike routes. Perhaps one could be converted initially to see how it goes?

I'm especially concerned with Bel-Red Road, where the plan is to cut the capacity by 50%, restricting it to one lane of motor vehicle traffic in each direction with a single center turn lane. I am wondering what the plans are for bus service and school buses on this road (as well as on the other corridors)? Will busses have to pull into the bike lane for passengers? If so, what will the bikes do? Will it be safe?

I care about people who don't use bikes including many seniors, like me, and people with mobility impairments/disabilities. For seniors and people with disabilities, a car increases one's independence and enhances mental health, making it easier to remain active and involved in the community. I am concerned drive times will be increased as road capacity is decreased and I hope this can be minimized. I also wonder how many bicyclists are out on the roads at night and in our dark, rainy season? Will people be sitting in one lane traffic looking longingly at empty bike lanes?

I care deeply about the safety of bike riders, as well. I say this as someone whose husband was hit by a truck last summer while riding his bicycle on the crosswalk of the Lake Sammamish bike path in broad daylight at the intersection of the boat ramp access road with E Lake Sammamish Pkwy. My husband was passing behind a truck that was exiting as another truck was entering. Neither my husband nor the entering driver could see each other. I know there are many entrances and egresses along these roads in Bellevue and there may be limited visibility at times. I hope this threat can be minimized. I am concerned bike riders may have a false sense of security, and that cars may not realize the dangers.

In conclusion, I understand that it is challenging to retrofit a bike plan on roads that weren't

developed for bikes in the first place. Of course, ideally a bike path would be completely removed from traffic. If this is not possible, a goal should be minimizing traffic disruptions while maximizing bike safety. I'm hoping there is an evaluation component of this plan that will inform future planning, as so much is unknown about how traffic, bike ridership and safety will be impacted.

I appreciate everyone's hard work on this plan. Thank you for listening.

Happy Thanksgiving!

Shana Aucsmith
Bellevue WA

From: [Duane Jackson](#)
To: [TransportationCommission](#)
Subject: Bike Lanes
Date: Friday, November 17, 2023 6:32:33 PM

The streets are crowded enough already with cars, pedestrians, and people recently arrived in this country who don't know how to drive properly. We don't need to compress the space even further with more bike lanes for a few bikers who are mostly inconsiderate of our laws. The drastic population growth in Bellevue makes it a very difficult to travel in this city and reducing the space for automobile traffic will make it even worse.

Duane Jackson

From: [Betsi Hummer](#)
To: [TransportationCommission](#)
Subject: Fwd: FW: [Konveio Inquiry] Proposed bike lanes
Date: Friday, November 17, 2023 5:13:33 PM

----- Forwarded message -----

From: William Wahl <wmwahl@gmail.com>
Date: Thu, Nov 16, 2023 at 6:01 PM
Subject: FW: [Konveio Inquiry] Proposed bike lanes
To: Betsi Hummer <betsi@betsiforbellevue.com>

From: noreply@konveio.email [mailto:noreply@konveio.email]
Sent: Thursday 3:13 PM
To: wmwahl@gmail.com
Subject: [Konveio Inquiry] Proposed bike lanes

wmwahl (wmwahl@gmail.com) sent a message using the contact form at <https://bikebellevue.konveio.com/contact>.

To spend \$18 million for seldom used bike lanes that will remove vehicle capacity which is really needed is just ludicrous. You can't keep issuing building permits without giving us more room for our cars.

From: Veritables Bellevue <veritables@mail.com>
Sent: Tuesday, November 28, 2023 1:46 PM
To: Loewenherz, Franz <Floewenherz@bellevuewa.gov>
Subject: Bike Bellevue Letter

Greetings,

Please find attached letter with regards to Bike Bellevue.

Thank you,
Marie Harris
Owner

Veritables
10220 Main Street
Bellevue, WA 98004
425-455-8335

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

RE: Bike Bellevue Draft Concept Design Guide

Chairperson Stash and Transportation Commissioners,

Thank you for your continued engagement and critical review of the Bike Bellevue Draft Concept Design Guide. I am writing to express concern about the disproportionate benefit to a minority set of users and the negative impact to residents and businesses that this plan proposes.

Prioritizing more bicycle lanes that represent 0.1% of trips at such a high cost is not sound fiscal or public policy. Decreasing vehicle lane capacity utilized by 99.9% of trips and necessary to accommodate growth is inequitable and short-sighted. I am alarmed that this plan is not going to council for approval.

I am raising the following observations, concerns, and questions regarding the plan with the hope that all voices will influence decision making will prevail to maintain the greatest good for the greatest number of users.

Bike Ridership vs. PNW Weather, Topography, Kids and Errands

The reason bicycle ridership is so low in the area is not due to lack of facilities, it is due to our weather, terrain, and travel needs. Most people will not ride a bicycle in the rain, cold or dark. Moms and families will not bicycle if they need to pick up laundry, groceries, or kids from school. Spending \$19M does not change these factors or proportionately increase the number of people who will choose to ride a bicycle.

Impact to My Business and My Community

Businesses have a choice on where to locate. And I have chosen Bellevue over alternatives for a variety of reasons. I own a small Mom and Pop store, Veritables and I chose Old Bellevue for the quaint architecture and strong local community of residents and businesses. Another predominant reason is ease of access for employees and customers compared to Seattle. I closed my Seattle location in 2015 to dedicate myself to the Old Bellevue neighborhood. My customers, deliveries, employees, freight, and visitors are all dependent on adequate availability of parking for me to remain successful and in the neighborhood. The loss of smaller neighborhoods for shopping forces residents, visitors and stores to the “malls” that offer plenty of parking and access. If the city of Bellevue does not prioritize the Mom and Pop shops/restaurants in Old Bellevue then customers will choose another location to dine or shop online.

Bike Bellevue’s proposal to make vehicle commute times longer and traffic congestion worse. Most customers and employees don’t ride bicycles. The City of Bellevue is dependent on tax revenues from businesses. The Bike Bellevue Plan threatens the success of businesses and tax revenue.

NE 1st/NE 2nd One-Way Street – Corridor 6

The proposed changes to this corridor would introduce the first one-way street in Downtown Bellevue. This one-way proposal will create circling around the block and increase latent demand on Main Street, Bellevue Way and 100th Ave NE. Traffic will be forced to other streets that were not considered or measured for impact in the study.

NE 1st/NE 2nd Corridor is already achieving a LTS 3 (level of traffic stress) and the target is LTS 3. Why then change anything if there is no increase in safety or new bicycle trips generated?

This one-way concept would cripple access to the Downtown Park, Inspiration Playground, and Main Street. This plan will negatively impact events at the Downtown Park (like Ice Skating, Bellevue Family 4th, and Summer Outdoor Movies). Diverted traffic will be pushed to adjacent streets and neighborhoods. The Bike Bellevue plan will also impact Main Street events like the Old Bellevue Wine Walk, Bellevue High School Homecoming, and Summer Outdoor Dining.

On-Street Parking Supply Removal

Bike Bellevue will remove 30 stalls of public on-street parking. 20 of the removed parking stalls are in Old Bellevue. This proposal seeks to remove over 13% of the public on-street parking supply. Residents, out of town visitors, customers, diners, deliveries, and employees use these stalls every day. The success of street front, brick and mortar retail in Old Bellevue is dependent on public on-street parking. In order to attract a diverse customer, from the region, we need to be viewed as vibrant, friendly and accessible and not create frustrated unhappy patrons who give up visiting the area due to lack of parking.

Please address these questions and concerns in your dialogue with the City on December 14th. The Old Bellevue merchants would also appreciate active outreach from the city regarding this and other related plans that impact our neighborhood. Thank you again for your consideration, and I look forward to continuing to engage and collaborate on this effort.

Sincerely,

Marie Harris
Owner

Veritables
10220 Main Street
Bellevue, WA 98004

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

From: Mel Melin <bellevumel@aol.com>

Sent: Tuesday, November 28, 2023 11:27 AM

To: TransportationCommission <TransportationCommission@bellevuewa.gov>

Subject: Bike lanes on Belred and Northrup

I am opposed to these bike lanes Car traffic is getting more with the construction underway and will increase congestion

Melvin R Melin

148 102 Ave SE

Bellevue,WA 98004-8130

From: hello@livablebellevue.com <hello@livablebellevue.com>

Sent: Wednesday, November 29, 2023 2:17 PM

To: Council <Council@bellevuewa.gov>; Council Office <CouncilOffice@bellevuewa.gov>; cityclerk <cityclerk@bellevuewa.gov>

Subject: Opposition to the assumption of the Transportation Benefit District

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Mary Ortbal
Meydenbauer

ref:!00D6g025rWo.!5006g0zkgzf:ref

From: [Lyn Adams](#)
To: [TransportationCommission](#)
Subject: No on bike lanes
Date: Monday, December 4, 2023 12:51:24 PM

A resident of 60 years. No. No more screwing up traffic flow on streets. 112th by Hidden Valley is terrible and traffic has increased without a cyclist in sight. Main Street is a hazard. Stop. Bellevue is still very much a suburb despite tall buildings and population. Look at what you've done. Not any improvements. Stop.

From: Dean Brown <deancarsonbrown@gmail.com>
Sent: Tuesday, December 5, 2023 11:11 AM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Cc: Council <Council@bellevuewa.gov>; TransportationCommission <TransportationCommission@bellevuewa.gov>
Subject: Bike Bellevue Comments

Mr. Loewenherz,

1. I do not support the current Bike Bellevue plan. It is a dramatic reduction in vehicular transportation infrastructure in an effort to provide more space for what are primarily recreational bike users. Please look to reduce the scope and look for ways to dedicate public space to bicycle enthusiasts with a plan that does not take so much away from transportation infrastructure.

2. Please be careful to not lose your credibility on this project.

Your recent report to the Transportation Commission included this statement:

1. "Between October 24 and October 30, 2023, staff received an additional 87 community emails on Bike Bellevue (see Attachment D). The following is a summary of the sentiments expressed in these emails.
 - 96.6% of emails expressed support for the Bike Bellevue projects.
 - 2.3% expressed opposition towards Bike Bellevue projects.
 - 1.1% requested additional information without expressing support for or opposition towards Bike Bellevue projects."

2.

This is disingenuous as you fail to point out the emails from this period were not from a cross section of the public showing support, but were largely identical and clearly a letter writing campaign by a bicycle enthusiasts organization. I believe this is important information for the commission (and council) to know.

3. I particularly object to the plan to close completely westbound 2nd/1st Street

between Bellevue Way and 100th.

Closing the street completely to cars westbound will create a traffic issue that cannot be calculated in your models. It forces traffic onto Bellevue Way then up to 4th or down to Main, all streets that are often overwhelmed with traffic.

It means that anyone wishing to use the Downtown Park Playground parking must travel some way around to 100th then eastbound for access.

The resulting plan for bicycles traveling east on 2nd to cross Bellevue Way diagonally is complicated, possibly dangerous and will slow the traffic light cycle on Bellevue Way.

Please revise the plan to maintain the current vehicular structure and paint the "share the road with bicycles" icon for this two block section. As vehicular speeds on 2nd/1st between Bellevue Way and 100th are already slow (due to crosswalks and traffic islands) there should be little conflict between bicycles and autos sharing the lanes for this short section.

4. Thank you for soliciting our comments.

I hope you hear more from a broad cross section of residents.

Dean Brown

Resident and home owner

PS. As I write this note it is pouring rain and pretty dark at midday. If the plan was in place now I expect all the space removed from use by vehicles would be empty of bicycles. People in their cars would be upset sitting in traffic looking at the empty lanes taken away from their use. DB

From: phyllisjwhite@comcast.net
To: [TransportationCommission](#)
Cc: [Carlson, Diane \(she/her\)](#); [Gerla, Kathy](#)
Subject: Ethics Complaint Against City of Bellevue Mobility Planning and Solutions Manager Franz Loewenherz
Date: Tuesday, December 5, 2023 1:43:01 PM
Attachments: [Ethics Complaint Loewenherz 12-4-23.pdf](#)

Dear Transportation Commissioners,

I hope this message finds you well. I am reaching out to bring the Transportation Commission's attention to an ethics complaint that I formally submitted to the City Council, City Manager Diane Carlson, and City Attorney Kathy Gerla yesterday. Please find the attached letter outlining the specifics of the complaint for your information.

Additionally, I have cc'd Diane Carlson and Kathy Gerla to inform them of this email.

Sincerely,

Phyllis White

Bellevue Resident

December 4, 2023

Bellevue City Council

Diane Carlson, City Manager

Kathy Gerla, City Attorney City of Bellevue

Submitted via email

**Re: Ethics Complaint Against
City of Bellevue Mobility Planning and Solutions Manager Franz Loewenherz**

Dear Mayor Robinson, City Council, City Manager and City Attorney,

I respectfully submit the following ethics complaint against City of Bellevue Mobility Planning and Solutions Manager Franz Loewenherz and request that:

- Mr. Loewenherz be removed from overseeing or participating in any form in the Bike Bellevue project.
- The City re-initiate the public outreach and communication process for Bike Bellevue with explicit direction to provide complete and transparent information about the impacts, cost and outcomes consistent with the Council Vision, the staff's Mission and Core Values and the adopted policies in the Comprehensive Plan.
- This complaint is referred to the City Ethics Officer or another ethics expert to provide an independent review, determine whether an ethics violation has occurred and recommend modifications to the city ethics rules and/or codes of staff conduct to ensure the conduct described below does not occur in the future.

The policy underpinning the City of Bellevue's code of ethics for employees is set forth in BCC 3.90.010, which provides:

This chapter is enacted to establish guidelines for ethical standards of conduct which shall govern the performance of city employees in the conduct of public project work and other city business, and to prevent potential conflicts of interest.

With regard to prohibited conduct, BCC 3.90.040 broadly states in relevant part that "No city employee shall engage in any act which is in conflict with, or creates an appearance of conflict with, the performance of official duties."

The City's adopted broad policy and prohibited conduct language is similar to the language set forth in RCW 42.23.070, which was enacted as part of the comprehensive Ethics in Public Service Act and provides:

Ethics in government are the foundation on which the structure of government rests. State officials and employees of government hold a public trust that obligates them, in a special way, to honesty and integrity in fulfilling the responsibilities to which they are elected and appointed. Paramount in that trust is the principle that public office, whether elected or appointed, may not be used for personal gain or private advantage.

The citizens of the state expect all state officials and employees to perform their public responsibilities in accordance with the highest ethical and moral standards and to conduct the business of the state only in a manner that advances the public's interest.

Our State Supreme Court has rejected the notion that such policy and prohibited acts language applies only to conflicts of interest, and instead applies broadly to all conduct undertaken by public employees. See *Hubbard v. Spokane County*, 146 Wn.2d 699, 50 P.3d 602 (2002). As such, BCC Chapter 3.90 mandates that City employees not engage in any act that conflicts with or appears to conflict with the performance of public duties, irrespective of whether there is also a conflict of interest.

In May 2021, the Bellevue City Council unanimously adopted an update of the 20-year vision originally adopted in 2014. See https://bellevuewa.gov/sites/default/files/media/pdf_document/2021/Council-Vision-Priorities-2021.pdf. On page 7, the Council Vision states:

We seek input from our residents and businesses, and this input informs city decision-making. We make decisions in a transparent manner and support public engagement and connectivity.

In 1999, Bellevue staff adopted a mission statement and core values “to help guide how we do our work. The City Council Vision is the community vision that defines what that work is.” See <https://bellevuewa.gov/city-government/departments/city-managers-office/mission-and-core-values>. The Core Values include “Exceptional Public Service” and “Integrity.” “Exceptional Public Service” means that “Our community can expect open, fair, consistent and responsive service,” and one of the adopted General Strategies is “Maintain effective public information processes.” For “Integrity,” City staff is to “behave ethically, honestly and fairly” and “perform [its] work with steadfastness to truth, responsibility and open communication.” The adopted General Strategies for Integrity include:

- Live the city's core values.
- Use core values to guide decisions.
- Contribute to an environment that is safe for open and honest dialogue.
- Receive open and honest communication in a positive way.
- Give a consistent message to all audiences.
- Take the risk to be honest.

In *Hubbard v. Spokane County*, the State Supreme Court found that engaging in conduct that conflicted with the Spokane County's adopted airport master plan could serve as a basis for an ethical violation as the county's plan provided a valid public policy. See *id.* Without question, the City's adopted Council Vision and Mission and Core Values express and represent a valid, strong public policy with a clear mandate that staff engage the public in a fair, transparent, honest, inclusive, ethical and open manner. A violation of the City's adopted principles and strategies for public communication is a violation of public policy and a basis for an ethical violation under the City code and state law. Accord *id.*

Here, Mr. Loewenherz has engaged in conduct that conflicts with or appears to conflict with the adopted Council Vision and the adopted Mission and Core Values for City employees by engaging in a biased, covert and selective effort to undermine the Bike Bellevue public engagement process and to steer the resulting public comment and participation toward a pre-determined result. Specifically, Mr. Loewenherz has engaged in the following unethical acts:

1. On September 7, 2023, Mr. Loewenherz sent an email to four private individuals in leadership positions in various special interest groups (Seattle Bike Blog, Cascade Bicycle Club, Eastrail Partners, and Complete Streets Bellevue), soliciting efforts to disseminate City information through their various communication channels to encourage people in the bicycling community to provide feedback through the City's Bike Bellevue survey (Konveio online engagement tool). Please refer to Attachment A, which is a true and correct copy of Mr. Loewenherz's email to this effect. While these special interest groups may have members in Bellevue, the effect of having them solicit feedback from their membership is to invite significant responses from non-Bellevue residents and thereby skew the results and undermine the validity of the Konveio survey.
2. On September 15, 2023, Mr. Loewenherz sent a second email to five private individuals—including several non-residents—in leadership positions in various special interest groups (Seattle Bike Blog, Cascade Bicycle Club, Eastrail Partners, and Complete Streets Bellevue), referring to them as his "Team" and soliciting efforts to disseminate City information through their own communication channels. Please refer to Attachment B, which is a true and correct copy of Mr. Loewenherz's email to this effect. Mr. Loewenherz reference to the leaders of special interest groups as his "Team" for a City-funded project shows bias, partiality and special access, and the use of such groups to solicit member feedback again skews the results and undermines the validity and utility of the Konveio survey. This is politicking, not data gathering.
3. On October 17, 2023, Mr. Loewenherz covertly shared an email communication sent from a stakeholder to Mr. Loewenherz, the Transportation Commission and the City Council with two leaders of special interest groups (Complete Streets Bellevue and Eastside Urbanism), acknowledging in his communication that his conduct was atypical and non-transparent by writing "FYI - Sharing in confidence." Please refer to Attachment C, which is a true and correct copy of Mr. Loewenherz's email to this effect. This again shows bias and unequal access to information with members of Mr. Loewenherz's "Team." One may speculate about the purpose and intent of such abnormal covert sharing, but one thing is clear: even Mr. Loewenherz recognized the impropriety of action by requesting confidentiality.
4. On November 3, 2023, Mr. Loewenherz referenced public comments from a stakeholder that were a part of an upcoming Transportation Commission meeting packet in a communication with two leaders of special interest groups and three City staff. Mr. Loewenherz acknowledged in his communication that his conduct was atypical and non-transparent by writing, "We need to be careful in our communications. We have received critiques from others in the community that we are not being transparent enough about the impact to travel lanes and parking," noting that the City had to update its draft guide to detail such impacts. Mr. Loewenherz goes on to explicitly request help from the special interest groups to communicate so as to avoid having to disclose such impacts by using Eastside Urbanism as a communications proxy with "a different approach to the communications that [the City] needs to follow." Please refer to Attachment D, which is a true and correct copy of Mr. Loewenherz's email to this effect. This is a direct effort by Mr. Loewenherz to disseminate incomplete and therefore misleading information about the Bike Bellevue plan through his "Team" of special interest groups.
5. On November 8, 2023, Mr. Loewenherz covertly shared an email communication submitted by a stakeholder to the Transportation Commission with two leaders of special interest groups (Complete Streets Bellevue and Eastside Urbanism), acknowledging in his communication that his conduct was atypical and non-transparent by writing, "FYI - Sharing in confidence." Please refer to Attachment E, which is a true and correct copy of Mr. Loewenherz's email to this effect. This again

shows bias, unequal access to information and the acknowledged impropriety of action by requesting confidentiality.¹

In sum, Mr. Loewenherz has used his position as the City of Bellevue Mobility Planning and Solutions Manager and the project manager for Bike Bellevue, as well as public resources, to undermine and evade the City Council's adopted Vision for transparency in community engagement and to violate the City's adopted Mission, Core Values and General Strategies by providing covert, unique access and advantage to special interest groups that support the project he is leading and to avoid accurate, good-faith communication with all stakeholders and constituents using approved City content. Mr. Loewenherz's conduct thus violates BCC 3.90.040.

I respectfully request that Mr. Loewenherz be removed from the Bike Bellevue project and that the City re-initiate the community engagement process in a manner that comports with the Council's adopted Vision and the Mission and Core Values that guide how Bellevue staff does its work. Doing so will ensure a more inclusive and transparent approach to foster increasing trust and participation from the residents of Bellevue. Additionally, I further request that the matter be referred to the City Ethics Officer or other independent ethics expert for a determination of whether an ethics violation has occurred. Their suggested recommendations to the staff ethics rules and other codes of conduct will not only address present concerns but also foster a culture that mirrors our City's ethical approaches in future projects. This will ultimately benefit the entire Bellevue community by ensuring such conduct does not happen in the future.

Thank you for your dedicated service to our city.

Sincerely,

Phyllis White

¹ It is common practice for City staff to require stakeholders to submit a formal public records request for information that is in the possession of the staff and where the request for information is initiated by the stakeholder. In this case the recipients did not initiate the request for the information, nor were they required to submit a public records request. If this common practice is not already codified, it should be.

Attachment A

From: Loewenherz, Franz

Sent: Thursday, September 7, 2023 12:51 PM

To: tom@seattlebikeblog.com; Vicky Clarke <vickyc@cascadebicycleclub.org>; Katherine Hollis <Katherine@eastrailpartners.org>; Christopher Randels <crandels@cs-bellevue.org>

Subject: Bike Bellevue - Please assist in sharing information through your communication channels starting next Friday, Sept 15

Importance: High

Hello Tom, Vicky, Katherine, and Chris –

I hope this email finds you well and that you are as excited as I am about [Bike Bellevue](#). In 2022, the [Bellevue City Council approved funding](#) to plan and implement rapid-build bicycle infrastructure in the urban core neighborhoods and subsequently [directed staff to work with the Transportation Commission](#) to prepare a Bike Bellevue recommendation plan for implementation.

As you know, past efforts to advance bicycle facility improvements in the City of Bellevue have proved to be challenging, involving time-consuming and costly consultative processes that ultimately delivered only incremental segments of the broader vision for a safe and connected connector. Bike Bellevue represents a coordinated approach to implementing [network improvements](#) with a single engagement process through which stakeholders arrive at a clearly articulated strategy for investments for multiple years that will help the city achieve its goals more efficiently and effectively.

Next Thursday, September 14 staff will share the following information with the Bellevue Transportation Commission: 1. [Agenda Memo](#), 2. [Att A. DRAFT Project Area Map](#), 3. [Att B. Bike Bellevue Project Principles](#), 4. [Att C. DRAFT Design Concepts Guide, September 2023](#), 5. [Att D. Draft Community Engagement Plan](#). Please consider Attachment C highlighted above to better understand the proposed bike network improvements (see Appendix F through Appendix P).

A notable near-term community engagement activity is the launch of an online project design feedback tool on September 15, 2023. Through this [Konveio tool](#), the public can submit comments and offer their perspective on feedback from others on the proposed designs for each of the eleven Bike Bellevue corridors. The deadline for comment via Konveio is November 15, 2023.

I'm hoping that your community-based organization can assist us in getting the word out about Bike Bellevue through your various communication channels. We would appreciate your highlighting in your public messaging that starting next Friday people can provide feedback via the Konveio tool. Also, we would benefit from your help identifying participants for our subsequent focus group conversations (more to come on this later). Please let me know if you'd benefit from additional information.

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

Attachment B

RE: Bike Bellevue - Please assist in sharing information through your communication channels starting next Friday, Sept 15



Loewenherz, Franz

To: tom@seattlebikeblog.com; Vicky Clarke; Katherine Hollis; Christopher Randels; Colin Petkus

Reply Reply All Forward

Fri 09/15/23 12:59 PM

Hi Team – Letting you know that last night staff met with the Transportation Commission on [Bike Bellevue](#). We reviewed the [DRAFT Design Concepts Guide](#), today released the [online engagement platform](#), and next week intend on sending out this [mailer](#) to all addresses in the project area encouraging participation. Please let me know if you can assist us in getting the word out about Bike Bellevue through your various communication channels. Thank you, Franz

Attachment C

Fwd: Responses to Bike Bellevue inquiries



Loewenherz, Franz

To: Christopher Randels; Lara Gardner

Reply Reply All Forward

Tue 10/17/23 8:03 PM

This message is part of a tracked conversation. Click here to find all related messages or to open the original flagged message.

09132023 Mariya Frost Bike Bellevue request for information.pdf .pdf File

KDC Written Comment on Bike Bellevue for 9-14 Meeting Outlook item

RE: Questions RE: Bike Bellevue modeling Outlook item

FYI - Sharing in confidence.

From: Mariya Frost <mariya.frost@kemperdc.com>

Sent: Tuesday, October 17, 2023 2:32 PM

To: Loewenherz, Franz <Floewenherz@bellevuewa.gov>

Cc: TransportationCommission <TransportationCommission@bellevuewa.gov>; Council <Council@bellevuewa.gov>; Halse, Katie <KHalse@bellevuewa.gov>

Subject: FW: Responses to Bike Bellevue inquiries

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

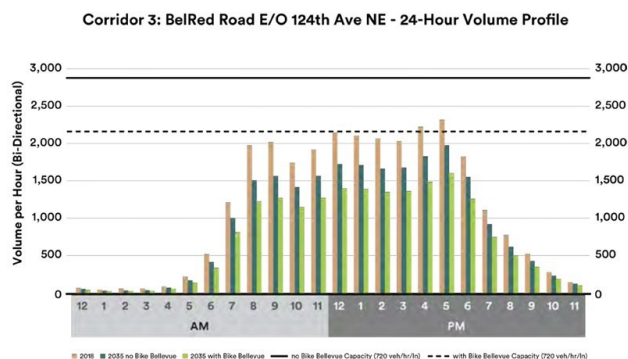
Franz,

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):



Attachment D

RE: Materials



Loewenherz, Franz

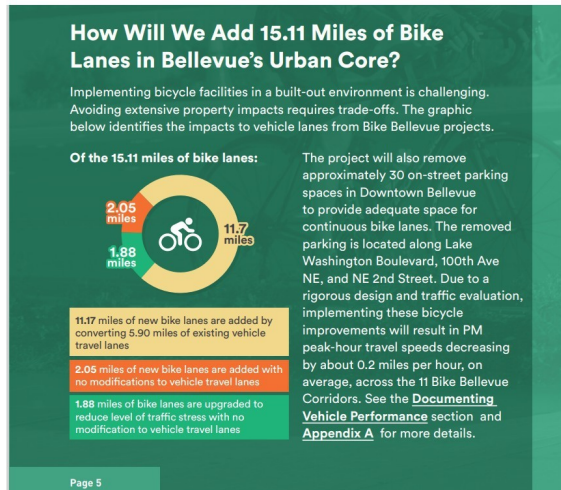
To: ○ Lara Lara; ○ Allan, Mackenzie (she/her); ○ Hagstrom, Gillian
Cc: ○ Christopher Randels; ○ Backman, Jay (They/Them/Theirs) C.

↩ Reply ↩ Reply All → Forward ⋮

Fri 11/03/23 3:33 PM

Click here to download pictures. To help protect your privacy, Outlook prevented automatic download of some pictures in this message.

Hi Lara – We need be careful in our communications. We have received critiques from others in the community that we are not being transparent enough in Bike Bellevue communications about the impacts to travel lanes and parking and that this should be the focal point of our headline about the project (see [11092023 Bike Bellevue Attachment C.pdf \(bellevuewa.gov\)](#) – pages 141 and 142). We've received similar communications from others in various venues. As a result, you'll observe in our updated DRAFT Guide that we now include the messaging below on page 5. Perhaps if you've developed rapport with the managers at these buildings, they would be willing to receive suggested communications from Eastside Urbanism that has a different approach to the communications that we need to follow. Otherwise @Allan, Mackenzie (she/her) will coordinate with @Hagstrom, Gillian early next week in preparing content that is similar to our poster. Thank you, Franz



Attachment E

FW: KDC Written Comment for 11-9 meeting / Bike Bellevue



Loewenherz, Franz

To: ○ Christopher Randels; ○ Lara Gardner

KDC Written Comment to TC 11-9-23.pdf
.pdf File

↩ Reply ↩ Reply All → Forward ⋮

Wed 11/08/23 1:23 PM

FYI – Sharing in confidence.

From: McDonald, Kevin <KMCDonald@bellevuewa.gov>
Sent: Wednesday, November 8, 2023 10:36 AM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: FW: KDC Written Comment for 11-9 meeting / Bike Bellevue

Incoming, FYI. KM

From: Mariya Frost <mariya.frost@kemperdc.com>
Sent: Wednesday, November 8, 2023 10:35 AM
To: TransportationCommission <TransportationCommission@bellevuewa.gov>
Cc: McDonald, Kevin <KMCDonald@bellevuewa.gov>
Subject: KDC Written Comment for 11-9 meeting / Bike Bellevue

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

Chair Stash and Commissioners,

Please consider the attached written comment from Kemper Development in preparation for your Bike Bellevue study session on November 9th.

Sincerely,

Mariya Frost
Director of Transportation
Kemper Development Company
The Bellevue Collection | Bellevue Square | Lincoln Square | Bellevue Place
425-450-5925 Mobile
mariya.frost@kemperdc.com
www.bellevuecollection.com



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Michael Heijer <hello@livablebellevue.com>
Sent: December 7, 2023 6:56 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Michael Heijer

Main Street Bellevue



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Craig Olson <hello@livablebellevue.com>
Sent: December 7, 2023 6:04 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Craig Olson

West Bellevue



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Harry Smith <hello@livablebellevue.com>
Sent: December 7, 2023 6:01 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Harry Smith

somerset 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of John Hennessy <hello@livablebellevue.com>
Sent: December 7, 2023 5:42 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

YOU CAN'T POSSIBLY BE SERIOUS!

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is will DEFINITELY worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

WHY DON'T TAKE THE 18 MILLION AND START ENFORCING THE TRAFFIC LAWS!!!

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

Sincerely,

John Hennessy

DOWNTOWN 650 Bellevue Way NE,



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Jean McCleary <hello@livablebellevue.com>
Sent: December 7, 2023 3:53 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Jean McCleary

Factoria 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Joe Westlund <hello@livablebellevue.com>
Sent: December 7, 2023 2:45 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Joe Westlund

Bel Red 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Georgeta Mocan <hello@livablebellevue.com>
Sent: December 7, 2023 1:23 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Georgeta Mocan

Crossroads 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Yee Pun <hello@livablebellevue.com>
Sent: December 7, 2023 12:56 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Yee Pun

Somerset 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Chong Yi <hello@livablebellevue.com>
Sent: December 7, 2023 12:33 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Chong Yi

Bellevue 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of James Chin <hello@livablebellevue.com>
Sent: December 6, 2023 11:20 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

James Chin

Eastgate 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Joseph Childrey <hello@livablebellevue.com>
Sent: December 6, 2023 10:36 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Joseph Childrey

Dt Bellevue 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Denis Khanykov <hello@livablebellevue.com>
Sent: December 6, 2023 10:31 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Denis Khanykov

Sommerset 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of S.Burge <hello@livablebellevue.com>
Sent: December 6, 2023 10:19 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

S. Burge

Nearby 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Richard Betassa <hello@livablebellevue.com>
Sent: December 6, 2023 10:08 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Richard Betassa

Overlake 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Kari Glass <hello@livablebellevue.com>
Sent: December 6, 2023 10:01 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

We are having our usual winter FLOODING and other dangerous conditions with our horrible weather. No one will be riding bikes for at least half of each year – but every day, millions of people are reliant upon their CARS. We need more car lanes and nothing else!

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Kari Glass

Lakemont & west Bellevue



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Sarosh Siddiqi <hello@livablebellevue.com>
Sent: December 6, 2023 9:58 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Sarosh Siddiqi

Bellevue 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Cathy Burnell <hello@livablebellevue.com>
Sent: December 6, 2023 9:54 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Cathy Burnell

Lake Hills 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Shelly Johnson <hello@livablebellevue.com>
Sent: December 6, 2023 9:45 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Shelly Johnson

Lochmoor neighborhood, NE Bellevue



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Kristen McSherry <hello@livablebellevue.com>
Sent: December 6, 2023 9:38 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Kristen McSherry

Wilburton 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Christopher Stanton <hello@livablebellevue.com>
Sent: December 6, 2023 9:31 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Christopher Stanton

Crossroads 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Dan Kidd <hello@livablebellevue.com>
Sent: December 6, 2023 9:29 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Dan Kidd

Newport 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of William Richmond <hello@livablebellevue.com>
Sent: December 6, 2023 9:08 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

William Richmond

Clyde Hill 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Lydia Smith <hello@livablebellevue.com>
Sent: December 6, 2023 9:08 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Lydia Smith

Somerset 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Catherine Troy <hello@livablebellevue.com>
Sent: December 6, 2023 9:04 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Catherine Troy

Wilburton 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Cheryl Grant <hello@livablebellevue.com>
Sent: December 6, 2023 9:03 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Cheryl Grant

Bellwood East 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Robert Israel <hello@livablebellevue.com>
Sent: December 6, 2023 9:01 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

I am firmly opposed to further compounding traffic problems by expanding bike lanes and will vote against anyone who votes in favor of this proposal.

Thank you for your dedicated service and commitment to fostering a livable Bellevue. It is very livable now and this goes in the wrong direction.

I

Sincerely,

Robert Israel

Downtown off Old Man Street in a Condo



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Wai Cheuk <hello@livablebellevue.com>
Sent: December 6, 2023 8:59 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Wai Cheuk

Somerset 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of James Reed <hello@livablebellevue.com>
Sent: December 6, 2023 8:58 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

James Reed

Enatai 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Dan Benedict <hello@livablebellevue.com>
Sent: December 6, 2023 8:53 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Dan Benedict

Crossroads 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Joan Wallace <hello@livablebellevue.com>
Sent: December 6, 2023 8:44 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Joan Wallace

Summit 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Joseph Blache <hello@livablebellevue.com>
Sent: December 6, 2023 8:39 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Joseph Blache

Newport Hills 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Michael Blanchette <hello@livablebellevue.com>
Sent: December 6, 2023 8:36 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

My wife and I have been residents of Bellevue for 44 years. We know all of the Bellevue neighborhoods and traffic patterns. We are also aware of the streets in Seattle with bike lanes. I am writing to share my strong opposition to Bike Bellevue, the City's plan to add 15 miles of bike lanes for \$18.6 million, 11 of those miles created by taking and converting vehicular travel lanes in Downtown, Wilburton and Bel-Red.

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in a small 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

Our observations from driving on Seattle street to the Ben converted is that it creates congestion for vehicular traffic and unsafe conditions for bikers.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Michael Blanchette

Lake Hills 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Emily Palmgren <hello@livablebellevue.com>
Sent: December 6, 2023 8:34 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Emily Palmgren

Wilburton 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Roger Visser <hello@livablebellevue.com>
Sent: December 6, 2023 8:33 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Roger Visser

Bridle Trails 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Michelle Mares <hello@livablebellevue.com>
Sent: December 6, 2023 8:26 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Michelle Mares

Bridle Trails 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Shawn Kearney <hello@livablebellevue.com>
Sent: December 6, 2023 8:22 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Shawn Kearney

Bellevue 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Larry May <hello@livablebellevue.com>
Sent: December 6, 2023 8:17 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Larry May

Rockwood 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Jerome Thielges <hello@livablebellevue.com>
Sent: December 6, 2023 8:13 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Jerome Thielges

Woodridge 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Jianjun Duan <hello@livablebellevue.com>
Sent: December 6, 2023 8:13 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Jianjun Duan

Somerset 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Eric Lee <hello@livablebellevue.com>
Sent: December 6, 2023 8:09 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

Not a difficult decision. Bike lanes do not create revenue. Most bicycles are not licensed and pay no road/registration fees.

Figure a logical and efficient way to move traffic. The answer is not \$18M+ for bicycle lanes.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

Sincerely,

Eric Lee

Eastgate



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Myrlino Hufana <hello@livablebellevue.com>
Sent: December 6, 2023 8:09 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Myrlino Hufana

Eastgate 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Anne Krypel <hello@livablebellevue.com>
Sent: December 6, 2023 8:06 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Anne Krypel

Newport Hills



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Becky Kraus <hello@livablebellevue.com>
Sent: December 6, 2023 8:02 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

I understand the idea of trying to make citizens more healthy by bicycling, but 18.6 MILLION??! Seriously? Are you out of ideas on how to spend money?? People commuting by bicycle? You should know we love our cars, and it RAINS HERE. Regularly.

So, better ideas of how to waste 18.6 million, UPGRADE METRO IN BELLEVUE. That would actually help people instead of screwing over traffic, making Bellevuers more miserable in bad traffic around town. Offer cheaper metro rides to lower income people. And lastly, re-pave more roads. Really, all these are better ideas for spending this crazy amount of money.

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

Sincerely,

Becky Kraus

Summerset 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of John Lorge <hello@livablebellevue.com>
Sent: December 6, 2023 7:57 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

John Lorge

North McCormick park



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Robert Wheeler <hello@livablebellevue.com>
Sent: December 6, 2023 7:56 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Robert Wheeler

Meydenbauer 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Connie Aitken <hello@livablebellevue.com>
Sent: December 6, 2023 7:51 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Connie Aitken

Crossroads 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Kevin Forman <hello@livablebellevue.com>
Sent: December 6, 2023 7:49 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Kevin Forman

Bellevue 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Lesley Palmgren <hello@livablebellevue.com>
Sent: December 6, 2023 7:48 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Lesley Palmgren

Woodridge 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Gina Oldham <hello@livablebellevue.com>
Sent: December 6, 2023 7:46 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Gina Oldham

Lakemont 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Jake Callahan <hello@livablebellevue.com>
Sent: December 6, 2023 7:40 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Jake Callahan

Factoria Somerset



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Jerome Taylor <hello@livablebellevue.com>
Sent: December 6, 2023 7:32 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Jerome Taylor

Crofton 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Craig Parthemer <hello@livablebellevue.com>
Sent: December 6, 2023 7:31 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Craig Parthemer

Eastgate 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Cameron Wachter <hello@livablebellevue.com>
Sent: December 6, 2023 7:30 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Cameron Wachter

14203 se 6th st apt h103 Bellevue 98007



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Myra Ma <hello@livablebellevue.com>
Sent: December 6, 2023 7:21 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Myra Ma

98006 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Scott Demaree <hello@livablebellevue.com>
Sent: December 6, 2023 7:21 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Scott Demaree

Devon Rodge 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Devin Bowman <hello@livablebellevue.com>
Sent: December 6, 2023 7:19 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Devin Bowman

2519 171st Ave SE Bellevue 98008



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Harald Horgen <hello@livablebellevue.com>
Sent: December 6, 2023 7:17 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Harald Horgen

Downtown 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Kathleen Enger <hello@livablebellevue.com>
Sent: December 6, 2023 7:16 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Kathleen Enger

Enatai 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Patrick Angelel <hello@livablebellevue.com>
Sent: December 6, 2023 7:16 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Patrick Angelel

Enatai 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Dana Luera <hello@livablebellevue.com>
Sent: December 6, 2023 7:15 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Dana Luera

Somerset 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Joan Chandra <hello@livablebellevue.com>
Sent: December 6, 2023 7:14 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Joan Chandra

Bellevue 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Paul Maffeo <hello@livablebellevue.com>
Sent: December 6, 2023 7:14 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Paul Maffeo

Nw bellevue 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Sriram Chandra <hello@livablebellevue.com>
Sent: December 6, 2023 7:14 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Sriram Chandra

Bellevue 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Kevin Wood <hello@livablebellevue.com>
Sent: December 6, 2023 7:13 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Kevin Wood

Eastgate 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Eric Malone <hello@livablebellevue.com>
Sent: December 6, 2023 7:10 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Eric Malone

Lakemont 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Walter Feurer <hello@livablebellevue.com>
Sent: December 6, 2023 7:10 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Walter Feurer

Bridle trails 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Anne Curtis <hello@livablebellevue.com>
Sent: December 6, 2023 7:09 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Anne Curtis

Northeast Bellevue



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Gregory Tift <hello@livablebellevue.com>
Sent: December 6, 2023 7:08 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Gregory Tift

Newport Hills 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Joy Feurer <hello@livablebellevue.com>
Sent: December 6, 2023 7:08 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Joy Feurer

Bridle trails 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Simon Boothroyd <hello@livablebellevue.com>
Sent: December 6, 2023 7:07 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Simon Boothroyd

Simon Boothroyd

Lochleven 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Cindy Mueller <hello@livablebellevue.com>
Sent: December 6, 2023 7:07 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Cindy Mueller

Ardmore 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Tim Gamido <hello@livablebellevue.com>
Sent: December 6, 2023 7:06 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Tim Gamido

Newport Hills 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Arne Edlund <hello@livablebellevue.com>
Sent: December 6, 2023 7:05 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Arne Edlund

Ardmore 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Ron Hofilena <hello@livablebellevue.com>
Sent: December 6, 2023 7:05 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Ron Hofilena

Newport Shores



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Keiki Hofilena <hello@livablebellevue.com>
Sent: December 6, 2023 7:04 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Keiki Hofilena

Newport shores



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Patrick Firestone <hello@livablebellevue.com>
Sent: December 6, 2023 7:03 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Patrick Firestone

Woodridge 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of John Van Duzor <hello@livablebellevue.com>
Sent: December 6, 2023 7:03 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the vast majority of the traveling public.

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

Sincerely,

John Van Duzor

Likehills 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Mark Reimann <hello@livablebellevue.com>
Sent: December 6, 2023 7:03 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Mark Reimann

Newport Shores



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Heidi Eilers <hello@livablebellevue.com>
Sent: December 6, 2023 7:03 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Heidi Eilers

West Bellevue



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Kevin Allison <hello@livablebellevue.com>
Sent: December 6, 2023 7:03 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

WORST IDEA EVER. Make traffic worse for so little gain and to benefit so few while negatively impacting the majority.

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Kevin Allison

Lakehills 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Lillian Fisher <hello@livablebellevue.com>
Sent: December 6, 2023 7:01 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Lillian Fisher

Westwood Highlands



Terry, Cheryl

From: hello@livablebellevue.com on behalf of John Kimberly <hello@livablebellevue.com>
Sent: December 6, 2023 7:01 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

John Kimberly

Overlake 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Ko Choi <hello@livablebellevue.com>
Sent: December 6, 2023 7:01 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Ko Choi

Woodridge 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Juanita Morales <hello@livablebellevue.com>
Sent: December 6, 2023 7:00 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Juanita Morales

Enatai 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Elena Ralph <hello@livablebellevue.com>
Sent: December 6, 2023 6:59 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Elena Ralph

Tam O' Shanter



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Yi Lin <hello@livablebellevue.com>
Sent: December 6, 2023 6:58 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Yi Lin

1807 134th ave se, bellevue, 98005



Terry, Cheryl

From: hello@livablebellevue.com on behalf of MARK CEBULL <hello@livablebellevue.com>
Sent: December 6, 2023 6:58 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

MARK CEBULL

Tam O Shanter



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Justin Ralph <hello@livablebellevue.com>
Sent: December 6, 2023 6:56 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Justin Ralph

Tam O Shanter



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Bryan Parente <hello@livablebellevue.com>
Sent: December 6, 2023 6:56 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Bryan Parente

Lakemont 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Robyn Van Maren <hello@livablebellevue.com>
Sent: December 6, 2023 6:56 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Robyn Van Maren

Newport Hills 

Terry, Cheryl

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

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Aaron Wilson

Clyde hill 

Terry, Cheryl

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

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Lisa Holland

Clyde Hill 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Jenifer Berry <hello@livablebellevue.com>
Sent: December 6, 2023 6:54 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,
Christopher and Jenifer Berry

Jenifer Berry

Ardmore 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of PAULA SWEENEY <hello@livablebellevue.com>
Sent: December 6, 2023 6:53 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

PAULA SWEENEY

Lake Hills 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Sara Schonlau <hello@livablebellevue.com>
Sent: December 6, 2023 6:53 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Sara Schonlau

Woodridge 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Diane Wesley <hello@livablebellevue.com>
Sent: December 6, 2023 6:52 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

We moved out of Seattle because of their choices like bike lanes. Do not follow Seattle.

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

Sincerely,

Diane Wesley

Ardmore 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Ellen Harbison <hello@livablebellevue.com>
Sent: December 6, 2023 6:52 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Ellen Harbison

Lake Sammamish



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Carol Schrader <hello@livablebellevue.com>
Sent: December 6, 2023 6:52 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Carol Schrader

Somerset 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Kendall Demaree <hello@livablebellevue.com>
Sent: December 6, 2023 6:52 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Kendall Demaree

Devonridge 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Karen Demaree <hello@livablebellevue.com>
Sent: December 6, 2023 6:51 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Karen Demaree

Devonridge 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of John Margeson <hello@livablebellevue.com>
Sent: December 6, 2023 6:49 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

John Margeson

Couger Hills 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Clyde Bush <hello@livablebellevue.com>
Sent: December 6, 2023 6:48 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Clyde Bush

Lake hills 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Dave Arendt <hello@livablebellevue.com>
Sent: December 6, 2023 6:47 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Dave Arendt

Downtown 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Gregg Smith <hello@livablebellevue.com>
Sent: December 6, 2023 6:46 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Gregg Smith

Bellevue Lakemont



Terry, Cheryl

From: hello@livablebellevue.com on behalf of David Clark <hello@livablebellevue.com>
Sent: December 6, 2023 6:46 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

David Clark

Woodridge 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Randie Carnahan <hello@livablebellevue.com>
Sent: December 6, 2023 6:46 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Randie Carnahan

Crossroads 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Francesca Yahyavi <hello@livablebellevue.com>
Sent: December 6, 2023 6:45 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Francesca Yahyavi

The Summit 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Anton Kolesnyk <hello@livablebellevue.com>
Sent: December 6, 2023 6:45 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Anton Kolesnyk

Newport Hills 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Doug Poirier <hello@livablebellevue.com>
Sent: December 6, 2023 6:45 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Doug Poirier

Eastgate 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Leon Braginski <hello@livablebellevue.com>
Sent: December 6, 2023 6:44 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Leon Braginski

Lockmore 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Brittany Bolz <hello@livablebellevue.com>
Sent: December 6, 2023 6:43 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Brittany Bolz

Bellevue 

Terry, Cheryl

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

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Frances Rogers

Downtown 

Terry, Cheryl

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

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Rhonda Morton

Lake Hills 

Terry, Cheryl

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

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Julie Gray

Tam o Shanter



Terry, Cheryl

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

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Tom Covello

Bellevue 

Terry, Cheryl

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

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Glover Weiss

Wood ridge 

Terry, Cheryl

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

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Dennis Grote

Horizon Heights



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Greg Richards <hello@livablebellevue.com>
Sent: December 6, 2023 6:39 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Greg Richards

Bridle trails 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Kristine Peterson <hello@livablebellevue.com>
Sent: December 6, 2023 6:39 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Kristine Peterson

Newport Shores 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Jerry Go <hello@livablebellevue.com>
Sent: December 6, 2023 6:38 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Jerry Go

S Bellevue - Lakemont



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Patricia Mahoney <hello@livablebellevue.com>
Sent: December 6, 2023 6:37 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Patricia Mahoney

Bridle Trails 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Elizabeth Muller <hello@livablebellevue.com>
Sent: December 6, 2023 6:37 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Elizabeth Muller

Surrey downs 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Deborah Oswald <hello@livablebellevue.com>
Sent: December 6, 2023 6:36 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Deborah Oswald

Downtown 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Peggy Magor <hello@livablebellevue.com>
Sent: December 6, 2023 6:35 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Peggy Magor

Lakehills 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Zhou Wi <hello@livablebellevue.com>
Sent: December 6, 2023 6:35 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Zhou Wi

Somerset 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Shelby Lind <hello@livablebellevue.com>
Sent: December 6, 2023 6:35 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Shelby Lind

Newport Hills



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Art Manegre <hello@livablebellevue.com>
Sent: December 6, 2023 6:33 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Art Manegre

Bellevue 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Steve & Linda Gallemore <hello@livablebellevue.com>
Sent: December 6, 2023 6:32 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Steve & Linda Gallemore

Newport Hills 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Thomas Henningsgard <hello@livablebellevue.com>
Sent: December 6, 2023 6:32 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Thomas Henningsgard

Robinswood 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Robert Champoux <hello@livablebellevue.com>
Sent: December 6, 2023 6:31 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Robert Champoux

Lake hills 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Ted Celmer <hello@livablebellevue.com>
Sent: December 6, 2023 6:29 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Ted Celmer

Woodridge 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Pete Cangany <hello@livablebellevue.com>
Sent: December 6, 2023 6:29 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Pete Cangany

Bellewood Farms



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Paul Switzer <hello@livablebellevue.com>
Sent: December 6, 2023 6:28 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Paul Switzer

Woodridge 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of David Christensen <hello@livablebellevue.com>
Sent: December 6, 2023 6:27 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

David Christensen

Downtown 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Nancy Thompson <hello@livablebellevue.com>
Sent: December 6, 2023 6:27 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Nancy Thompson

Lakehills 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Svetlana Crabtree <hello@livablebellevue.com>
Sent: December 6, 2023 6:26 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Svetlana Crabtree

Cougar hill 

Terry, Cheryl

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

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

David Carnahan

Crossroads 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Yaqi Yang <hello@livablebellevue.com>
Sent: December 6, 2023 6:24 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Yaqi Yang

Apple Valley 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Sally Cronin <hello@livablebellevue.com>
Sent: December 6, 2023 6:22 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Sally Cronin

Coal creek 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Brent Frei <hello@livablebellevue.com>
Sent: December 6, 2023 6:22 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Brent Frei

Enatai 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Kathleen Vander Hoek <hello@livablebellevue.com>
Sent: December 6, 2023 6:04 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Kathleen Vander Hoek

Bridal Trails 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Robert Harada <hello@livablebellevue.com>
Sent: December 6, 2023 6:02 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Robert Harada

Crossroads 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of DeeDee Brochu <hello@livablebellevue.com>
Sent: December 6, 2023 5:59 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

DeeDee Brochu

Sky Mountain 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Matthew Balkman <hello@livablebellevue.com>
Sent: December 6, 2023 5:52 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Matthew Balkman

Kirkland 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Roger Orth <hello@livablebellevue.com>
Sent: December 6, 2023 5:32 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

I am opposed to reducing the number of vehicle traffic lanes in Downtown Bellevue and Bel Red. These are high traffic areas today. The number of people riding bicycles into the city would be low; so the result would be to reduce the number of people who would access the city facilities. This is not a growth plan for the future.

Look at Seattle for a nearby example - are the bicycle lanes highly used - no, in comparison to the number of cars that previously used the major thru streets that have suffered the conversion.

Sincerely,

Roger Orth

Downtown



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Brian Parks <hello@livablebellevue.com>
Sent: December 6, 2023 5:21 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Brian Parks

Phantom Lake



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Robert Schmitt <hello@livablebellevue.com>
Sent: December 6, 2023 5:19 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Robert Schmitt

BellCrest 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of doug wiviott <hello@livablebellevue.com>
Sent: December 6, 2023 5:12 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

doug wiviott

Newcastle Reserve



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Jim Neal <hello@livablebellevue.com>
Sent: December 6, 2023 5:11 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Jim Neal

Old Bellevue



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Larry Krypel <hello@livablebellevue.com>
Sent: December 6, 2023 4:24 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Larry Krypel

Newport Hills 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Dan Mizumori <hello@livablebellevue.com>
Sent: December 6, 2023 4:24 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.
REDUCE MY TAXES!! (especially property taxes).

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

Sincerely,

Dan Mizumori

Wilberton 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Ronda Patrick <hello@livablebellevue.com>
Sent: December 6, 2023 4:18 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Ronda Patrick

Meydenbauer Bay



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Callisto Rojas <hello@livablebellevue.com>
Sent: December 6, 2023 3:55 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Callisto Rojas

Bellevue 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of William Duesenberg <hello@livablebellevue.com>
Sent: December 6, 2023 3:55 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

William Duesenberg

Viewcrest 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Craig Proctor <hello@livablebellevue.com>
Sent: December 6, 2023 3:24 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Craig Proctor

Newport Hills



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Thomas Crabtree <hello@livablebellevue.com>
Sent: December 6, 2023 2:54 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Thomas Crabtree

Eastgate 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Chris Stroud <hello@livablebellevue.com>
Sent: December 6, 2023 2:43 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Chris Stroud

Enatai 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Norene Scott <hello@livablebellevue.com>
Sent: December 6, 2023 2:42 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Norene Scott

Bridle Trails 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Jeff and Nancy Porter Jeff <hello@livablebellevue.com>
Sent: December 6, 2023 2:39 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear bellevue city council and commission on bike Bellevue:

We've got light rail coming into Bellevue we do not need to take A lane away from cars for the very few people that ride bikes. Especially on critical arterials like Bel Red.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Jeff and Nancy Porter

Jeff and Nancy Porter Jeff

Jeff And Nancy Porter



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Ryan Shan <hello@livablebellevue.com>
Sent: December 6, 2023 2:38 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Ryan Shan

Eastgate 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Ted sommer <hello@livablebellevue.com>
Sent: December 6, 2023 2:31 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Ted sommer

Robinswood



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Larry Brickman <hello@livablebellevue.com>
Sent: December 6, 2023 2:31 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Larry Brickman

Collingwood 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Sue Biggs <hello@livablebellevue.com>
Sent: December 6, 2023 2:30 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Sue Biggs

Forest Drive



Terry, Cheryl

From: hello@livablebellevue.com on behalf of Dale Shepardson <hello@livablebellevue.com>
Sent: December 6, 2023 2:25 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Dale Shepardson

Lake Hills 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of William Wahl <hello@livablebellevue.com>
Sent: December 6, 2023 2:21 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

William Wahl

Enatai 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Reetu Prasad <hello@livablebellevue.com>
Sent: December 6, 2023 2:18 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Bikers don't even use the bike lane. They use footpaths, car lanes so having a bike lane defeats the purpose and will result in unnecessary traffic.

Sincerely,

Reetu Prasad

Bellevue 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of sean vanderdasson <hello@livablebellevue.com>
Sent: December 6, 2023 2:16 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.

Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

sean vanderdasson

Bellevue 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Truyen Vu <hello@livablebellevue.com>
Sent: December 6, 2023 2:14 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Truyen Vu

98005 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Betsi Hummer <hello@livablebellevue.com>
Sent: December 6, 2023 2:12 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely,

Betsi Hummer

Sunset Ranch 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Norm Hansen <hello@livablebellevue.com>
Sent: December 6, 2023 2:11 PM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely, Norm and Pat Hansen

Norm Hansen

Bridle Trails 

Terry, Cheryl

From: hello@livablebellevue.com on behalf of Julie DeLaurenti <hello@livablebellevue.com>
Sent: December 7, 2023 6:57 AM
To: TransportationCommission
Subject: Opposition to the Bike Bellevue Plan

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

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

Dear Members of the Bellevue Transportation Commission,

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

For most of the plan's proposed locations, adding bike lanes requires removing at least one full vehicle traffic lane. According to the City's own estimates, this would result in 210 daily new bike trips by 2035 throughout the project area, representing a marginal increase in bicycle mode share, from 0.8% to 0.9%. Notably, none of these new trips are anticipated to be made by commuters.


Existing traffic conditions in the proposed areas are already challenging and expected to worsen as the City expects 30,000 new residents and thousands more accessing Bellevue for work in the decade to come. The addition of bike lanes, particularly when better and safer alternatives exist and have been identified in past plans, is likely to worsen traffic congestion, introduce unsafe complexities to streets and intersections, and make Bellevue a less accessible and welcoming place that many will simply choose not to visit at all.

I urge you to reject Bike Bellevue projects in their current form and advocate for more cost-effective and safe alternatives that do not require taking vehicular lanes from the majority of the traveling public.

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

Sincerely, Julie DeLaurenti

Julie DeLaurenti

Newport Hill 

From: leslieegeller@gmail.com
To: [Loewenherz, Franz](#); [TransportationCommission](#)
Subject: YES!! to a deep dive data and modeling session for all of us nerds
Date: Thursday, November 9, 2023 9:38:06 PM

Hello Franz and Commissioners,

Such a good meeting this evening. I want to throw my hat into the ring in support of a deep dive meeting, open to the public, that reviews a lot of the data and modeling that went into the Bike Bellevue plan and rationale. As a data nerd, I have a TON of concerns and questions about the data. Frankly, I just don't believe them. I am in the NO to (much of?) Bike Bellevue because it prioritizes some cyclists over the many, many more drivers in Bellevue. Frankly, it makes me really angry. I stayed till the end of the meeting; I was online. I wholeheartedly agree with the final two speakers at the end of the meeting. They nailed the concerns of so many of us who live and work in Bellevue.

I urge you to develop and hold at least one public meeting, that is extremely well advertised, that addresses the backend data and analysis that went into Bike Bellevue. I think it should be recorded so folks who can't attend, can be educated.

Thank you,

Leslie Geller
Eastgate resident of 30 years