



BELLEVUE
**PEDESTRIAN
& BICYCLE**
IMPLEMENTATION INITIATIVE

DOWNTOWN DEMONSTRATION BIKEWAY ASSESSMENT

Technical Appendix



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Appendix 1: Emails from Residents

From: KC Eames <keames@clarknuber.com>
Sent: Wednesday, April 24, 2019 5:00 PM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: Bike lanes

I want to thank you for the work that has been done in downtown Bellevue on the bike lanes. This route is what I take to my office, and to get around town, and I am so thankful for the efforts of your team to have provided this kind of protected access for me as a biking commuter. I absolutely love living and working in Bellevue, and am so proud and happy to live in this city. The downside was the bike-unfriendliness of it, I am on high alert when I'm biking around town, but these steps you are taking to improve the roads and make them shareable to bikers is absolutely amazing. THANK YOU SO MUCH.

K.C. Eames, CPA
Operations Manager
Accounting & Consulting Services
T: 425-635-4546
clarknuber.com



From the Crosswalk ([@CrosswalkView](#))

[2/28/19, 4:57 PM](#)

Frustrating that the highly touted pilot protected bike lane in downtown Bellevue has had a section closed for months for construction. There are no other options in Bellevue. Not a good way to encourage biking [@BvueTrans](#) pic.twitter.com/4GljxINsH6

From: Stephen Wampler <swampler@hotmail.com>

Sent: Wednesday, February 20, 2019 9:36 AM

To: FLoewenherz@bellevuewa.gov

Subject: Bike Lane Issue

Greetings,

I am not sure who to address this to, so hopefully you are that person or know the right person. I am bicycle commuter living in Bellevue (10924 NE 18th St) and commute to Seattle daily. My route takes me south along 108th to Main Street and then on to Seattle. I am sending this email to bring to your attention a "divider" along the bike lane that I have come close to hitting twice now. I'm not sure of the official title, but its an approximately 1meter long divider between the bike lane and car lane along the south direction of 108th. It's between NE4th and NE2nd close to 305 108th. I am wondering if you can remove this divider as it seems to create more risks than it reduces.

My experience has been that along that section of road there are cars entering/exiting parking lots which can cause a rider to drift to the left which can bring one inline with this barrier. While watching for cars, it's been easy to not notice the barrier particularly while dark outside. As mentioned above a couple of times now I've come close to hitting that barrier. As a daily cyclist, I think it's better to remove this.

I am happy to discuss this more if that helps.

Thank you,

Stephen Wampler
425 802 0465.

From: Wulff, Pat <patw@medicine.washington.edu>
Sent: February 6, 2019 7:59 AM
To: Transportation Reception <TRReception@bellevuewa.gov>
Subject: Bellevue Transit Center Passenger Drop Off/Pick Up Area???

To the City of Bellevue:

What happened to the passenger drop off/pick up area at the Bellevue Transit Center on 108th Avenue? (See my snip below from the Metro website). It's been replaced by a bike lane? Really? Are you kidding me? What are people supposed to do that ride the bus to the BTC and then get picked up by their spouse or friend? There used to be a very small area along 108th, (Bay 2 on the illustration below) where taxi's would park, that was available for passenger drop off and pick up. That's obviously gone now. You're making it EXTREMELY difficult for those of us that use transit on a regular basis but have to rely on someone to pick us up to get home. Please let me know what you plan to do about this. Thank you!

Effective 9-22-18 thru 3-22-19



Bay 1

- 240 Factoria/Renton
- 241 Factoria/Eastgate
- 246 Factoria/Eastgate
- 249 S Bellevue P&R

Bay 2

- Passenger Drop-off

Bay 3

- RapidRide B Line Redmond

Bay 4

Pat

Pat Wulff
Assistant to the Hepatologists
Program Manager, Transplant Grand Rounds

University of Washington
1959 NE Pacific Street, Box 356175
Seattle, WA 98195
P: 206-598-4908
F: 206-598-3884

From: Daniel Kirkdorffer <dankirkd@comcast.net>
Sent: Thursday, January 31, 2019 2:31 PM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: RE: Regarding the bus stop / bike lane ramps

While I understand the benefits of a lower price solution, and perhaps one that is less permanent, I would prefer these to be in concrete, or some other surface that is not as slick - regardless of what the maker of them wants us to believe about the slipperiness of the surfaces.

I also believe that they create the potential for collisions between inattentive bikers and bus riders - so the markings should be improved to warn users. Crosswalks don't only alert car drivers to pedestrians, but bikers too, and a pedestrian crossing over the bike lane should do so alert to the fact this is a small intersection in itself. A small "crosswalk" marking would make that clear. Or perhaps check marks.

Dan

On January 31, 2019 at 12:45 PM "Loewenherz, Franz" <FLoewenherz@bellevuewa.gov> wrote:

Hello Daniel – It would be premature at this time to conclude next steps on whether that location will remain as is, be replaced as a concrete pad, or return to its previous condition. A report to the Transportation Commission and then the City Council on our assessment of the demo bikeway will be brought forward in Spring 2019. Appreciate your feedback. Thank you, Franz

From: Daniel Kirkdorffer <dankirkd@comcast.net>
Sent: Thursday, January 31, 2019 12:01 PM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: RE: Regarding the bus stop / bike lane ramps

Hello Franz,

Thank you for your response.

Are you saying that if approved a concrete ramp would be installed instead of the plastic one? Or is the intent to make the plastic one permanent?

Dan

On January 31, 2019 at 10:48 AM "Loewenherz, Franz" <FLoewenherz@bellevuewa.gov> wrote:

Hello Daniel –

Thank you for contacting the City about your concerns regarding the changes associated with the [108th Avenue NE Demonstration Bikeway Project](#). We're in the assessment phase of the demonstration project and during this time we're receiving valuable feedback from the community – like your email – on aspects of the project that they both like as well as aspects that they would like to see refined.

Regarding the [new bus island](#), implementation of these types of facilities are common in cities advancing bicycle facilities (see [link](#)) on streets where buses and bikes are common. These bus islands address the issue of when a bus operator pulls into a bicycle lane it no longer qualifies as a “separated” facility. The solution is a bus island that provides a platform for passengers in the roadway (away from the curb) so it doesn't block the curbside lane.

The challenge of implementing a traditional bus island is that they are costly to construct and in a demonstration project (where we are implementing a low cost facility to assess whether or not these facilities work well for all road users) we would not be able to test out a concrete bus island. Since you raised concern about the slip resistance of the [Vectorial](#) system I'm including information from the manufacturer [Zicla](#) (see following) that has installed this product in [cities throughout North America](#).



Before installing this product we received feedback from several avid bicyclists in the community highlighting this product offering being implemented in other communities in the nation and requesting that we consider it for Bellevue. Additionally, Cascade Bicycle Club expressed interest in seeing it installed on the 108th bikeway. The project was made possible with funding from King County Metro.

As someone who provided feedback on this demonstration project I want to make certain you are also aware of our [Vision Zero online questionnaire](#) (available through February 11). Please submit your response to help city transportation staff to tailor our Vision Zero efforts to ensure that that everyone can travel safely – everywhere in Bellevue. Finally, please feel free to contact me at 425-452-4077 if you have any further questions or concerns.

Thank you,
Franz

Franz Loewenherz
Principal Transportation Planner
City of Bellevue

425-452-4077

From: Daniel Kirkdorffer <dankirkd@comcast.net>
Sent: January 30, 2019 10:18 AM
To: Transportation Reception <TRReception@bellevuewa.gov>
Subject: Regarding the bus stop / bike lane ramps

Hello,

I've watched the video at <https://www.youtube.com/watch?v=yNIJ0aOYXnU> and I am concerned about the ramps from a biker's perspective.

In the video we see a biker ride over the ramp at 6m25s. The ramp is wet from a recent rain. I would be worried that the plastic surface of the ramp could be slick and that stopping on the ramp could be difficult to do, if necessary to avoid a pedestrian or someone just getting off a bus.

You are in effect creating a small intersection where there could be collisions.

The raised platform then becomes something a biker or pedestrian could fall off.

I think the markings on the ramp should be clearer to pedestrians that the top of the ramp is for a bike lane, maybe with a dashed white line.

Daniel Kirkdorffer

From: Loewenherz, Franz
Sent: Tuesday, January 29, 2019 8:03 AM
To: Akers, Darcy <DAkers@bellevuewa.gov>
Subject: resident concern about 108th signal timing

Hi Darcy – Received a call this AM from Susan Wampler @ 425-351-9208 who lives off of 108th Ave NE at 118th (north of Downtown). Susan expressed frustration about her time being impacted when she is travelling north-south on the 108th corridor. She said that her time is affected by cars wanting to turn right impacting her and other people’s ability to get through intersections at NE 8th and NE 12th streets when she takes her kids to Bellevue High School or on her return home. Since she doesn’t expect us to remove the bike lanes she’d appreciate a review of signal timing at these locations due to the high volume of pedestrians at these intersections. I promised that we’d look into this concern. Thanks, Franz

Franz Loewenherz
Principal Transportation Planner
City of Bellevue
425-452-4077

From: Baronowski, Kat <kat.baronowski@sap.com>
Sent: Wednesday, January 30, 2019 3:56 PM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Cc: Matt Jack <matt@bellevuedowntown.com>
Subject: Car Collision Monday and Some Feedback - 108th Demonstration Bikeway

Hello Franz,

I was urged to contact you and provided with your email address by Matt Jack, cc'd, after I sent him and his colleagues the below email. In brief: while biking south on 108th Ave NE on Monday, I was involved in a car-cyclist collision when a car turned right into the bike lane without looking; I (the cyclist) ended up slamming into the car.

I'm very passionate about cycling as a means for commuting and would love to see the Bellevue project succeed. Matt suggested joining the Transportation Committee as one channel to provide feedback; if there are additional opportunities to provide feedback, I'd gladly do so, so please let me know!

Sincerely,
Katherine Baronowski

Full email:

I've been commuting by bike to Concur from Seattle since I joined in June 2017 – winter, spring, summer, and fall – and I was (still am!) super excited about the new bike lanes around Bellevue. However, I've found that some of the lanes are poorly or dangerously marked – e.g. black flower boxes that aren't visible at dusk, raised dividers that are short enough to be hazardous only to cyclists – and driver awareness of, or care for, cyclists seems to be lacking. This is feedback I've previously provided in surveys and directly to policemen when they're around, and I found that some of the black boxes were moved/made visible, so that is much appreciated!

Unfortunately, while biking south on 108th Ave NE at 3 pm on Monday (full daylight and sunny), I was involved in a car accident when a car turned right into the bike lane without looking between NE 4th & NE 2nd. Without time to stop, I ran into the car and ended up hitting the pavement. Lacking "significant" injury to person or property (no bone or bike breaks, but bruises and a tweaked wheel), I did not think about the broader benefit of submitting a police report at the time, and left without there being a public record of this incident.

I've heard similar concerns from other cyclists at Concur that drivers aren't respecting the bike lane – using them to park, pulling into the lane to pick up riders without signaling, or turning right without first looking. Daily, I witness that they're also not respecting the "no thru traffic" signs on 108th going south during rush hour – typically bombing through the "right turn only"

sign. On the occasions that there's an officer ticketing cars at the intersection of Bellevue Way, I'm very thankful there aren't cars to negotiate around.

I, and many of my colleagues, take every possible precaution to be safe and make ourselves visible to people and cars – neon clothing and helmets, front and rear lights – but there's only so much that we can do as cyclists.

I truly appreciate the time, money, and effort that has gone into making Bellevue a more bike-friendly place, but I also wanted to draw attention that there's work which remains to be done. I'd be happy to discuss this further with you or any of your colleagues, or submit this request through another channel.

Thanks for any thoughts, help or feedback you might provide!

Sincerely,
Katherine Baronowski

Operator Service and Facilities Report

When completed, please turn in to the Base Window

CHRISTOPHER WICK



JAN 11 2019

Operator (First/Last Name) Jacque ARRIZA I.D.# 20598 Date Jan, 11, 19 Regular Operator Board/Vacation Relief Operator

Contact Phone or Email _____

Route # 249 Run # 4 Coach # n/a Base Bellevue Response Requested Yes No

For Office Use Only

Routing for Base Chief Certification: Base Chief Name: _____ Phone #: 8 Date Forwarded: ____/____/____

Item A - To: KSC-TR-0413, Route Facilities > ENTER Zone # 85489 <http://servdev/other/bustops/bustops.cfm>

Item B - To: KSC-TR-0828, Work Center

Item C - To: KSC-TR-0894, Service Information

Item D - To: KSC-TR-0424, Scheduling

Item E - To: KSC-TR-0422, Service Planning

Item F - To: TCC-TR-0333, ORCA - ADMIN

Comments: _____

Do not submit this form if you reported this problem via the Metro Work Center / Graffiti Hotline 206-263-6369.

A Bus Zone Related Problems

1) Record the exact location (*required)

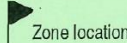
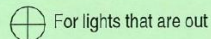
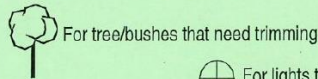
*City Bellevue Direction of Travel: NB SB EB WB

*On Street 108th Ave

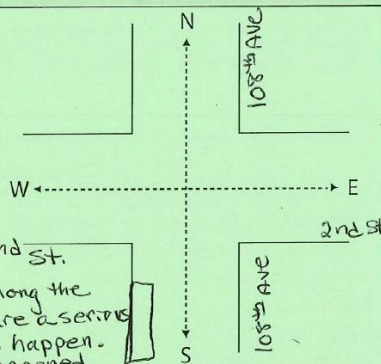
*Nearest Cross Street ~~_____~~ 2nd St.

*Signed Route # 249

Please label the map to the right with streets names and use the following symbols to show where the problem is.



The slots along the bike ramp are a serious accident waiting to happen. Actually already happened.



2) Action(s) Requested

Bus Zone: Move Remove Re-install New Bus Zone Requested

Bus Sign: Down Missing Route Number On Sign: Remove Route # _____ Add Route # _____

Bus Sign Post: Down Missing Leaning

Sign Stickers: Missing Accessibility Incorrect Type of Sticker Missing Ride Free Area Other _____

Curb Paint Needed: Bus Stop Layover

Graffiti: Sign Shelter Mural

Lighting Needed: Yes Other _____

Streetlight or Bus Zone Light Out: Pole # _____ (helps to get light repaired faster)

Tree/Bushes: Needs Trimming Needs Removal Other _____

ADA Improvements Needed: Passenger Loading Area Walkway/Sidewalk Improvements Needed Other _____

From: MichaelC <briora925@gmail.com>
Sent: Monday, October 22, 2018 12:40 AM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: 108th Ave NE Demo Bikeway - Comments

Dear Franz:

I am a long-time downtown Bellevue resident and received your survey card in the mail a month ago and have since taken the survey.

My comments about this project are more general in nature. First, I am not a bike enthusiast.

That said, while I appreciate the bikeway project is aimed to provide a safe facility for bicyclists in downtown Bellevue, the bikeway in my view actually creates more congestion for motorists just as it has done in downtown Seattle as our infrastructure has yet to keep up with the astronomical growth we have experienced over these past 5+ years. I avoid going to downtown Seattle at all costs because of the poorly planned motorist/bikeway/bus lane mess. I hope downtown Bellevue does not become like downtown Seattle traffic-wise.

As a side note, on the eastside, the light rail project will only partially help with alleviating traffic congestion going east-west, but does not help with traffic going north-south, especially along the Kirkland-Bellevue-Renton I-405 corridor. My office is located between South Renton-Tukwila.

Back to the bikeway project, what concerns me most is that there are an increasing number of "rogue" cyclists who want to use all the options while expecting motorists to yield to what ever they decide and believe they always have the right of way. To clarify, there are cyclists who want to either ride on the sidewalk, then hop into a bikeway or even jump in the motorist lane or even in the pedestrian crosswalk, whichever means gets them faster to their destination even if it means disrupting motorist traffic.

I realize that Northup Way/108th Ave NE is a ways away from the 108th St NE bikeway between NE 12th and Main Street, but as an example, I often see cyclists breezing down Northup Way heading west on the right side of the road or sidewalk, then jump into the left turn lane at 108th Ave NE only to switch over the wider sidewalk on the opposite side of Northup Way cutting in front of oncoming traffic and onto the wider sidewalk heading west on Northup Way just before the Bellevue Way/Lake Wash Blvd./Hwy 520 overpass. As a motorists in this area, I have to watch for cyclists coming from behind me on Northup Way heading east or cyclists coming at me from the opposite side of the street heading west.

No matter how much effort the City of Bellevue goes out of their way to provide a safe bikeway for cyclists, cyclists will not always stay in the bikeway, but again, will resort to whatever means gets them to their destination the quickest between the sidewalk, the bikeway, the motorist lane, the pedestrian crosswalk, etc thinking they always have the right of way no matter which

option they choose while disrupting motorists. Motorists only have one option and that is to drive in the designated motorist lane while cyclists will resort the numerous options mentioned earlier. Cyclists are becoming a safety hazard and a nuisance. Even if the City of Bellevue has traffic rules for all concerned, there is not enough city resources (traffic cops, cameras) to enforce the rules of the road. Instead, cyclists will continue to abuse the rules of the road and common sense courtesies until an accident happens and then blame it on the motorist.

Thank you,

Michael Carson
10615 NE 29th Street
Bellevue, WA 98004

From: Warber, Curt <cwarber@kingcounty.gov>
Sent: Friday, October 19, 2018 5:58 PM
To: Ingram, Mike <MIngram@bellevuewa.gov>; Anderson, Elizabeth (Betsy) <EHanderson@bellevuewa.gov>
Subject: 108th Bike Improvements

Hi Mike and Betsy-

(Mike- looks like my skype connection with you has come back on. I can see that you're still at your computer at 6:00 Friday evening...still not sure how that happens.)

I wanted to pass along that after our meeting last Friday I popped up to the WSDOT 405 office for a few hours, then had the opportunity to ride the 108th bike facilities for the first time. I've got to admit that when I first heard about the project my first response was "cool – one more piece. When more of these get done it'll be great, but it's probably not much on its own." **I WAS SO WRONG.** The connection from downtown to the SR 520 trail along 108th is magic. I felt safe; it was easy and direct. Loved it. Congratulations to the whole team that made that happen.

Have a great weekend!

Curt

Curt Warber
Special Projects Manager
Regional Trails Program
King County DNRP | Parks and Recreation Division
201 South Jackson Street, Suite 700
Seattle, WA 98104
Desk: (206) 263-9645
curt.warber@kingcounty.gov

From: Brad Havarad <bradhaverstein@outlook.com>
Sent: Friday, October 12, 2018 4:06 PM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>; Aikala, Olivia <OAikala@bellevuewa.gov>
Subject: Bellevue's 112th Ave NE bike lane project is awesome!

Hi,

I just wanted to let you know how excited I am about Bellevue's [112th Ave NE bike lane & pedestrian crossings project](#). This is a great street improvement and I can't wait to see the new facilities.

I commute daily by bicycle between Kirkland and Bellevue, and 112th Ave NE is the fastest and easiest route into Bellevue from Kirkland. But I usually avoid using into to travel south today because there is not a wide shoulder on some parts of the uphill climb, and "taking the lane" is risky when cars are traveling at high speed around the corner.

Here are some other reasons I am a fan of this project:

- Many cyclists already use this route today even without good facilities.
- Cyclists can use quieter NE 24th Street to get to connect to 108th Ave NE (and the protected bike lane through downtown), and avoid riding in the general purpose lanes on NE 12th.
- This route is much easier than 116th Ave NE for cyclists going north because it is mostly downhill.
- I love the idea that the connection from Northrup (the 520 trail route) to the Cross Kirkland Corridor will be improved.

Bellevue has done some great work recently to make cycling safer and more attractive. Thank you and please keep it up!

-- Brad Haverstein

From: Lena Berg <lenaberg@live.com>
Sent: Friday, October 12, 2018 8:56 AM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: Demo bikeway

Good morning Franz,

I don't make it often to downtown Bellevue by bike, so yesterday when I did, I was excited to ride on the new bike lanes on 108th Ave from 12th to the transit center and back. I am so happy the city is thinking about bike transportation and safety and taking steps to better things.

I rode to downtown Bellevue from Crossroads via 520. I opted for 520 over the more direct Bel-Red Road because I didn't want to ride at a fast pace the entire way and be stressed. This choice doubled my trip time compared to the Bel-Red route. I approached downtown Bellevue from 116th Ave through 12th St, and rode on the sidewalk there. Hopefully, in the future, there will be a more suitable option for cyclists to get into downtown Bellevue.

Both riding N and S on 108th, I noticed portions of the bikeway were near parked cars. This is a bit distressing to me in an area where cars frequently arrive and depart. I got the "door prize" many years ago, an indelible memory. I found the bikeway and its surroundings to be visually cluttered, plants, signs, posts, many markings, the bikeway changing direction subtly. I believe I prefer the relative simplicity, lower traffic volume, and clearance from parked cars when riding in traffic on 110th Ave. On the other hand, when riding farther S on 108th towards Main St, if I remember correctly, parked cars weren't an issue and there was less clutter on the bikeway there.

When leaving downtown, I rode on 12th St to 120th Ave to the ERC. Missing infrastructure continues to incentivize me to act as a car when cycling. I've never aspired to ride on the road yet I do so now and am terrified, sometimes thrilled, and feel marginalized witnessing how cars are prioritized over cyclists and pedestrians.

I am hopeful for all the new upcoming bike and pedestrian-related projects, thank you for all your efforts, and welcome your thoughts.

Kindly,
-Lena

Lena Berg, MA, LMHCA
Individual and relationship counseling
Office 425.821.1810 Direct 206.619.4300
<http://theevergreenclinic.com/practitioners/#berg>

From: Marc Gazeley <marcg@lamcosea.com>
Sent: Wednesday, October 10, 2018 11:27 AM
To: Iverson, Chris <Clverson@bellevuewa.gov>
Cc: Tirhi, Raid <RTirhi@bellevuewa.gov>
Subject: RE: Traffic Concerns

Hi Chris,

I delayed my response because NE 8th was closed which would force mover people to NE 12th. Now that NE 8th is open again the situation is not improved.

First, a NEP in 2000 is now 20 years old if you include planning and development time. It obviously does not consider the increased apartment and condo count. Enough said on that subject.

The traffic calming is fine, especially now that the lanes have been reduced to 9 feet. Not many bicycles use the street for some reason.

The problem with left turns onto NE 12th both north and south bound remain. Even with the increased green light time I have still had to wait thru 2 cycles just to get across NE 12th. (Problem exists at NE 8th & 108th south bound too. Right turn onto NE 8th has to wait for pedestrians so the thru traffic is stymied.)

Given the number of cyclists I have seen this whole bike lane project looks like an expensive solution. It increases the automobile congestion. If your traffic engineers can figure out a way to get some left/right turn lanes to keep things moving that would go a long ways to keeping the natives quiet. I have lived here and paid taxes here for over 40m years and I am not alone. To see the city put in bike lanes used, I suspect, by people unborn when I started paying taxes then essentially tell me that "too bad-so sad" on left turn lanes is unsettling to say the least. I always thought governments first duty is to the "common good." Bike lanes fall more into the social engineering category than the common good.

I did fill out the questionnaire on the 108th bike demo deal.

Regards,
Marc

From: Howard Rosenberg <hsrrose@gmail.com>
Sent: Thursday, October 4, 2018 9:58 AM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: RE: Bicyclists Etiquette

As an addendum to the Questionnaire:

1. Bicyclists "can be" just as, or perhaps even more rude, to pedestrians that they pass (or rather, "race by") on sidewalks, as well as, who they pass on streets

2. And this is just an aside: Local, State and Federal Departments of Transportation, should strongly consider rescinding permissions for vehicles to make right turns on red lights....for the sake of both pedestrians and bicyclists.

I cannot enumerate, both the number of times and the number of States, in which I have been, literally run down....for the "crime" of crossing a street....

.....the takeaway being....it's not a pedestrians world

Howard S. Rosenberg
A Citizen of the United States

From: Jeff Griffin <jeff-griffin@hotmail.com>
Sent: Wednesday, October 03, 2018 1:30 PM
To: Transportation Reception <TRReception@bellevuewa.gov>
Subject: Bike lane at 108th SE and Main

I wrote to you recently regarding the ill advised decision to remove the free right turn at 108th and main. I am taking the time to write again as at this time I can not get past my house at SE 3rd right now. The restricted (and in a truly unique and ridiculous manner) turn backs up everytime BHS lets out. It used to be bad but it is now much worse. I know they are only high school students but do you think it is fair to waste up to 10 minutes of their time every day? Think about how much time that wastes over an entire school year.

I am glad you did not block, or otherwise make it illegal to turn on SE 2nd and cut through Surrey Downs to at least save a few minutes. I am sure those folks don't appreciate the added traffic, but hey bicyclists much feel much safer.

You said you would monitor this action. I am sure you have noticed that the nop turn on red is widely disregarded and most just ignore the new restriction. Others are completly confused and those who comply make one of the most dangerous right turns I have ever seen.

As to how those on bikes are using it, well I wouldn't know as I haven't seen one.

A wise man once said "The needs of the many out weigh the needs of the few". I hope you will reconsider this lousy deal for citizens of South Bellevue.

Jeff Griffin

PS If, in your opinion, this is working, when do you plan to do the same thing at 108th SE and Bellevue Way? (or do you live down that way?)

From: Jess <jesseleewilliams@hotmail.com>
Sent: Tuesday, October 2, 2018 8:12 PM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: thank you for 108th bikeway!

Dear Franz, thank you for your part in implementing the 108th Ave Bikeway. I use this a few times per week and appreciate this significant improvement to safer and more convenient biking downtown.

Sincerely,
Jesse Williams
206.595.8175

From: C P <discaholic@msn.com>

Date: September 30, 2018 at 6:16:47 PM PDT

To: "citymanager@bellevuewa.gov" <citymanager@bellevuewa.gov>

Cc: Charley Phillips <charles_m_phillips@yahoo.com>

Subject: Bicycle safety - bike lane planters at NE 4th St and 108th Ave NE

I would like to know who to contact about the migration of the decorative planters located at NE 4th St and 108th Ave NE in the bike lane. The planters have been located in such a way as to start blocking the bike lane and are causing a safety concern. The planters also have sharp corners which also pose some serious danger to bike riders. Please find the attached picture. At a very minimum the planters need to be removed from the lane and some separation from the bike lane needs to be provided due to the sharp corners of the planters. The dark color is also difficult to see in the evening hrs.



Best regards,
Charles Phillips

Traffic Signal Issues - #4859438

TRANSPORTATION - Transportation Reception

Location - 2 108th Ave SE, Bellevue, WA 98004, USA

-

Is this a request for a new traffic Signal? - No

Potential Issues - Signals - Other

Currently assigned to - Transportation Reception in Transportation

Description - There are several issues at this light:

1) West bound on Main St. at 108th gets backed up, sometimes past 110th Ave NE, in the morning rush for people turning left at 108th to get to Bellevue High School. There is no left turn signal for cars to turn left from Main St. onto 108th, so cars are getting backed up. There are many more buildings now in that area and more being built right now, so this problem is only going to get worse. Please look into adding a left turn signal for cars to turn left from Main St. onto 108th!

2) 108th northbound at Main St. used to be two lanes, but was reduced to one lane as the other lane was converted to a bicycle lane over the summer. In addition, cars are restricted from turning right onto Main St. on a red light, further hindering the flow of traffic. After school, the line of cars to turn right at 108th & Main St. is very long now, backing up almost to the entrance to the driveway to BHS. Is there some solution to this backup that you have thought of, since you reduced the lanes from two to one and prevent people from turning right when the light is red?

From: Liz Hale <liz_hale@live.com>
Sent: Friday, September 21, 2018 2:56 PM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: 108th Bike Path survey

Hi!

I just took the survey on the 108th Ave bike path but realized that there were three additional things I'd like to convey:

- 1.) There seems to be a lot of confusion at 108th and Main on how the new green box works. When heading north on 108th, I see a lot of different driver behaviors, and I'm not certain if I'm behaving correctly either (I drive, not bike). I think additional education is needed.
- 2.) I've noticed that since the change, my mapping software now recommends a right onto 2nd and then another right onto Main. This is new. It used to direct me straight along 108th (northbound) with a right turn on Main. I worry that this is having the unintended consequence of pushing more traffic into the Surrey Downs neighborhood?
- 3.) When heading north on 108th Ave SE, it's now much more difficult to get through the light at Main during certain times of day now that there is no longer a right turn lane. Traffic can get really backed up into the Bellecrest neighborhood. (And this probably pushes even more traffic into Surrey Down's side streets.) Not sure what the answer is, but perhaps this could be looked at.

Thanks,
Liz Hale
1010 107th Ave SE

From: Cathy Hayne <clhayne@comcast.net>

Date: September 21, 2018 at 8:15:58 AM PDT

To: floesenherz@bellevuewa.gov

Subject: 108thBikeDemo

To whom it may concern,

I received your mailer regarding the 108th downtown bikeway and your request for feedback "to understand what works, what could be improved, and how well it balances the communities." Your survey monkey link didn't work, hence my email. That doesn't work.

108th had a sidewalk built some years ago which has been fantastic, however the sidewalk was never extended to NE 24th st. Pedestrians now have to compete with the bike lanes. Poor, poor planning for both bikers and pedestrians, considering how narrow the lanes get in the area with no sidewalks. The round 'speed inhibitors' on 108th have no room for the bikes with any traffic. I understand right of ways, courtesy, and yielding...but what the heck. No space there for any safety for a biker. Considering the number of neighborhood children biking, clearly they weren't thought of.

The signal at NE 12th needs a turn indicator. We many times have to wait through a cycle due to backed up cars both north and south of NE 12th. You've essentially blocked a right hand turn heading south, and the city has completely blocked a right hand turn if you are heading north at NE 12th by installing planters. Why wasn't 112th AVE NE a consideration? Wider road, sidewalks on both sides with better visuals from drives along that road.

As a biker, and a driver, these bike lanes have put lipstick on a pig. And tried to squeeze the pig into a size 2 ball gown. Good idea, poor placement, big safety impact due to design, and impedes drivers at NE 12th, which is occurring almost all day due to our increasing traffic. Inconveniences all the way around. Our center lane markers haven't been reinstalled at this point.

Considering all of this is now in place, I'm afraid it will remain. Add a turn indicator at NE 12th and I'm sure you will have happier drivers. For the property taxes we pay, it seems deserved and justified with how our traffic patterns have been impacted with Bellevue bikeway project.

What works?

Bikers have a designated bike lane.

What could be improved?

Light signal wait times. Wider space to accommodate cars and bikes. Extended sidewalk to NE 24th for pedestrians.

How it balances the communities priorities?

Inconvenient for drivers, with snarled traffic. Safety issues for bikers which impacts the balance of the community, along with safety issues for drivers as well., which further impacts pedestrian safety.

Is there a balance? Good question for those who've chosen this street for this project, whom

I'm sure don't live or drive here.

One question, was there a notification sent out for this project? Or are 'demonstration projects' exempt?

Thank you for taking the time to consider our feedback,
Lon and Cathy Hayne

From: Renay Bennett <renaybennett@msn.com>

Sent: Thursday, September 20, 2018 7:22 PM

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

Subject: RE: 108th Ave Demo Bikeway Questionnaire - please participate

Thanks for the heads up. I took the survey, it was very biased and there was no reference to the unwanted infiltration on 108th AVE SE. Will there be a survey coming out that references that?

Renay

From: Faith DeBolt [mailto:faithdebolt@gmail.com]

Sent: Friday, September 7, 2018 1:06 PM

To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>; Robinson, Lynne <LRobinson@bellevuewa.gov>; clairem@cascade.org

Cc: david@bikeallover.com; hello@belldencafe.com; poppy.storm@2050-institute.org; hlecrone@outlook.com

Subject: Bellevue needs bike racks!

Hi Franz, Claire, and Lynne,

I'm loving the new 108th Ave NE bikeway! Now to accommodate all the people riding bikes in downtown, Bellevue needs bike racks!! I met a friend at Bellden Cafe on Main St just off the bikeway this morning and we had to lock our bikes to a bench. :(

Yesterday, I met a friend at Garlic Crush and had to lock my bike to a temporary wooden handrail that was part of a construction site - this was across the street from Greggs Bikes!



Best,
Faith

--



The bicycle is the most civilized conveyance known to man. Other forms of transport grow daily more nightmarish. Only the bicycle remains pure in heart. -Iris Murdoch, writer (1919-1999)

From: Daniel Winstanley [mailto:dwinstan@winstan.net]
Sent: Thursday, August 30, 2018 6:59 AM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Cc: Transportation Reception <TRReception@bellevuewa.gov>; Iverson, Chris <Civerson@bellevuewa.gov>
Subject: Re: Inquiry Regarding New Bike Lane Markings Northbound 108th Ave SE and Main Street

Franz - I appreciate the detailed reply and inclusion of the references. With regards to my concern regarding confusion to the automobile driver, cursory inspection of the NACTO Design Guidance suggests that a required "Yield-to-Bikes" signage is not yet installed. Such signage would certainly reduce my concerns being implemented at this intersection.

I am guessing there may be one or more extenuating reasons that such a "required" signage is not yet in place.

I will attempt to call you yet this week to discuss further.

Thank you,
Daniel Winstanley

<https://twitter.com/jamesholio/status/1034872364624793600>



Glen Buhlmann 🇨🇦 🇩🇪 🇺🇸 @GlenBikes · 3h

\$20,000 - \$50,000 per bus stop. What streets do you ride in the Seattle where @seattledot should drop some of these until a repaving project can give us a more permanent solution?

The Urbanist @UrbanistOrg
Portland: PBOT will test pre-fab bus islands to smooth traffic flow via <https://www.bikeportland.org/2018/08/29/pbo...>

1 1 4



James Harris
@jamesholio

Follow

Replying to @GlenBikes @seattledot

This would be a perfect incremental improvement to the Bellevue TC and 108th bus lane interface. Waiting NB buses S of 6th on 108th make the bike lane pretty hairy to navigate. @BvueTrans @kcmetrobus



11:36 AM - 29 Aug 2018

1 1



Glen Buhlmann 🇨🇦 🇩🇪 🇺🇸 @GlenBikes · 3h

Replying to @jamesholio @seattledot and 2 others

Pretty much every unprotected bike lane on the Eastside (which currently is all but one of them) should get this treatment. @CityOfRedmond @kirklandgov

1 1



Bellevue Transpo @BvueTrans · 15h

Replying to @jamesholio @GlenBikes and 2 others

Thanks. In collaboration with @kcmetrobus we're planning to use a floating bus platform on 108th Ave. NE, south of NE 2nd St. It's part of the demonstration bikeway project. We think the improvement will enhance transit operations and safety, leaving room for bicyclists to pass.

1 1 3



Glen Buhlmann 🇨🇦 🇩🇪 🇺🇸 @GlenBikes · 13h

Nice! Can't wait to see it in action.

1 1

From: David Wiggins [mailto:dwiggins@expedia.com]
Sent: Tuesday, August 28, 2018 12:54 PM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: Re: Downtown Demonstration Bikeway

Hi Franz-

Thanks so much for your reply... and as you might imagine, having a (now 1-year old) child has completely changed how I see bike infrastructure. I was already a safety-focused, but now it has gone to another level!

I will definitely round up participation here at Expedia for the online questionnaire once that's been released- that will be a great opportunity to get feedback from folks that aren't as willing to write several pages of feedback like me. 😊

Here's my feedback so far- note that I haven't ridden the bikeway north of NE 4th St, but I hope to, and will add that feedback once I have. This feedback also includes 108th south of the bikeway, including some of the more recent changes that have been made there.

I will add that even given all this (hopefully) constructive feedback, the improvements that have been made are huge steps in the right direction. 108th Ave is still not a road I'd feel safe biking on with my daughter, but it is getting so close that the all ages and abilities route we desperately need here is finally within reach (which I wouldn't have said even a year ago). Keep up all the great work- I know that you (along with your dedicated colleagues at the City) are the primary reason this is happening!

And please let me know if you have any follow-up questions for me- as you can see from the wordiness of my feedback, I have no shortage of thoughts on this subject. 😊

Thanks,
David

108th Ave NE between NE 4th St and NE 2nd St

Planters: they're sitting on top of the white stripe demarcating the bike lane, effectively narrowing the lane- centering the planters between the car and bike lane stripes would be ideal for safety, but even moving it just to the other side of the bike lane stripe would help considerably.

Mid-block pedestrian crossing (Northbound): this merge really impacts safety- at that point all drivers have started to accelerate from NE 2nd St (and sometimes will accelerate unsafely just to avoid getting caught behind a bike), making this merge feel very unsafe. Visibility is good, at least, but any merge back into traffic is a dangerous maneuver, but particularly there where we have traffic turning in and out of NE 2nd Place as well. The curb obviously forced this merge and

I think considering that wasn't going to change for this demonstration, it's almost as good as it could be... but changing that curb should be a high priority for this block.

Blocking cars: drop offs and pick ups happen along the southbound portion of this block- I have to maneuver around a car that is completely blocking the bike lane at least once or twice a week.

108th Ave NE between NE 2nd St and Main St

Wide buffer and bike lane just south of NE 2nd St, southbound: This area has had a truck, car, or bus stopped in it nearly every single time I've been heading home. Most often a UPS or FedEx truck, and a couple times I've had to stop behind a 241 KC Metro bus picking up a passenger there. They are always parked in the bike lane and blocking most (but not all) of the wide buffer as well. I can typically avoid going into the car lane, but it isn't a safe situation, and I don't believe it was designed for this usage by trucks and buses.

Sharrows just north of Main St: This is another merge that makes the bikeway almost more dangerous than no bikeway at all- northbound in particular. The width of the lane is ***just*** wide enough that drivers think they can squeeze by me if I'd just move over to the side- and they will try if I do move over. I've learned to take the lane for safety, but I know many cyclists (in the misguided effort to be nice to drivers) ride to the far right, which encourages very unsafe driver behavior. I always move over to the side after that narrow part (even before there was a bike lane), but even still I've been yelled at by drivers to "share the road" as they don't understand why I'm taking the lane in that one section. This definitely is the least safe part of this block. Southbound it's better as bikes are going faster and drivers are slowing to turn right, but the merge to get from one side of the road to the other isn't ideal. I'd recommend keeping the bike lane on the right, with no turn on red and a bike signal to separate the two.

Southbound bike crossing at Main: I appreciate trying to put bikes in a safer place considering drivers are required to turn right, but it turns out to make things less safe. On a nearly daily basis I see at least one car going straight at this light southbound, and when that car is directly next to me it is very dangerous- they seem very aware that they are doing something illegal, and often accelerate quickly to get out of the way of any waiting bikes going the same way. I will note that I almost always catch up to these same drivers at 108th and Bellevue Way, and they have also gone straight at SE 16th St, and are turning left at Bellevue Way to get onto I-90. So they are clearly violating both the letter and spirit of the traffic controlling measures on 108th Ave.

108th Ave SE between Main St and Bellevue High entrances

Northbound bike lane just south of Main St: this lane is a welcome improvement... my only concern is at the Main St intersection- the paint does the best job it can making it clear that drivers shouldn't turn right through the bike lane, but they still do- and people ignore the no turn on red sign as well. Slow traffic for the most part, but still not a safe situation.

Center median at Bellevue High School entrance: I think this was designed to calm traffic at this point, and perhaps it does, but I often see very unsafe driver behavior around this median, that causes it to be the 2nd most dangerous spot on 108th for me (the most dangerous is the s-curve a bit farther south, which I'll describe shortly). I have had drivers accelerate very quickly to get by me just before we reach the median, sometimes requiring to pass me within inches to

squeeze by- this has happened many, many times over the years. I've had a couple drivers pass me in the narrow lane at the median, nearly knocking me over in the process. And I've even seen drivers go into the oncoming lane on the other side of the median to pass me, with oncoming traffic not that far away! Not sure that removing the median would make it safer (as it would encourage even faster driving and more unsafe passing), but this is a dangerous spot for cyclists.

108th Ave SE between Bellevue High School and SE 10th St

S-curve: the curve just south of Bellevue High School is by far the most dangerous spot on 108th Ave for me as a cyclist. Drivers regularly pass me on this curve, when it is impossible to see oncoming traffic. I have video of three drivers passing me at once on this curve- that was not typical, but it a good example of the risks people will take to get by cyclists in the road. I've been passed by delivery trucks, passed by cars that nearly collided with an oncoming delivery truck, you name it. And due to the road width (and particularly the curb going southbound), there is nowhere for me to go if a passing driver, suddenly realizing they're about to collide with another car, moves over before they've completely passed me. I've noticed that the sharrow is painted in the middle of the lane here, which is a subtle indication (to both bikes and drivers) that they should take the lane, but (just like my comments with the narrow part of NB 108th just north of Main St), this does not eradicate the dangerous driver behavior, and even enrages some drivers that don't want to be stuck behind a bike riding more slowly uphill (SB in particular). I'm not sure there are many accidents here, but the number of close calls I've seen is staggering, and the fact that I've been within feet of these "almost-accidents" is really frightening.

108th Ave SE between SE 10th St and SE 16th St

Speed bumps: I appreciate the additional speed bumps along this stretch... it helps further communicate that this road shouldn't be used by drivers as a bypass for other routes.

Four-way stop at 108th and SE 16th St: In my experience the past several weeks, the turn requirement for southbound drivers is ignored more than perhaps any traffic control along all of 108th Ave SE. I usually see about 50% of southbound drivers that continue straight on 108th Ave SE rather than turning right on to SE 16th St as required. Considering I'm only within view of that intersection for less than a minute each day, I can only imagine how many total drivers are ignoring that sign. Granted this would be much higher at afternoon commute times when I'm passing through, but it's in some serious need of enforcement.

Intersection of 108th Ave SE and Bellevue Way

Southbound just north of Bellevue Way: It's great to see the efforts made to create space for bikes at the intersection here. I'd really like to see a little more bike lane farther north on this southbound lane, as stopped vehicles often make it hard to get by. But much of this issue is only because of the drivers that illegally go straight through the 108th Ave SE and SE 16th St intersection- if that turn requirement was obeyed, then few vehicles would be here (which I imagine was the point of that turn requirement), and it would be fine as is.

Northbound just north of Bellevue Way: Love the bike lane here- would like it to remain a consistent width, though, as drivers struggle to stay on their side of the stripe at the narrow

portion (due to the median). Ideally there would be a wider bike lane up towards SE 16th St, as going uphill the speed differential between drivers and cyclists is significant. But thankfully the four-way stop at NE 16th St helps!

Northbound just south of Bellevue Way: I appreciate the efforts to give bikes a place to stop safely, yet still allowing right turns for drivers. But the spot for bikes is too small- if there's more than once cyclist there, there is no room to stop that won't block drivers, and as I've mentioned earlier, drivers tend to not understand why a bike would be impeding their forward progress, particularly if there are stripes to indicate where bikes should go. Not sure how to fix this, but given the speed drivers and cyclists have as they approach this intersection, I think something a little more aggressive (perhaps including turn restrictions or curb updates) is needed here for safety.

Southbound just south of Bellevue Way: The wider bike lane here is great- a little more (perhaps with modification of the median) would help though- as that part with the median is particularly hard for drivers to stay out of the bike lane, and seeing cars driving in it (even if I'm not right there at the time) is not encouraging.

108th Ave NE between SE 20th St and SE 23rd St

Bike lane buffer: Narrowing the car lane width to add a buffer when possible is a big improvement! Seems to slow traffic somewhat, which is great...

Bike lane merges: My primary concerns are regarding the two merges- the one (northbound and southbound) at the curb bulb out at SE 23rd St, where cyclists are expected to merge briefly with drivers and then get back to the bike lane. Considering the somewhat busy cross-street traffic there, this one definitely doesn't feel safe even though there is technically maybe a foot of "buffer" to ride within, and the sharrow markings hugging that area don't really help. And the other is at the end of the northbound bike lane at SE 25th St- there's little indication here (to drivers or cyclists) that a merge needs to happen here. And two merges within a couple blocks is too many- certainly less sketchy than doing the same in downtown Bellevue, as traffic volume is lower, but still requires some advanced skills to maneuver and keeps it from being accessible to cyclists of all ages and abilities.

Extra-narrow bike lane: the bike lane alongside Enatai Elementary School is too narrow... the buffer is nice, but what is left over is too narrow to comfortably navigate considering there is often debris in the lane (particularly in the winter), it leaves little room to navigate. Removing the buffer and making it all one (unprotected) bike lane isn't much better, as then you'd be left with the crack of the pavement right in the middle (I'm guessing that could be why the buffer is the way it is) and drivers would be driving much closer to the cyclists. Keeping the lane width more consistent here (particularly in combination with the merges listed above) would be a much better solution if it becomes possible at some point.

108th Ave SE south of SE 23rd St

Fast traffic: traffic volumes are much lower here, but due to the width of the lane (among other things), drivers tend to speed more in this stretch. I try to get off this road as soon as I can because of this (turning from/to SE 28th St to connect to the I-90 trail), as I've seen way too many fast drivers and unsafe passes along here. I think more traffic calming measures are needed between SE 23rd St and I-90 beyond the one speed bump south of SE 31st St.

Summary

Eliminating the several bike-lane-into-car-lane merges required along 108th Ave would have the biggest impact to improving safety. I realize that this would require curb modifications in most (if not all) cases, but I believe the cost would be well worth it. Choke points like that are what keep an otherwise well managed bike route from being truly for all ages and abilities. But the most unsafe stretch of this road is certainly the S-curve just south of Bellevue High School- anything aside from the existing sharrow markings (which have limited benefit here) that could help would be a huge benefit for both cyclists and drivers. Lastly, enforcing the regulations at some of these intersections (primarily the turn restrictions at 108th and Main, and the southbound turn only at SE 16th St) and parking/stopping violations along the bikeway, would be the quickest wins and have the biggest effect on safety (and reducing traffic volumes on 108th of Main St).

From: Daniel Winstanley <dwinstan@winstan.net>

Sent: Monday, August 27, 2018 1:02 PM

To: Transportation Reception <TRReception@bellevuewa.gov>

Subject: Inquiry Regarding New Bike Lane Markings Northbound 108th Ave SE and Main Street

Reference: Northbound on 108th Ave SE at Main Street

Greetings - I recently noticed that the right turn is now restricted on red light and that, it appears that what used to be markings for two automobile lanes is now limited to one lane. I also noticed that there are new markings for bike lane on the east portion of the roadway as you are heading northbound.

As one approaches the intersection there are clearly white hatch marks that suggest an automobile should not enter that area of the roadway (on the right). There are also very prominent green bike lane markings that suggest automobiles should not be on the right-hand side of the roadway and the area is reserved for bicycles going straight-through or turning right.

I find the revised bike lane markings confusing for automobile traffic that makes a right-hand turn. The markings suggest that automobile traffic is restricted to one lane (on the left). OK - got that. However, what is going to prevent a collision between a bicycle heading straight through the intersection with an automobile that is turning right? Who has the right-of-way? I perceive no advantage to a bicycle riders and, if anything, will increase the likelihood of a collision between automobile and bicycle because the markings are very confusing and bicycles may think they have the right to go straight through without considering that an automobile may be making a right-hand turn in front of them.

I contrast the new markings at this intersection with the revised bike lane markings northbound on 108th Ave NE and Bellevue Way. The markings at Bellevue Way are very clear.

I request that someone with authority assess my comments and provide me a detailed response to my concerns.

Thank you,
Daniel Winstanley
11005 SE 26th ST
Bellevue, WA 98004
dwinstan@winstan.net
425-503-7996

From: Paul Raff [<mailto:paul@myraff.com>]
Sent: Thursday, August 23, 2018 6:41 AM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: Feedback on 108th bike lane

Hi Franz,

In case you're soliciting feedback, I'd love to rave to you about the new biking scenario on 108th.

I work in City Center Plaza and have commuted home to Redmond almost daily for almost 6 years. I go north on 108th to 12th to start the ride.

I find the new bike lane to be functional and safe. I've never had an incident occur, but I always worry about parked/stopped cars near the Bellevue Transit Center suddenly opening its doors, or about cars merging to the right lane to turn right on 8th, 10th, or 12th.

Now, those worries have been eliminated, and although I don't have any hard data my perception is that there is zero impact on the traffic flow on 108th NB.

Only minor issue is that sometimes there are signs placed in the bike lane between 8th and 10th from the construction going on, but not a big deal.

So – thanks for the lane! I consider myself to be a seasoned cyclist so I don't need it, but I hope it encourages others to take up biking.

From: Paul Hirz [mailto:pauld@hirz.net]
Sent: Saturday, August 18, 2018 11:47 AM
To: Piller, Andreas <APiller@bellevuewa.gov>
Cc: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: RE: 108th & bikes

Are you kidding me? Today (August, not July) they are grinding off the bicycle lanes and repaving 108th from 8th to 10th. (They recently dug up a section to get to the utilities.) And the trucks continue to block off the street to deliver machines and materials---for another two years. So, early some morning you can repaint the bike lanes. Is this just random planning and coordination??

The recent picture in the Seattle Times showed the results of your test: one biker next to a jammed lane of cars, with a bus trying to use the bike lane to stay on schedule.

And you continue to discriminate serving men in the 20 to 45 year old range. And a very very low percentage of them commute to work. Forget the women!! Forget the seniors!! Just look progressive or something.

Buses would serve all those targets. And the cost would be so much less.
What are we spending on our test??

Paul



The Royal Waltness
@RoyalWaltness

Follow



[@BvueTrans](#) [@bellevuewa](#) it's also very inconvenient that this no left turn sign does not have a transit exemption. So when you close 6th, we all get to detour and wait thru TWO of your long ass left turn red lights, up to 10m delays during rush hour. 🙄



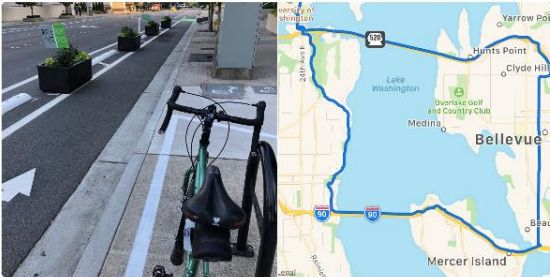
8:46 AM - 11 Aug 2018



Nick vdH
@206Husky

Follow

First time riding Bellevue's 108th Ave NE PBLs going southbound today. Nice to finally feel comfortable going through downtown Bellevue! Makes for a nice variation of the Lake Washington Loop. Really impressed with the interim project, @BvueTrans - looking forward to more!



11:08 PM - 10 Aug 2018

6 Retweets 42 Likes



James Harris @jamesholio · Aug 11

Replying to @206Husky @BvueTrans

Excellent. How are the signs up north from 520 trail to 108th?

I love how 108th is almost a straight shot through west Bellevue now.

1 Like



Nick vdH @206Husky · Aug 11

Replying to @206Husky @BvueTrans
Basic wayfinding is pretty good, but it's basically two turns: right on 108th Ave NE (turns into 112th Ave NE), right on NE 24th St and then you are there.

1 Like



Andrew Sang @AndrewSang · Aug 11

Replying to @206Husky @BvueTrans

I'll give this a shot tomorrow!

2 Likes



Jeny P. @ckcalumni · Aug 11

Replying to @206Husky @BvueTrans

May I ask where to park so I can take my kids for a nice ride to bridge 520? Thanks

1 Like



James Harris @jamesholio · Aug 11

Replying to @206Husky @BvueTrans
Evergreen point park and ride is actually pretty great. Puts you right onto the bridge. And there is reasonable on street parking in the neighborhood as well and trails to and from the bridge. Pretty low stress. Cheers!

2 Likes



Love of Cycling @LoveofCycling · Aug 11

Replying to @206Husky @BvueTrans

I'll check this out. Looks like a good route.

1 Like



Kevin #RestoreTheVRA Severud @severuduw · Aug 11

Replying to @206Husky @BvueTrans

Oh, I cannot wait to ride this. 🚲

1 Like



Michael's Subaru @MichaelsSubaru · Aug 12

Replying to @206Husky @BvueTrans

Wow!

1 Like

From: Scott Ferguson [mailto:ScottFerg@outlook.com]
Sent: Friday, August 10, 2018 4:46 PM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: 108th Bikeway

Hi Franz!

The new bikeway is great and I want to make sure that you and all those involved in getting this done know how much it is appreciated. While I don't shy away from cycling on the city's streets in any case, I do appreciate that the features of this new route should effectively reduce the risks involved. So I've incorporated it into my regular routes where it was not before. Which is not too hard since I live right off 108th near 8th! I do realize this is a pilot project, implying a lack of permanence with an impact on the viability of future projects. So please let me know how I might help with my feedback and experiences to improve the chances for more cycling and pedestrian improvements to be implemented in the future!

I also wanted to share an experience from today with a vehicle using the bike lane and separation space as a right turn lane. The combined width of these spaces is, I think, just too tempting for drivers not to use as a right turn lane. As seen in the attached image, it was far enough ahead of me to be of no consequence. But it has special meaning to me after an incident along Lake Washington Blvd in Kirkland three years ago where a driver pulled into the bike lane in front of me to turn right and then slammed on their brakes. (To avoid a pedestrian crossing the street they were turning on to.) I had insufficient time to brake properly and slammed into the back of the car, severely dislocating a finger as I reached forward to brace against the trunk. The driver drove off without a word. I don't know what would help this kind of situation. Signage is of little use and mostly clutters things. More bike-aware education in driver training might help for the future. People are always going to do stupid things. Some emphasis on enforcement by the Bellevue PD might help. Also on 108th today I had a woman making a U-turn near the 929 tower that hadn't seen me and had to brake for me. Further down, another woman was turning left in front of me and we both had to brake hard to avoid collision. Just a typical day, really! :)

Thanks for listening, and keep up the good work!

scott**FERG**uson
ForestMoon.com

From: Robinson, Lynne
Sent: Monday, August 6, 2018 4:03 PM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: 108th

Franz, I've been biking on 108th and it feels like a street that should have bike lanes down the middle like DC. Too many cars making turns into driveways, in front of bikes. Lynne
Get [Outlook for Android](#)

From: Blair Dillaway [mailto:bdillaway@hotmail.com]
Sent: Monday, August 6, 2018 1:14 PM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: Bikeway feedback

Franz,

I decided to check out the new demonstration bikeway on 108th Ave NE today and thought I should provide some feedback.

I rode the bikeway south at about 9:30AM and back north at about 11:00AM. All I can say is great idea, poor execution. I actually felt less safe today than I have riding across 108th Ave NE back before the bikeway was installed. The primary reason was being forced out of the bikeway and into the traffic lane on 3 occasions. Hard to believe that would happen in just a 4 block stretch between NE 8th St and NE 4th St. First, heading southbound a Bellevue city maintenance vehicle was stopped completely blocking the bikeway. Two blocks later, a car decided the bikeway was the perfect place to pull over to let passengers out. Again, they completely blocked access to the bikeway. Finally, while heading northbound a car pulling out of a driveway, trying to make a left turn, stopped halfway out of the driveway completely blocking the bikeway while waiting for traffic to clear. It didn't seem to bother them at all that bikes were having to go around them in the traffic lane.

I also noticed one bike commuter who was riding down the sidewalk at ~17mph rather than use the bikeway. Seems like a bad sign.

Perhaps ticketing a few people who decide to stop their cars in the bikeway would help.

Regards,
Blair Dillaway
Clyde Hill, WA

From: Erin Powell <u2magpie@q.com>
Sent: Sunday, August 5, 2018 2:26 PM
To: Murphy, John; Loewenherz, Franz
Subject: Request: Signs that say Watch for Bikes!

Hi John & Franz,

A suggestion to improve safety for all travelers on 108th SE and NE.

When cars come out of side streets to access 108th SE and NE could you have signs that say: **Watch for bikes** or **Look both ways, Bikes on roadway**, or **Bike route, watch for bikes**. Signs would be for the drivers entering on to 108th from the calm neighborhood streets who may not know, or forget or are carelessly not watching for bicyclist on 108th street. Have seen some close encounters.

So these signs would be across from the motorist/opposite the street or the entry way to Westwood etc. I was coming out of SE10th and thankfully did see a biker who was coming on 108th and I stopped but it was a close call!

I would hate for someone to get struck by a car from a side street etc.

Congratulations on a nice party and rollout July31st!
Erin Powell

Brad Haverstein @bradhav25

Follow

Just tried Bellevue's new protected bike lane on 108th Ave NE for the first time and loved it! Very easy ride, even for a new biker like me. Thanks @BvueTrans!



9:09 AM - 1 Aug 2018



Daniel Broekman @danibro · Aug 1

Replying to @bradhav25 @BvueTrans

Nice! It's on my list to check out. What are the best connections between there and Kirkland? I was thinking CKC -> 116th Ave NE (?) -> NE 12th St. what do you think? Cc @CrosswalkView as well.

1 1 1



From the Crosswalk @CrosswalkView · Aug 1

From the CKC you'll need to take Northup to 116th. I made the mistake of thinking that I could get from the ERC to 116th, but no. Then the N sidewalk of 12th.

1 1 1



From the Crosswalk @CrosswalkView · Aug 1

Warning that it is not all-ages-and-abilities. Some stretches of door zone bike lane and even a few sharrows. And merge with traffic at the south end near main. Much better than what was there before. All very courteous drivers yesterday!

1 1 1



Brad Haverstein @bradhav25 · Aug 1

You might also consider CKC -> 120th Ave NE (where CKC dead ends) to NE 12th St. For those uncomfortable in a bike lane, 120th has a very wide sidewalk all the way to NE 12th, which I believe has good sidewalks to 108th Ave NE. 👍

1 1 1



Brad Haverstein @bradhav25 · Aug 1

I'll be trying this soon as part of my goal to bike to/from work with as little stress as possible.

1 1 1



Daniel Broekman @danibro · Aug 1

Nice, thanks for the recommendations. When I bike to work in Seattle now, I'm mostly comfortable with the bike lane on Lake Washington Blvd in Kirkland to the 520 trail, but I believe it's a 4-lane road south of 520, which gets to be a bit much.

1 1 1



Daniel Broekman @danibro · Aug 1

I kinda wish the CKC was paved though, my bike gets really dusty riding there.

2 1 2



James Harris
@jamesholio

Follow

Replying to @CascadeBicycle

@BvueTrans -- suggesting again that the lane be routed inside the bus waiting zone when the next iteration comes through.
@kcmetrobus @SoundTransit @seabikeblog

Note bus is not driving, it is stopped.



11:28 PM - 1 Aug 2018





Seattle Bike Blog @seabikeblog · Aug 1
 Bellevue just opened bike lanes through the heart of its downtown, launched bike share #SEAbikes seattlebikeblog.com/2018/08/01/bel...



3 replies 7 retweets 26 likes



Seattle Bike Blog
 @seabikeblog

Follow

I just had by far the least stressful bike ride through downtown Bellevue in my life. The new 108th Ave NE bike lanes + launch of @limebike open new transportation options for the Eastside city. Great work, @BvueTrans! Keep it going.



2:43 PM - 1 Aug 2018

6 Retweets 23 Likes



From: Edward Wang [<mailto:wangedwa@gmail.com>]
Sent: Wednesday, August 1, 2018 12:33 PM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: Comments on Downtown demonstration bikeway

Hi Franz,

Congratulations on the opening of the 108th bikeway yesterday! I am a big fan of the progress Bellevue is making, but I have a few concerns about some of the design of the lane.

My main concern is that in several locations, the bike lane swerves sharply to the left where there is a parking or right turn lane. I've noticed that motorists either do not expect or are ignoring the lane markings, and tend to drive over them (as seen in the screenshots below). More generally, motorists simply don't expect bicyclists to suddenly swerve left towards traffic, which the design of the bike lane encourages.



I believe it would be significantly safer to have a gradual transition, like this, instead of keeping the bike lane at the curb for as long as possible. Alternatively (or additionally), some delineators or barriers at the point of the transition could help keep cars from straying into the bike lane.



Thanks,
Ed

From: James McEachran [mailto:jim@salchome.org]
Sent: Wednesday, August 1, 2018 9:03 AM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: Good morning.

Really appreciate the approach to the bike lanes and the year to measure impact. A really good move to enhance community response.

As usual, I find the staff approach in matters to make a difference in our “city in a park” that welcomes all.

Best, Jim McEachran

Yes, still serving as a Human Service Commissioner and where asked in our fair city.

From: Suzanne Raymond <rayfan44@comcast.net>

Sent: Friday, July 27, 2018 3:51 PM

To: Jensen, Marie <MJensen@bellevuewa.gov>; Murphy, John <JMurphy@bellevuewa.gov>

Subject: Neighborhood Levy signs - question about project and funding

Dear Marie & John,

I've recently seen "Neighborhood Levy Project" signs along 108th NE north of NE 12th – which is in my neighborhood – and wanted to confirm what this is about and the funding for it. After looking at the City website it appears that this is for the "demonstration bike lane" and is not asking for new funding – and is using a levy that was passed in 2016. Would you confirm that no new funds are being assessed for this program?

I don't recall seeing anything when the online survey was put out on this project – but admittedly I'm not watching city business online – how were those not watching an online presence for the City supposed to be alerted to the online survey? I worked for the City of Bellevue some years back - in fact was the Budget Manager for the city's CIP for 7 years. How was the public alerted to the chance to respond in addition to an online survey? How was the public alerted that there even was an online survey? How was the local neighborhood directly impacted by this project specifically alerted to the impacts in their neighborhood? How were the businesses along 108th specifically alerted to the online survey and the impacts to their businesses?

I've lived in Bellevue for over 20 years – and most recently worked in a building on 108th and 4th for the last 5 years. I traveled up and down 108th every weekday during that period – and on personal business on the weekends. There have been so few bikes along that route over that long period of time – that it seems laughable that there could be enough juice for this project. Further – it was implemented while 106th was under construction and closed off to thru traffic – making both 108th and 106th nightmarish for traffic during that time. Where is the coordination between projects impacting downtown streets?

I looked thru your raw results from the survey – and many of the respondents did not ride, nor work or live downtown – so weren't even impacted by the project. Further – most of the comments I saw were negative – and suggested that this was a spend without a big "real" constituency. 108th is already impacted by multiple city interventions on normal traffic flow. North of 12th – there are medians inserted to slow traffic – each of those bump-outs now create an impassible segment of the roadway when a bike and car might be travelling simultaneously. You can see this in the dashed lines that are now there on your demonstration. The middle lane marker is now removed – because you narrowed the lanes from what was a walkway on one side-(also using city funds) to a bikeway on both sides. If you monitored citizens using 108th north of 12th – you'd see that it is mostly pedestrian and cars – not bikes.

The City already closed off 108th at Main street to thru traffic (many years back) – even though 108th south of Main is now the primary entrance to Bellevue High School. Those of us living on 108th could not drive straight to the high school on 108th – we had to pull thru the Office Depot parking lot – or dive off a block to the west and then merge back onto Main Street to make a turn to the rest of 108th. Is that safe? How would you direct a teenage driver that lives on 108th north of Main Street to get to the 108th street entrance to Bellevue High? I know this was to stop pass thru traffic for the neighborhood below main street on 108th – but since the High School reconfigured its parking/entrances – are you going to re-think that?

I feel that 108th is the dumping ground of traffic projects. The lineup at 108th & NE 8th is now blocks long as the natural right turn onto NE 8th that serves at least half of the traffic coming down 108th has been taken away with the demo bike lane. If I'm driving downtown – it has seriously taken me 20 minutes to reach my destination multiple times. Blocked at 108th & 12th to turn right. Blocked at 108th and 8th to turn right. A goofy pass thru the bike lane on 108th & 4th to turn right.

I think you can tell that I'm very frustrated by this project – can't imagine the cost per bike rider. I think you may think that this would encourage more bike riders – and it's your "field of dreams" project of "if we build it they will come"....but I think you're wrong. Please tell me that you intend to count bike riders during your demo project timeline – and I don't mean estimate – I mean really count – to find out what the population served really is. And I hope you do a better job of outreach before another spend like this.

In this era of super high cost of living – and high taxation – even those of us with liberal views toward government have to expect our public servants to ask the hard questions about spending. We need to separate the nice to have projects from the safety and must have projects. We need to weight the needs of the many vs. the needs of the few. I don't think this project does that. And I think that the wake up for City Government is that levies will fail in the future if citizens do not feel like the spending is responsible and responsive.

Sincerely,

Suzanne Raymond
10915 NE 18th Place
Bellevue WA 98004

From: Elguezabal, Centered
Sent: Tuesday, July 31, 2018 3:25 PM
To: RightofWayUse <RightofWayUse@bellevuewa.gov>
Subject: Resident Request - Transit Center Drop-off

Hello ROW,

Chris Aho, the director of the Residence Inn Hotel, called because the new bike lanes on 108th Ave NE have blocked where the Residence Inn busses used to pull over to let out a lot of interns and guests who use the Transit Center. He said his busses serve hundreds and access to the transit center is critical. Also, he believes a lot of other hotels in the area feel the same way. He is perusing the same rights as he believes Microsoft busses have when they drop off at the Transit Center in the same location.

He would appreciate if the relevant employee would reach out to him so the dialog can start in regards to permissions.

I have attached a concept image of a location that Mr. Aho requested.

Chris Aho | Director of the Residence Inn Hotel | 425-709-8502

Please let me know when he has been contacted.

Thank you,

Centered Elguezabal
Administrative Assistant
City of Bellevue - Transportation Department
450 - 110th Avenue NE, Bellevue, WA 98004
Phone: 425-452-4343
CElguezaba@bellevuewa.gov

From: Loewenherz, Franz

Sent: Wednesday, July 25, 2018 4:13 PM

To: Potuzak, Kyle <KPotuzak@bellevuewa.gov>; Iverson, Chris <CIverson@bellevuewa.gov>

Cc: Akers, Darcy <DAkers@bellevuewa.gov>; Chu, Irving <IChu@bellevuewa.gov>

Subject: Traffic Conflicts at 108th & Main St

Importance: High

Hi Kyle/Chris – Here's a voice mail from Lori Rinn (954-789-9962) expressing concern about NBR turning vehicles at 108th and Main not being visible to opposing traffic when they are behind a NBL driver. Please listen to the message and let me know your thoughts. Including Darcy on this email to see if we might want to have Irving observe recorded traffic footage from this location to assess conditions. Thanks, Franz



Millan Alonso

@alonsomh

Follow



When your bike safety strategy consists of paint this is what you get @DTBellevue @BvueTrans #BikeSafety @CascadeBicycle



10:04 PM - 23 Jul 2018

2 Likes



From: Renay Bennett [<mailto:renaybennett@msn.com>]

Sent: Sunday, July 08, 2018 12:56 PM

To: Nieuwenhuis, Jared <JNieuwenhuis@bellevuewa.gov>; Berg, David <DBerg@bellevuewa.gov>

Subject: RE: Bike Lanes on 108th AVE SE

Hi Jared and Dave,

Just wanted to check in...

Also, I forgot to mention that there is a 'no turn on red' at Main St on 108th AVE SE. This is also new and will add considerable wait times and long lines in our neighborhood. And it was never disclosed to me or our neighborhood, either.

Happy Sunday and looking forward to hearing from you,
Renay

From: Renay Bennett <renaybennett@msn.com>
To: "Jared M. Nieuwenhuis" <jnieuwenhuis@comcast.net>
Date: June 30, 2018 at 3:42 PM
Subject: Bike Lanes on 108th AVE SE
Hi Jared,

I hope this finds you happy and well.

I wanted to let you know about an issue that is a concern in our neighborhood. Recently, the city decided to make bike lanes on 108th AVE NE. They did outreach to the city via a survey, presentations to the BDA, the Transportation Commission, and the Council, too.

In the survey and in every presentation, there was no mention whatsoever of any lane taking on 108th AVE SE.

When the lane was removed via new striping, I immediately contacted the city with regard to the situation. I was told that the city had done the survey, did many presentations, and was given multiple links to all the materials. I reread each packet to make sure I didn't miss anything, and again, there was no mention of changing anything on 108th AVE SE. Even the technical drawings had no mention of 108th AVE SE! I was told that one of them was for 108th AVE SE, but it said NE – and that it was a typo.

At this point, I started to receive calls from my neighborhood association members wanting to know what this was all about.

I am very concerned that the city did this without any notice to the neighborhood, or anyone else, in any way. I have been the President of Bellecrest for many years, and the city is well aware that I welcome contact and collaboration with regard to anything that goes on here. I was never contacted and given any kind of notice at all, nor was anyone else. This sets a very bad precedent and is alarming that staff has appeared to slide this in without any knowledge of anyone, including City Council.

I am also very concerned about what this will do to traffic on our street. Many years ago, the city approved another entrance to Bellevue High School which dramatically increased the traffic in our neighborhood. This increase put more traffic onto 108th AVE SE at it approaches Main Street. With two lanes, traffic could go three ways (straight, right and left). Now, traffic will have one lane to go those three directions. Based on my many years of traffic experience, the cars will back up to the high school entrance, blocking access to our homes and causing unnecessary harm to our neighborhood.

Would you please help our community?

I thank you for your work on the City Council. You are doing a great job and are much appreciated!

Renay

From: Loewenherz, Franz
Sent: Wednesday, June 27, 2018 3:32 PM
To: 'loriarinn@gmail.com' <loriarinn@gmail.com>
Cc: Elguezabal, Centered <CElguezaba@bellevuewa.gov>
Subject: 108th Avenue NE Demonstration Bikeway Project

Hello Lori –

Thank you for contacting the City about your concerns regarding the changes associated with the [108th Avenue NE Demonstration Bikeway Project](#) at Main Street. It's our understanding that you've observed drivers not noticing the changes and that they are still trying to use the right lane (now a bike lane) for right hand turns and that they are running the light frequently.

It's important to note that we're still in the construction phase, which is expected to be complete in mid-July. The final project will incorporate lane dividers including temporary curbs and posts, and planter boxes as well as bright green pavement markings highlighting mixing areas between bikes and cars.

We are committed to monitoring the outcomes of this project closely and making adjustments as needed. This includes collecting data to assess how the project affects travel and interactions for all street users including traffic conflicts (see [Transportation Commission Agenda Memo](#)).

Based on the results of the before-and-after study, the City Council could approve more permanent upgrades in the future, including more robust bike lane separation, traffic signal modifications, durable pavement markings, and other changes to curbs and the streetscape. This demonstration project could also help guide other Downtown bicycle improvements.

I hope that your experience along the street improves as construction on this downtown project wraps up in the coming weeks. Please feel free to contact me at 425-452-4077 if you have any further questions or concerns.

Sincerely,
Franz

Franz Loewenherz
Principal Transportation Planner
City of Bellevue
425-452-4077

From: Renay Bennett [mailto:renaybennett@msn.com]
Sent: Wednesday, June 20, 2018 9:26 PM
To: Piller, Andreas <APiller@bellevuewa.gov>
Cc: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: RE: Follow-up from Phone Call RE: 108th Ave SE/Main St Intersection

Hi Andreas,

This is really alarming. I follow very closely what is happening in city affairs, as Franz can attest. As you state, only 108th AVE NE has been looked at since 2009, not 108th AVE SE.

To my knowledge, and I read all this stuff, there was never any mention anywhere of any change at Main and 108th AVE SE. I read all the links you provided below and NONE of them reference 108th AVE SE. The Transportation Commission and Council were not briefed on any changes to 108th AVE SE.

It is concerning that a project in our neighborhood was never noticed directly to us, as was done for the BDA and other stakeholder groups. Our neighborhood association has been active for almost 30 years. To not be informed of such a huge change is very out of character.

Further, the plans themselves are in error as they incorrectly state these changes are on 108th AVE NE.

I am very concerned about this going through without public knowledge and frankly, a lack of understanding of the impacts in our neighborhood.

Please let me know how this project will be monitored and how the outcomes will be measured.

Again, who is the staff person responsible for this?

Thank you,
Renay

From: "Paul Hirz" <pauld@hirz.net>

Date: Wed, Jun 20, 2018 at 1:23 AM +0800

Subject: 108th & bikes

To: "Loewenherz, Franz" <FLoewenherz@bellevuewa.gov>

A great time to test with one lane construction traffic for two years. But bikes can go against the one-way traffic, pass on either side, go on the sidewalk, thru a construction area, and sue you if they get bumped. ---and that is just what I observed before 9:00 am this morning. Do you ever get out of your office?

From: Greg O'Byrne [<mailto:greg.obyrne@live.com>]
Sent: Friday, June 15, 2018 1:20 PM
To: Transportation Reception <TRReception@bellevuewa.gov>
Subject: 108th Bike lane

Who decided to put a bike lane on 108th and how do I get them fired!

Seriously.

I am serious.

Who do I complain to, who do I hold accountable and who's ASS is on the line that made that stupid decision.

Thank you,
Lifelong Bellevue resident.
Greg O'Byrne

Appendix 2: King County Metro Operator Engagement

Allan Raaberg, 4 years as Metro operator (550, 555, 556)

- Bus sensor is “hit or miss” in terms of functionality. After stopping on sensor and having bus passengers alight from the bus the light has switched from green to red and the adjacent travel lane has the green. It ends up being a lost opportunity from the perspective of operators who do not know that they can go when the adjacent travel lane is green.
- In general, the bike lane is an improvement because it keeps cars for the curb space where they ended up conflicting with buses. Also, more predictable for the bus operators in terms of where to expect bicycle riders.



Chris Bridgeman, 18 years as Metro operator

- Bus sensor is good to have, especially during evening rush hour
- Microsoft Connector shuttles block buses from pulling through
- Bus sensor: moves forward even if bus signal is red



Michael Whitaker, 2 years as Metro operator

- Bikes are very close to buses in bike lane
- Bikeway should be on 106th
- Route 550 is good now, but could be rerouted up BWSE - NE 12 - 110th - BTC to avoid 108th
- Bus sensor is inconsistent, it would be helpful to know when the sensor goes normally



Kevin Bartline, 16.5 years & Clayton Mcculloch, 10 years as Metro operator

- Lanes on 108th are now tight
- Operators split bike lane to fit
- Planter box locations make it difficult to maneuver; if lanes were wider, less issues.
- Bus sensor should stay green or flashing yellow through the green N-S cycle
- Bikes should be on sidewalk



Jesse Freitas, 9 months as Metro operator

- 108th too constrained to accommodate bikes and buses; especially between NE 4th & NE 8th.
- The bus sensor should be better defined so that coach operators moving forward to trigger the queue jump don't startle pedestrians in the crosswalk



Matt Bremener, 9 years as Metro operator

- Conflicts arise at NE 12th Street with Rt 550 turning right (EB) and bikes headed straight (NB).
- Appreciative of NB and SB bus queue jumps at NE 6th Street.



Vernitta Barnes, 8 years as Metro operator

- 108th too constrained between NE 8th & NE 12th.
- It would be helpful to have a bicycle signal light incorporated at NE 4th Street in the SB direction to prompt cyclists to yield to buses.
- Appreciative of NB and SB bus queue jumps at NE 6th Street.



10152018 East Base

Rashad Washington, 1 year (550, 212, 542)

- Likes the bike lane because it helps define and clarify where to expect people riding bicycles.
- It encourages people riding bicycles to stay in their lane and not ride in the motor vehicle travel lane where conflicts can occur.



Jennifer Reed, 17 years (B-Line, 554, 545)

- The bike lane is not impactful to bus operations.
- Makes for a more comfortable riding experience as a person riding a bicycle.



Theatry Brown, 2 years (B-Line, 550)

- Turning of bus is shorter but not impactful.
- As an operator they are alert to people riding bicycles.
- Appreciative of NB and SB bus queue jumps at NE 6th Street.



Edwin Baez, 2 years (B-Line, 550)

- Miss having the right turn while driving route 550 NB at NE 12th Street.
- Acknowledge that it makes sense to sacrifice time in favor of safety.



Tom Stauffer, 28 years (B-Line, 550, 240)

- Lanes should be shifted between 6th & 8th SB to provide additional space for left turn lane for buses. This could be accommodated by reducing the space for the bus parking zone.
- Island in NB lane at NE 6th that was removed was helpful to coach operators in providing clarity on where cars should queue.

Walter Wagner, 37 years (B-Line, 550, 240, etc)

- Miss having the right turn while driving route 550 NB at NE 12th Street.
- NB queue jump at NE 6th not working; it should be redefined to allow buses to travel north when adjacent travel lane has green light.
- Bike lane should be on 106th Ave NE instead of 108th Ave NE where there are fewer buses.
- Bike lanes should always be positioned to the left of a bus.
- Cyclists should be registered like motor vehicle operators.
- Supportive of the Zicla bus platform.



Renee Kelley, 1 year (255, 556, B-Line, 550)

- Supportive of the bikeway and efforts to encourage people to ride bicycles as an overall strategy to reduce single occupant vehicle usage.
- Supportive of the Zicla bus platform; at this location would recommend signage to encourage bicyclists to yield to pedestrians at ramp where people walk from sidewalk to bus platform.
- As a frequent commuter by bicycle to the East Base from her home in Kirkland would welcome improvements at 116th and Northup Way (an additional N-S crosswalk).
- Both as a bicycle rider and as a coach operator feels that the more separation the better with the planter boxes being ideal because they also offer an aesthetic improvement to the corridor.

David Gunther, 1 year (550, 556)

- Observed that when he's headed SB @ NE 4th St he frequently needs to take the bike lane to complete his WB movement on route 550.
- Supportive of the Zicla bus platform; it will improve 550 operations during the holiday season.
- The bike lane creates a more predictable space on where to expect bicycle riders – improves safety.
- Appreciates the bus queue jump at NE 6th Street; without it people driving cars will not let the bus in the travel lane.



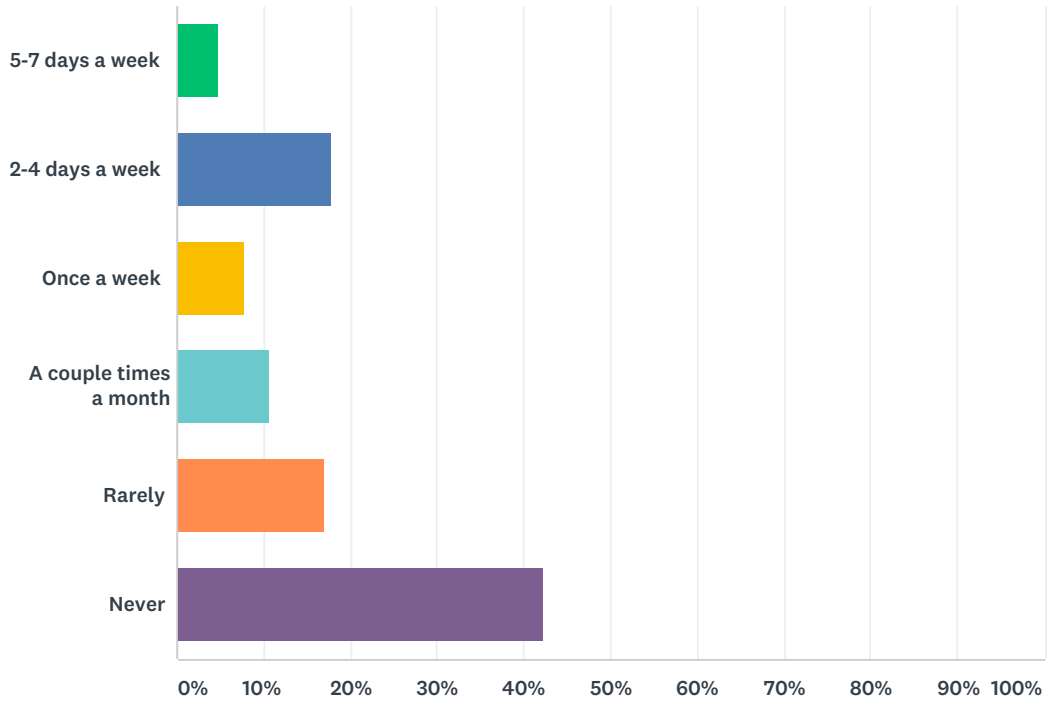
Appendix 3: Online Questionnaires

Before Survey
Online Questionnaire

“Downtown Demonstration Bikeway Project Survey”
November 10, 2017–January 1, 2018

Q1 From May through September, how often do you ride a bike in Downtown Bellevue on average?

Answered: 1,250 Skipped: 2

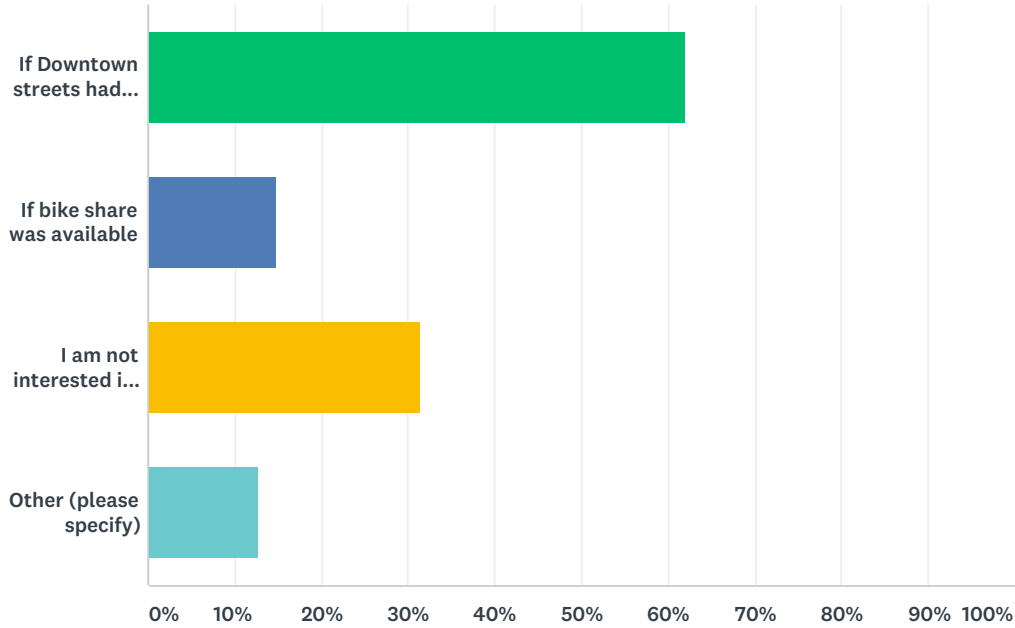


ANSWER CHOICES	RESPONSES	
5-7 days a week	4.88%	61
2-4 days a week	17.68%	221
Once a week	7.68%	96
A couple times a month	10.64%	133
Rarely	16.88%	211
Never	42.24%	528
TOTAL		1,250

Downtown Demonstration Bikeway Project Survey

Q2 Would any of the following encourage you to ride a bike in Downtown Bellevue more often? Select all that apply.

Answered: 1,231 Skipped: 21



ANSWER CHOICES	RESPONSES
If Downtown streets had safe and comfortable bike lanes	61.98% 763
If bike share was available	14.87% 183
I am not interested in riding a bike in Downtown Bellevue	31.44% 387
Other (please specify)	12.75% 157
Total Respondents: 1,231	

#	OTHER (PLEASE SPECIFY)	DATE
1	I would like to know why Bellevue politicians and bureaucrats think that the results will be different than the Seattle debacle that we've witnessed	1/1/2018 10:15 PM
2	I already bike every day	12/29/2017 10:37 PM
3	I walk 6 miles in Downtown Bellevue almost everyday. I don't feel safe on the downtown streets because drivers run red lights and do not observe pedestrian signage. I'd worry that specific bikeways will change driver behaviors. There's a huge need to have enforcement of traffic laws to address downtown "livability".	12/29/2017 9:26 PM
4	finish rail trail	12/29/2017 8:53 PM
5	Dry sunny weather every day, otherwise not going to happen.	12/29/2017 7:44 PM
6	If Bellevue had less rain and fewer hills.	12/29/2017 4:21 PM
7	Safe bike lanes would have to connect to my neighborhood (and ideally other destinations as well)	12/29/2017 10:20 AM
8	no more bike lanes in Bellevue stop the growth	12/28/2017 9:13 PM
9	Car free street days.	12/28/2017 7:28 PM
10	I ride downtown already	12/28/2017 3:52 PM

Downtown Demonstration Bikeway Project Survey

11	If the bike path were totally isolated from a street and did not have to share with pedestrians or cars	12/27/2017 9:28 PM
12	If there were better trail connections to downtown	12/27/2017 11:33 AM
13	In general, better solutions for making left turns at lights. But I suppose that would come along with bike lane plans.	12/27/2017 10:24 AM
14	The traffic on West Lake Samm Pkwy is horrendous	12/23/2017 3:26 PM
15	Dedicated SAFE bike lane, not just a painted line that cars will cross or park in anyway	12/21/2017 11:25 AM
16	More protected bike lanes	12/21/2017 11:00 AM
17	Separate bicycle streets apart from automobile streets	12/15/2017 2:27 PM
18	If corridor to downtown Bellevue was clear/secure.	12/15/2017 10:20 AM
19	I think bicycles should not be on the same road as cars and this practice should be discouraged not encouraged	12/14/2017 12:47 PM
20	I live in Issaquah and work right on 90 so no need to travel in Bellevue currently	12/12/2017 12:05 PM
21	on streets with no bike lanes, provide adequate shoulders	12/12/2017 10:46 AM
22	More bike paths that connected easily to the east side	12/12/2017 9:40 AM
23	wayfinding signs too. there are some and they are helpful, but knowing routes is a huge part!	12/12/2017 9:11 AM
24	if there were better bike connectivity to Renton	12/11/2017 4:44 PM
25	Access from Bellevue suburbs was safe and accessible.	12/11/2017 2:56 PM
26	Bike lane traffic signal lights as well.	12/11/2017 1:44 PM
27	if there is a park and bike location on the south end	12/11/2017 1:00 PM
28	We need a good, safe and protected connection to the new 520 bridge from downtown Bellevue.	12/11/2017 12:12 PM
29	Highly dangerous as drivers are the big problem in Bellvue	12/9/2017 12:25 PM
30	I ride sidewalks which are primo in downtown Bellevue already except for a few places	12/9/2017 9:41 AM
31	If Bellevue would make intersections and traffic signals and little more bike friendly	12/8/2017 9:01 PM
32	It would be an extremely rare occasion for riding a bike in downtown Bellevue to make any sense to me.	12/7/2017 9:52 AM
33	If there were off street trails & connections & a safe path to core downtown	12/6/2017 9:27 PM
34	Completion of the 520 bridge trail	12/5/2017 4:51 PM
35	Bellevue bike facilities (lanes, trails, shoulders) need better connectivity at crucial intersections	12/5/2017 4:29 PM
36	Physically separated bike lane	12/5/2017 12:23 PM
37	I'm currently fine riding in downtown Bellevue	12/5/2017 11:44 AM
38	If downtown had safer bike paths from/to other parts of Bellevue	12/4/2017 8:42 PM
39	it might be safer to have bike lanes outside of the downtown area, or on low traffic roads connecting to the transit center. Reducing the car volume for a bike lane didnt work in Seattle and it should not be considered in Bellevue, at least the same way.	12/4/2017 4:44 PM
40	Better weather and more time during the day!	12/4/2017 3:42 PM
41	Downtown doesn't need more bike lanes. It needs better auto traffic management. Try driving down 8th or 4th during the day and see how long it takes for you to trave the few miles tha make up downtown Bellevue. Bikes can naviate just fine. Improvements for automobiles is what's critical right now.	12/4/2017 2:09 PM
42	Not a safe place to ride bikes.	12/4/2017 1:51 PM
43	the traffic is already very bad in Downtown Bellevue, and will only be made worse and more dangerous by bike lanes, which will take up a disproportionate amount of space for the amount they are actually used.	12/4/2017 1:29 PM
44	Mixing bikes with cars is poor idea.	12/4/2017 1:03 PM

Downtown Demonstration Bikeway Project Survey

45	Including dedicated bike only lanes similar to 2nd Ave in downtown Seattle	12/4/2017 12:50 PM
46	Better bike access *to* Bellevue (e.g. BelRed).	12/4/2017 12:20 PM
47	It should not hinder vehicular traffic	12/3/2017 3:21 PM
48	I live in Remond, and was encouraged to participate for wider community benefits. Currently, I rarely commute to Bellevue for hospital visits. Other trips usually need to haul cargo or kids. Light rail arrival could change that.	12/3/2017 1:53 PM
49	Separated bike ways	12/3/2017 12:52 AM
50	I would try out a demonstration, but do not regularly need to bike there.	12/2/2017 1:56 PM
51	more dedicated non-motor paths. lanes are better than no lanes but I always take trails over roads	12/1/2017 3:19 PM
52	If Bellevue stopped being the grossest city in America.	12/1/2017 10:06 AM
53	If there was more police presence to ticket negligent drivers.	12/1/2017 9:39 AM
54	I bus commute, so I'd be really happy if more people biked and got cars off the road :)	12/1/2017 9:17 AM
55	If downtown streets AND major East-West corridors for getting downtown were equipped with safe bike lanes.	12/1/2017 9:01 AM
56	To Factoria,would have to be affordable,and electric.	12/1/2017 12:01 AM
57	Its fine now for bikes.	11/30/2017 9:21 PM
58	No bike shit in Bellevue	11/30/2017 9:09 PM
59	If there were secure bike kiosks downtown for parking bikes while shopping/eating	11/30/2017 6:23 PM
60	Better connections to other such as Kirkland Connector and I-90 and SR-520 bike trails	11/30/2017 4:20 PM
61	If my building had more/safer bike storage. Keeping a bike in my apartment is not fun.	11/30/2017 3:01 PM
62	No need to give up vehicle lanes	11/30/2017 2:03 PM
63	bike routes with limited hills	11/30/2017 12:17 PM
64	Dont reduce current traffic	11/30/2017 9:11 AM
65	at this time, it is not safe or conducive to traffic patterns	11/30/2017 8:42 AM
66	If bike lanes connected to other bike lanes and trails going to other locations.	11/30/2017 1:43 AM
67	If there were good connectivity from the north (Kirkland) to the Mercer Slough (I-90 trail)	11/30/2017 1:02 AM
68	if we had dedicated bike paths going NS and EW	11/30/2017 12:38 AM
69	I'm going to ride no matter what	11/29/2017 9:26 PM
70	if i could get downtown easily from Woodridge	11/29/2017 6:41 PM
71	I'm 88 and no longer ride a bike.	11/29/2017 5:10 PM
72	Traffic controls set for bikes - often I have to get on the sidewalk to hit the pedestrian button to get lights to change	11/29/2017 4:47 PM
73	If getting to downtown from the Bridle Trails area was safer	11/29/2017 4:15 PM
74	Off-street bike trails in downtown so we can avoid cars almost entirely.	11/29/2017 3:08 PM
75	Total waste of money	11/29/2017 11:57 AM
76	NO - too many hills and poor weather conditions	11/29/2017 11:39 AM
77	Better routing for commuting from the north	11/28/2017 4:29 PM
78	bike lanes are a stupid idea.	11/28/2017 8:01 AM
79	If drivers were less aggressive towards cyclists	11/27/2017 7:06 PM
80	storage	11/27/2017 5:43 PM
81	When the 520 bike lane opens	11/27/2017 5:38 PM
82	bike parking safe visible and readily available	11/27/2017 3:37 PM

Downtown Demonstration Bikeway Project Survey

83	safe routes into Bellevue as well	11/27/2017 2:58 PM
84	Safety is the biggest factor why I don't ride in Downtown Bellevue more frequently	11/27/2017 2:36 PM
85	If neighborhood paths leading to downtown were also safe and comfortable	11/27/2017 1:56 PM
86	Shallower hill routes from East to West (north of NE 4th St).	11/27/2017 12:13 PM
87	Definitive "edges", audible and tactile, to warn vehicular traffic away from bicyclists.	11/27/2017 9:15 AM
88	I live in Everett, but I encourage pro-bicycle improvements anywhere!	11/27/2017 9:04 AM
89	I'm fine riding the way it is but I am an experienced rider. I know bike lanes encourage more riders.	11/27/2017 7:15 AM
90	dedicated bike lanes in east/west directions through Bellevue	11/26/2017 5:34 PM
91	If there were dedicated bike/pedestrian paths like the Burke Gilman trail. I don't feel safe in car/bike lanes.	11/26/2017 2:56 PM
92	Safe access in and out of Bellevue from Redmond, Issa and Kirkland	11/26/2017 9:47 AM
93	A total safe corridor for walking and biking. Separate from any cars	11/25/2017 4:09 PM
94	Generally ride through downtown when doing "the lake"	11/25/2017 2:09 PM
95	More bike racks in brightly lit places to secure my bike.	11/25/2017 11:28 AM
96	SR 520 Bridge Bike Path plus a way to get downtown would entice me to ride home from work in downtown Bellevue.	11/25/2017 11:20 AM
97	Riding a bike through Bellevue is scary!	11/25/2017 10:12 AM
98	Police enforcement of "no handheld device / texting while driving"	11/25/2017 9:25 AM
99	None of the above	11/24/2017 11:38 PM
100	Better and safer (path, lighting, free of overgrown brush) connection to the I-90 trail.	11/23/2017 4:52 PM
101	When light rail arrives	11/23/2017 10:04 AM
102	I bike commute from Redmond, so will be riding regardless of the improvements. But I'm all in favor of making downtown better suited for a wide range of cyclists.	11/22/2017 3:29 PM
103	Connect all areas of Bellevue with bike lanes to downtown. I live and bike in NE Bellevue	11/21/2017 3:05 PM
104	I don't think bike lanes should be at the same grade as vehicles. If there was a separate sidewalk just for bikes, also separate from walking pedestrians, i would ride more in downtown.	11/21/2017 12:44 PM
105	currently VERY VERY VERY uncomfortable riding through in traffic.	11/21/2017 12:24 PM
106	No, but I would feel safer under the first situation	11/21/2017 11:26 AM
107	Trails or other protected routes from neighborhoods to downtown - family/kid friendly	11/21/2017 11:07 AM
108	Lower the speed limits, educate motorists on bicyclists rights to use the full lane of travel.	11/21/2017 10:08 AM
109	Morally responsible cyclists	11/20/2017 5:26 PM
110	Easier way to commute from Seattle to Bellevue	11/20/2017 12:06 PM
111	Bike lane over SR 520 bridge	11/20/2017 9:21 AM
112	Simply reduce parking to add width. No extra paint required.	11/20/2017 7:19 AM
113	No - route through Clyde hill / medina is much safer/better roads.	11/19/2017 7:05 PM
114	Access from Eastside Rail Corridor	11/19/2017 6:13 PM
115	no interest in bike riding or creating more space for it especially given the ridiculous use of bike lanes in Seattle	11/18/2017 11:29 PM
116	Easy access to downtown from greenways	11/18/2017 11:26 PM
117	Safe places to park/lock bikes	11/18/2017 11:23 PM
118	advance green for pedestrians	11/18/2017 9:25 PM

Downtown Demonstration Bikeway Project Survey

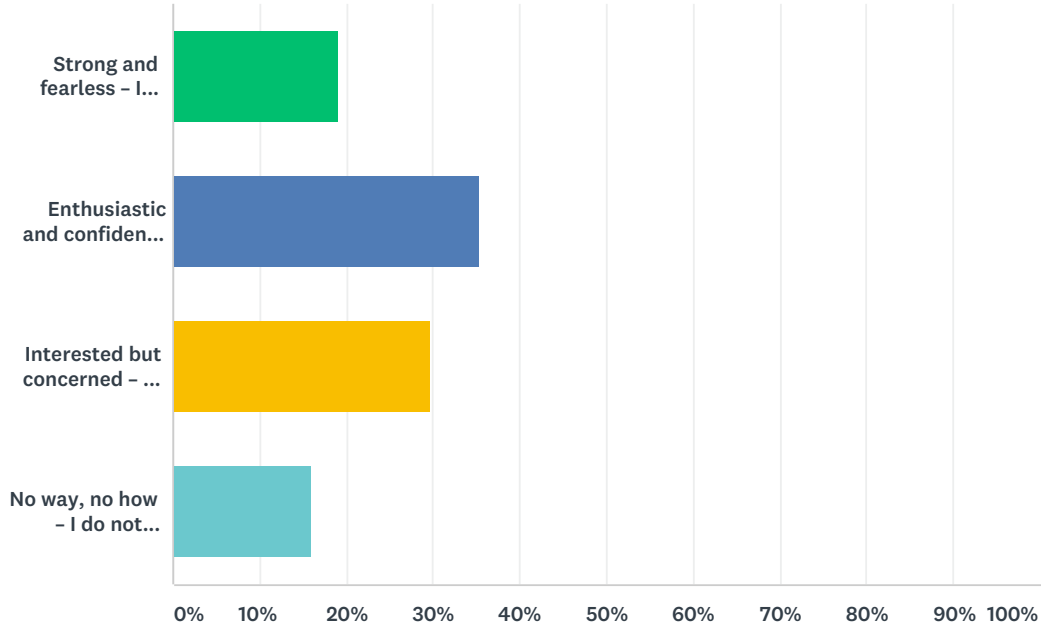
119	Having bike racks in parking lots/ side walks. Said bike rack should not be in underground parking or some place hard to find, where you have to navigate car traffic.	11/17/2017 2:52 PM
120	I'd love a good, easy bike lane connector to any bus stop on 520.	11/17/2017 1:39 PM
121	sufficient and safe bike storage	11/17/2017 1:17 PM
122	I actively try and avoid downtown Bellevue because of the infrastructure and number of accidents and deaths.	11/17/2017 10:05 AM
123	Probably makes no difference. Do I want dedicated bike lanes? Yes, for safety and peace of mind, but it won't change my number of trips. I will take them even if not as safe.	11/17/2017 8:56 AM
124	No and NO for more congestion. Make bike riders get a license. Just like cars. Its a vehicle and should pay !	11/17/2017 8:46 AM
125	also a good place for parking my bike so that it doesn't get stolen.	11/17/2017 8:40 AM
126	Too many cars already there...and they pay for the road	11/17/2017 8:27 AM
127	Hell No - I deal with these bike lanes in Seattle - they make traffic situation very bad. Congestion like crazy. Furthermore- none of these Bikers follow the rules of the road. BAD IDEA	11/17/2017 7:38 AM
128	None of these would encourage me to ride a bike in Downtown Bellevue. I do so already. It's fine.	11/17/2017 6:34 AM
129	Cyclists have to decide if they are on the roads or pavements not pick whatever is most convenient	11/17/2017 12:06 AM
130	Eliminate bike lanes/paths to nowhere, eg NE 12th between 116th NE and 112th NE. There is no good way from its end at 112th to a left turn on 110th Ave.	11/16/2017 6:09 PM
131	A good way to cross NE 8th. I live in SE Bellevue, work in Kirkland, and crossing NE 8th is the single biggest hurdle. How about a bike overpass??? :) The rail corridor path will be a big improvement for this aspect.	11/16/2017 4:50 PM
132	If the intersections prioritized bikes rather than cars (long lights)	11/16/2017 4:42 PM
133	If there were no other vehicles & exhaust	11/16/2017 3:48 PM
134	better behavior by motorists	11/16/2017 10:46 AM
135	I would not likely ride any more frequently in Downtown Bellevue than I currently do, with the minor possibility that I may take a bike share bike to Old Bellevue or other destinations that are just a bit far to walk at lunch.	11/16/2017 9:25 AM
136	If it had a bike ring road	11/16/2017 1:06 AM
137	I live far away from downtown and it's too hilly to get there.	11/15/2017 7:19 PM
138	I would ride more if it wasn't such a hassle to grt my bike from condo garage, 2 floors down.	11/15/2017 4:54 PM
139	Connection with SRT and 520 bike trail. I'd like to commute using bike from Redmond if there is good connection with SRT/520 trail.	11/15/2017 4:20 PM
140	Extending Cross-Kirkland Corridor to Bellevue Downtown	11/15/2017 4:10 PM
141	more/better driver education about "share the road" and a law that says cars must be 3 feet away from bikes.	11/15/2017 3:25 PM
142	Off street bike pathways	11/15/2017 3:20 PM
143	I prefer to walk in Downtown Bellevue, and often do. It's easy to get around by foot.	11/15/2017 2:46 PM
144	Better bike lanes would enhance riding in/through downtown, but would not necessarily encourage me to ride more often.	11/15/2017 2:16 PM
145	Current bike routes and streets are adequate	11/15/2017 2:00 PM
146	once the 520 floating bridge bike lane opens up I plan to ride to work as much as possible	11/15/2017 12:50 PM
147	better connection to bike trails	11/15/2017 12:16 PM
148	520 bridge	11/15/2017 12:00 PM
149	keep them off the streets!	11/15/2017 11:23 AM
150	No	11/15/2017 10:35 AM

Downtown Demonstration Bikeway Project Survey

151	Bike lanes not enough to encourage - would need separate protected bike facility	11/15/2017 10:29 AM
152	safe place to leave my bike. supervised bike lock up area with check in/check out system	11/15/2017 10:20 AM
153	Do not take away on street parking in downtown Bellevue to make a bike lane. You've already done this in places and this is not fair to City of Bellevue residents and you are already getting rid of on street parking to help our developers of new construction and that, too, is NOT fair to City of Bellevue residents.	11/15/2017 10:09 AM
154	Lower speed limits and protected intersections	11/15/2017 7:58 AM
155	the traffic already is so bad during rush hour pedestrians get hit almost daily. adding bikes will greatly increase the traffic hazards.	11/14/2017 7:38 PM
156	Downtown is ok if you choose the streets right, it's the high speed traffic 118th ave SE that is gonna kill me. Drop the speed limit to 25 there.	11/14/2017 7:14 PM
157	Safe connections to regional trails/routes	11/14/2017 6:43 PM

Q3 Which of the following do you feel best describes your relationship to bicycling?

Answered: 1,223 Skipped: 29



ANSWER CHOICES	RESPONSES
Strong and fearless – I am an experienced cyclist and will ride just about anywhere	19.05% 233
Enthusiastic and confident – I enjoy bicycling and will sometimes ride in lanes shared with auto traffic, but I prefer bike lanes or off-street paths	35.40% 433
Interested but concerned – I do not feel safe mixing with auto traffic and only ride in separated bike lanes or on off-street paths	29.68% 363
No way, no how – I do not bicycle and have no interest in bicycling	15.86% 194
TOTAL	1,223

Q7 Please provide the following information about the business or organization you represent so that we can contact you to confirm your participation in this survey and follow-up with you if you have any additional concerns you would like to discuss.

Answered: 83 Skipped: 1,169

ANSWER CHOICES	RESPONSES	
Your Name:	97.59%	81
Your Work Phone Number:	86.75%	72
Your Work Email Address:	95.18%	79

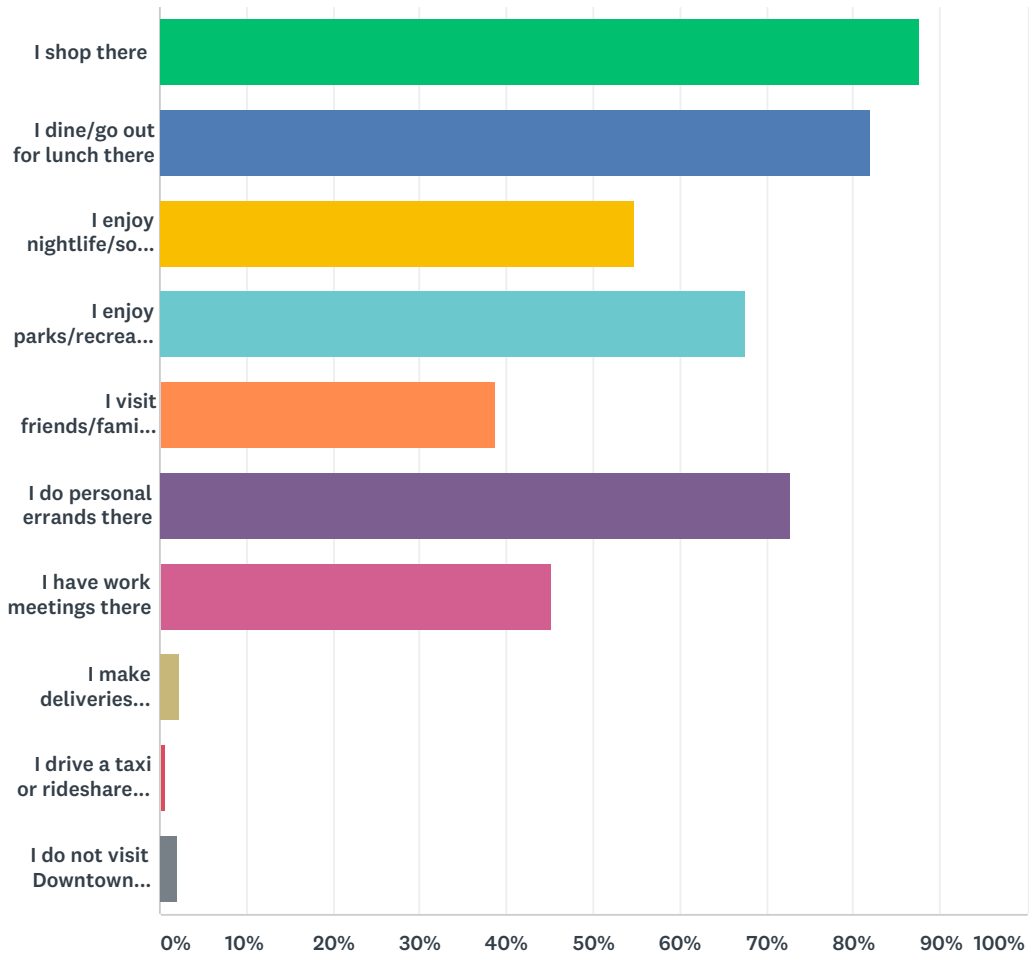
#	YOUR NAME:	DATE
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Write-in responses omitted to protect respondent privacy.

Downtown Demonstration Bikeway Project Survey

Q8 For what other purposes do you visit Downtown Bellevue? Select all that apply.

Answered: 1,184 Skipped: 68



ANSWER CHOICES	RESPONSES	
I shop there	87.67%	1,038
I dine/go out for lunch there	81.93%	970
I enjoy nightlife/social activities there	54.90%	650
I enjoy parks/recreational activities there	67.48%	799
I visit friends/family there	38.68%	458
I do personal errands there	72.89%	863
I have work meetings there	45.19%	535
I make deliveries there	2.28%	27
I drive a taxi or rideshare service there	0.68%	8
I do not visit Downtown Bellevue	2.03%	24

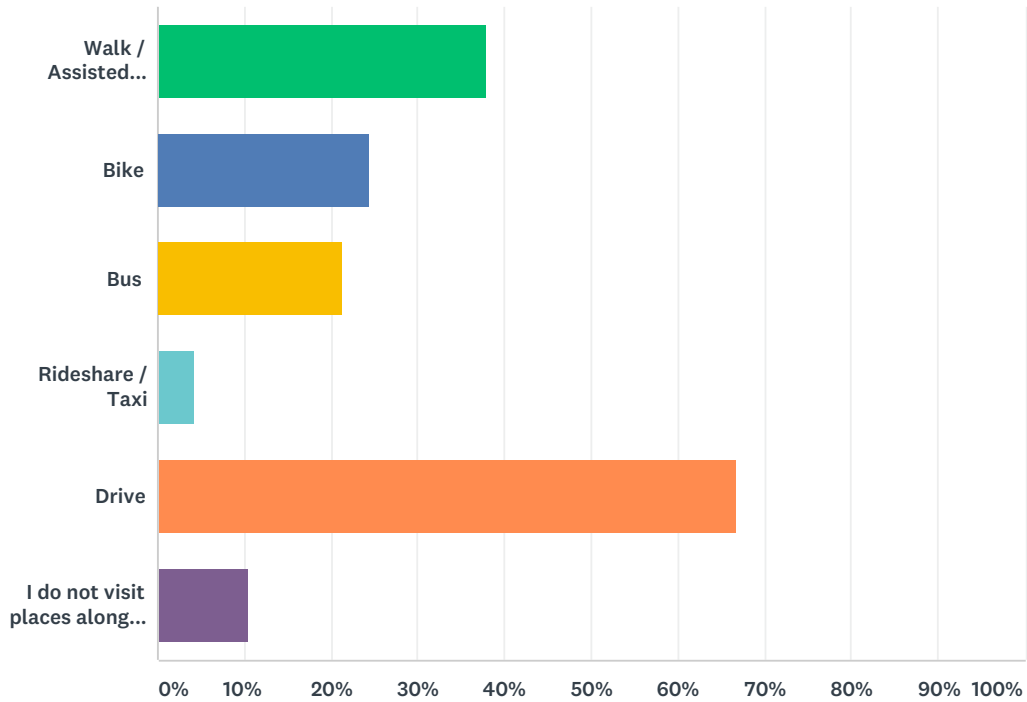
Downtown Demonstration Bikeway Project Survey

Total Respondents: 1,184

Downtown Demonstration Bikeway Project Survey

Q9 Do you currently live, work, or regularly visit places along 108th Ave NE? How do you typically get there? Select all travel modes that apply.

Answered: 1,130 Skipped: 122

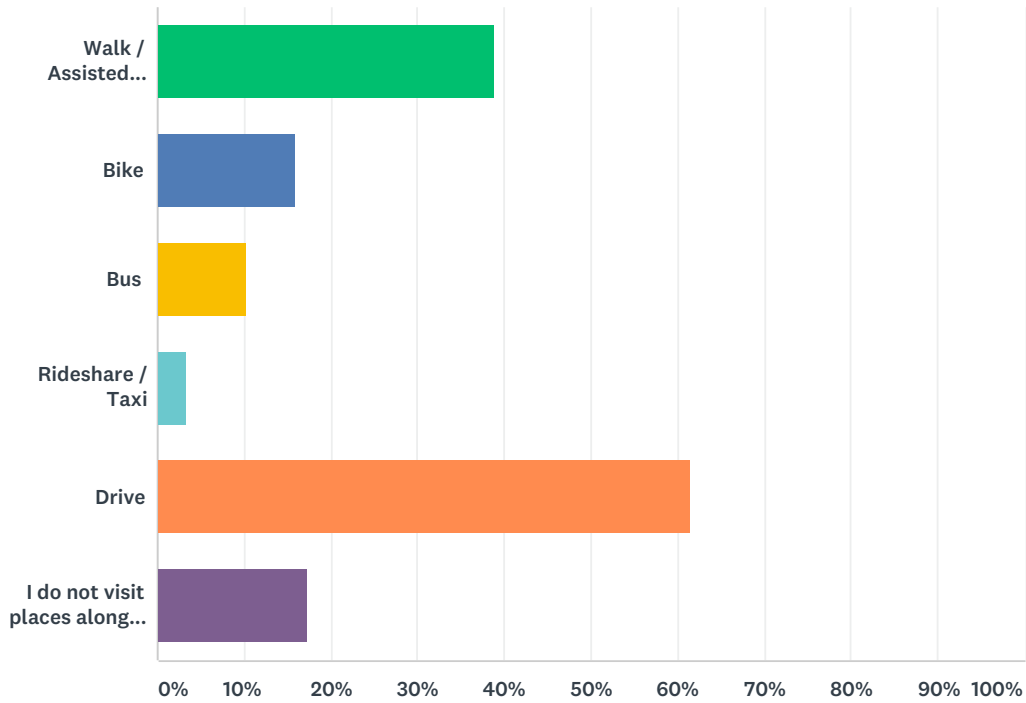


ANSWER CHOICES	RESPONSES	
Walk / Assisted Mobility	37.79%	427
Bike	24.42%	276
Bus	21.33%	241
Rideshare / Taxi	4.16%	47
Drive	66.81%	755
I do not visit places along 108th Ave NE	10.53%	119
Total Respondents: 1,130		

Downtown Demonstration Bikeway Project Survey

Q10 Do you currently live, work, or regularly visit places along 106th Ave NE? How do you typically get there? Select all travel modes that apply.

Answered: 1,117 Skipped: 135

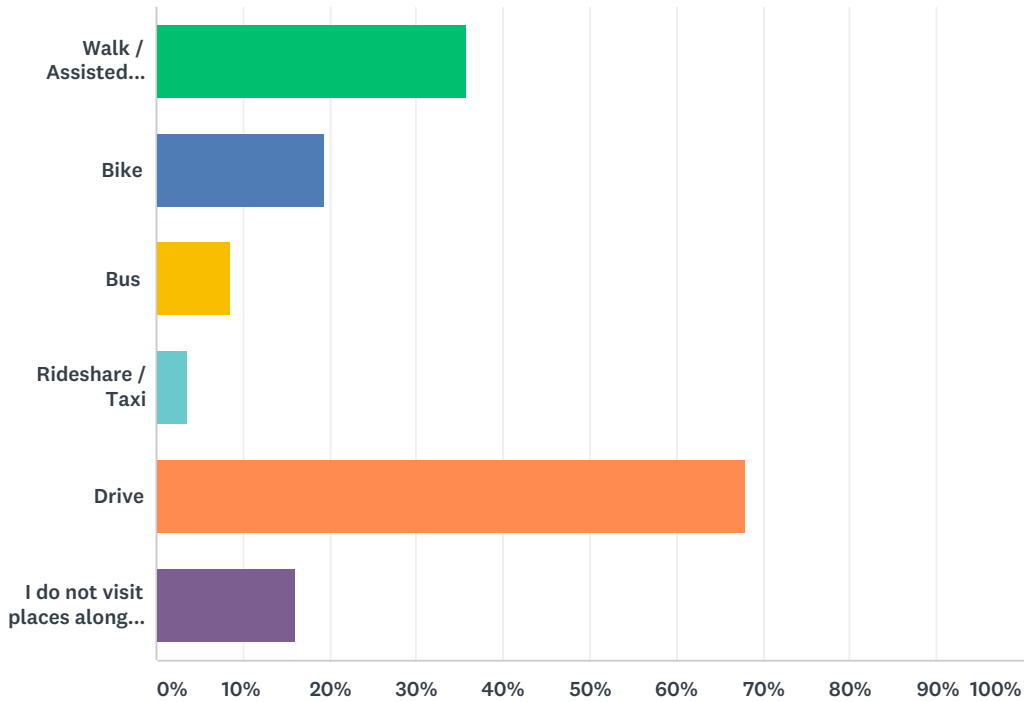


ANSWER CHOICES	RESPONSES	
Walk / Assisted Mobility	38.94%	435
Bike	15.94%	178
Bus	10.30%	115
Rideshare / Taxi	3.31%	37
Drive	61.59%	688
I do not visit places along 106th Ave NE	17.46%	195
Total Respondents: 1,117		

Downtown Demonstration Bikeway Project Survey

Q11 Do you currently live, work, or regularly visit places along Main St?
How do you typically get there? Select all travel modes that apply.

Answered: 1,118 Skipped: 134

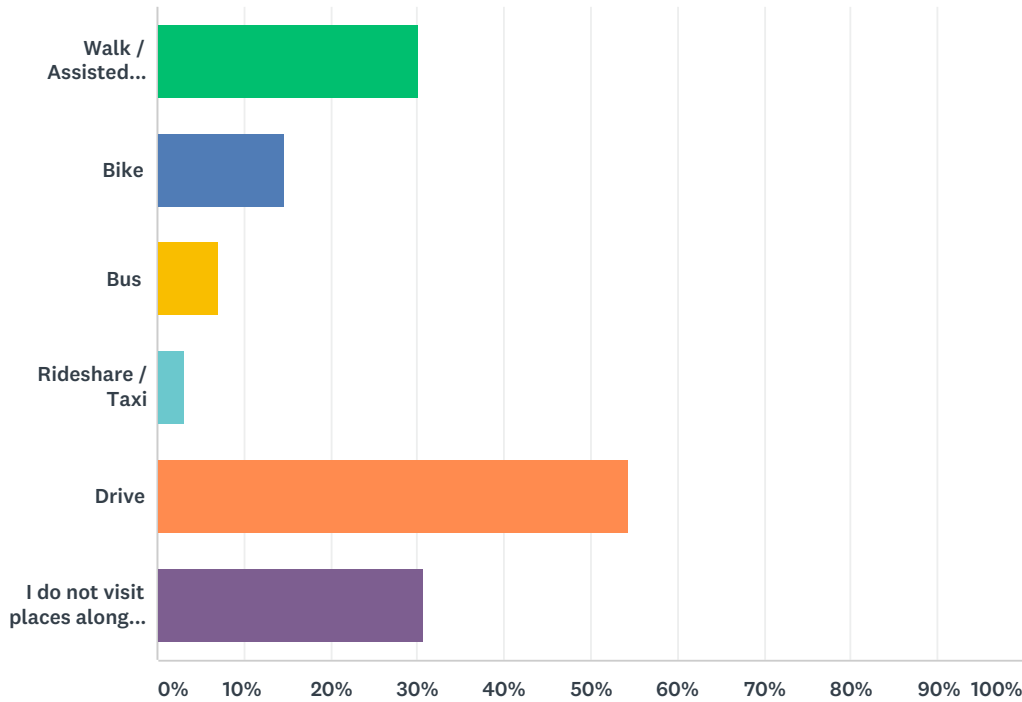


ANSWER CHOICES	RESPONSES	
Walk / Assisted Mobility	35.87%	401
Bike	19.41%	217
Bus	8.68%	97
Rideshare / Taxi	3.58%	40
Drive	67.98%	760
I do not visit places along Main St	16.19%	181
Total Respondents: 1,118		

Downtown Demonstration Bikeway Project Survey

Q12 Do you currently live, work, or regularly visit places along NE 2nd St? How do you typically get there? Select all travel modes that apply.

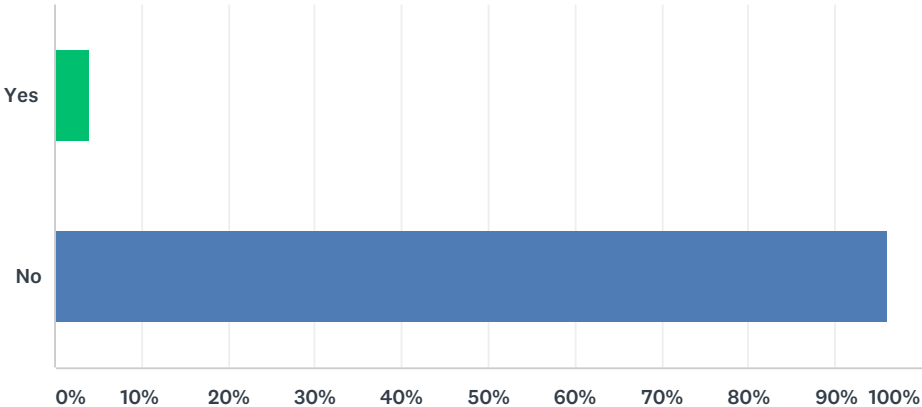
Answered: 1,107 Skipped: 145



ANSWER CHOICES	RESPONSES	
Walk / Assisted Mobility	30.17%	334
Bike	14.72%	163
Bus	7.05%	78
Rideshare / Taxi	3.16%	35
Drive	54.38%	602
I do not visit places along NE 2nd St	30.80%	341
Total Respondents: 1,107		

Q13 Do you own or manage a property located on one of these streets?

Answered: 1,143 Skipped: 109



ANSWER CHOICES	RESPONSES
Yes	4.02% 46
No	95.98% 1,097
TOTAL	1,143

Q14 Please provide the following information about the property you own or manage so that we can contact you to confirm your participation in this survey and follow-up with you if you have any additional concerns you would like to discuss.

Answered: 31 Skipped: 1,221

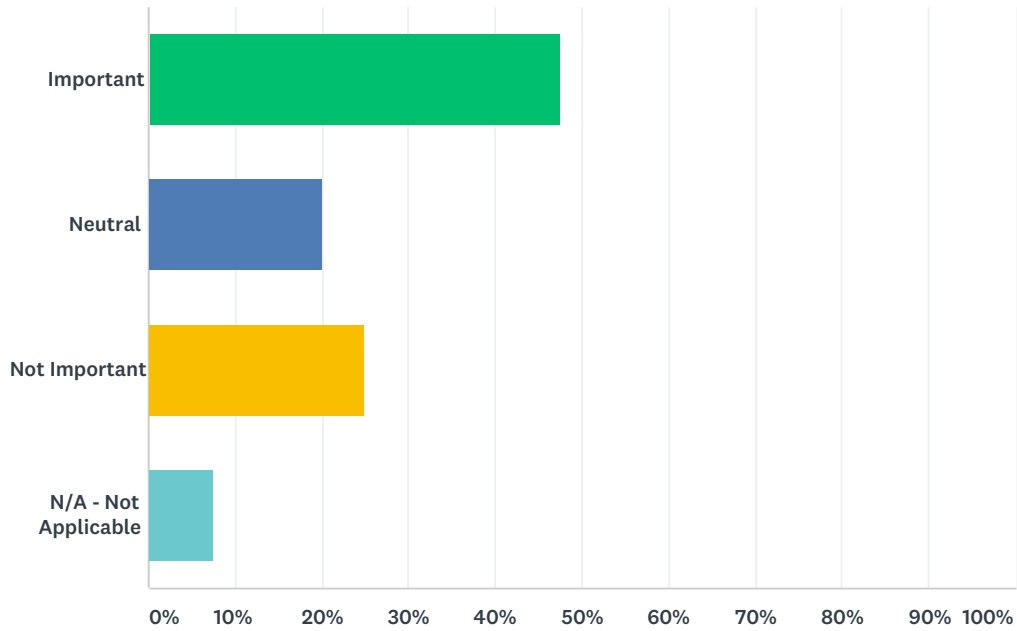
ANSWER CHOICES	RESPONSES	
Your Name:	96.77%	30
Your Property's Address:	83.87%	26
Your Work Phone Number:	61.29%	19
Your Work Email Address:	74.19%	23

#	YOUR NAME:	DATE
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Write-in responses omitted to protect respondent privacy.

Q15 How important for your property/business is on-street parking along your street?

Answered: 40 Skipped: 1,212



ANSWER CHOICES	RESPONSES
Important	47.50% 19
Neutral	20.00% 8
Not Important	25.00% 10
N/A - Not Applicable	7.50% 3
TOTAL	40

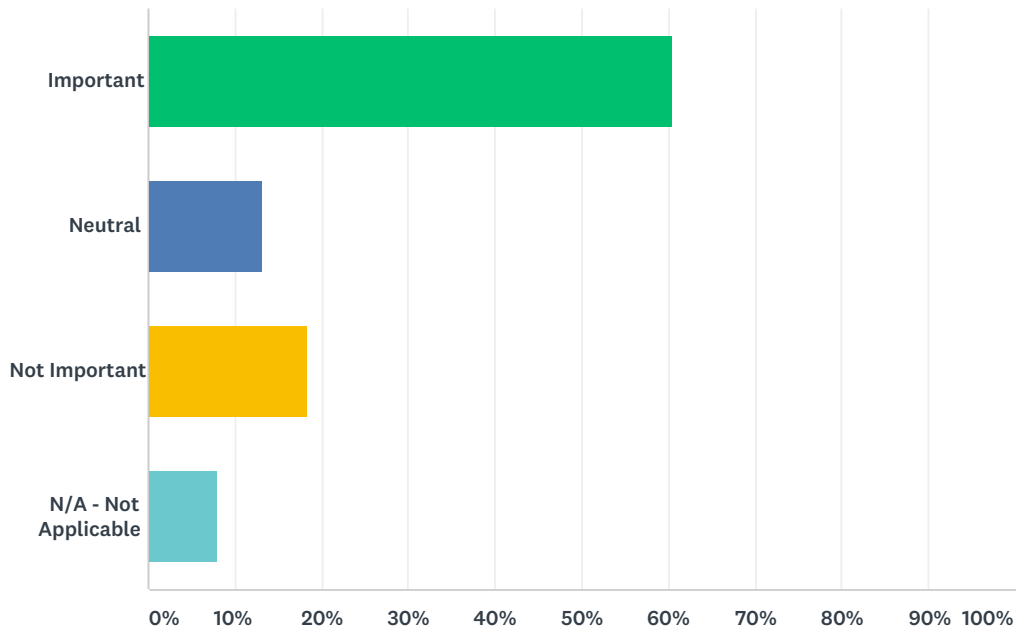
#	PLEASE EXPLAIN. (100 CHARACTER LIMIT)	DATE
1	Not enough public parking in downtown Bellevue. Eliminating additional parking will impact visitors.	12/29/2017 9:34 PM
2	on-street parking for visiting guests and friends	12/21/2017 3:32 PM
3	Very dense parking. Business deliveries / pickups NEED temp parking spaces on street	12/16/2017 4:47 PM
4	Our building has underground parking.	12/10/2017 3:53 PM
5	already enough parking on 108th past the library toward zumdiek park - do not change the residential streets	12/1/2017 11:09 AM
6	there is already on-street parking from ne 12th to zumdiek park - that is more than sufficient	12/1/2017 11:03 AM
7	from NE 12th-NE14th there is a wide enough area that could have on-street parking which is useful - after the park NO - no parking is needed - it's residential	12/1/2017 9:51 AM
8	Fuck bikes. They are not a scalable solution	11/30/2017 9:11 PM
9	i hope no car park along my house	11/29/2017 4:50 PM
10	Parking and ease of parking is very important	11/27/2017 9:54 AM

Downtown Demonstration Bikeway Project Survey

11	Many truck, postal, catering & drop offs take place continuously throughout day.	11/21/2017 9:22 PM
12	108 is a major commercial thorough fare. Not a good candidate for reducing lanes	11/21/2017 10:05 AM
13	Not everyone wants to use underground parking or have to pay for parking for a quick trip.	11/19/2017 8:00 PM
14	Commercial parking is outrageously expensive and already very difficult to find free street parking that is needed for quick/temporary access to our residence.	11/19/2017 9:09 AM
15	parking take too much time for a short thing such as pick up a mail, drop something (only take less than 5 mins)	11/15/2017 10:08 PM
16	it would help friends to visit me	11/15/2017 5:02 PM

Q16 How important for your property/business is curb-side loading/unloading space along your street?

Answered: 38 Skipped: 1,214



ANSWER CHOICES	RESPONSES	
Important	60.53%	23
Neutral	13.16%	5
Not Important	18.42%	7
N/A - Not Applicable	7.89%	3
TOTAL		38

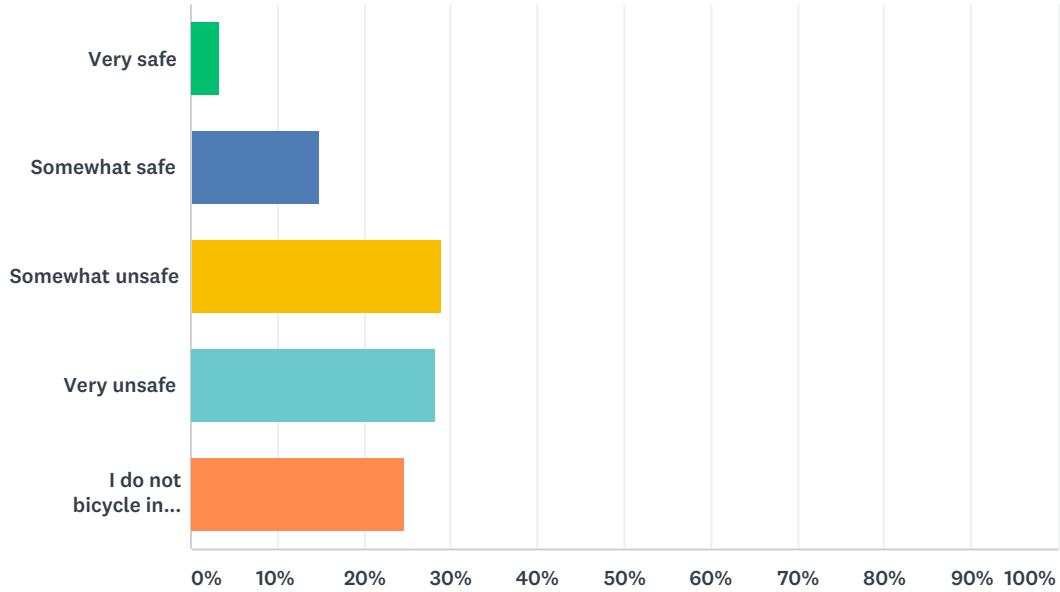
#	PLEASE EXPLAIN. (100 CHARACTER LIMIT)	DATE
1	Deliveries / Pickups from our 500+ unit condo building need temp parking space all day	12/16/2017 4:47 PM
2	Bellevue Pacific Tower has parking circle owned by the building for this purpose.	12/10/2017 3:53 PM
3	There are retail businesses in this building that get daily delivery	12/5/2017 12:47 PM
4	with only 1 lane it gets back up by the hotels/apts	12/1/2017 11:09 AM
5	when there is only 1 lane of thru traffic, it gets backed up terribly with onloader/loaders and people waiting for people	12/1/2017 11:03 AM
6	uber and other quick drop offs need a place to load/unload and not block traffic especially if only 1 lane	12/1/2017 9:51 AM
7	Bikes cause more problems	11/30/2017 9:11 PM
8	I hope no curb side loading along my street	11/29/2017 4:50 PM
9	See above....also, trucks park in center St. left turn lane in order to supply restaurants	11/21/2017 9:22 PM
10	Both the Bellevue Towers and the Bellevue Connection next door have a ton of deliveries. Removing roadway space for a bike lane would make an already crowded street worse.	11/21/2017 10:53 AM

Downtown Demonstration Bikeway Project Survey

11	Currently, delivery trucks are using the turning lanes to park and make their deliveries.	11/19/2017 8:00 PM
12	Delivery trucks are routinely and frequently parking in turning lanes creating blind spots and making driving more dangerous.	11/19/2017 9:09 AM
13	Loading and unloading zones are probably the most important thing I want added to downtown Bellevue. But true loading and unloading zones, not a place for taxis to park. Uber and Lyft regularly block lanes.	11/16/2017 3:03 AM
14	not easy to drop things in other places and take long time to find parking	11/15/2017 10:08 PM
15	Often just need to make a quick stop.	11/15/2017 5:02 PM

Q17 With current conditions, how safe do you feel riding a bicycle in Downtown Bellevue?

Answered: 1,126 Skipped: 126

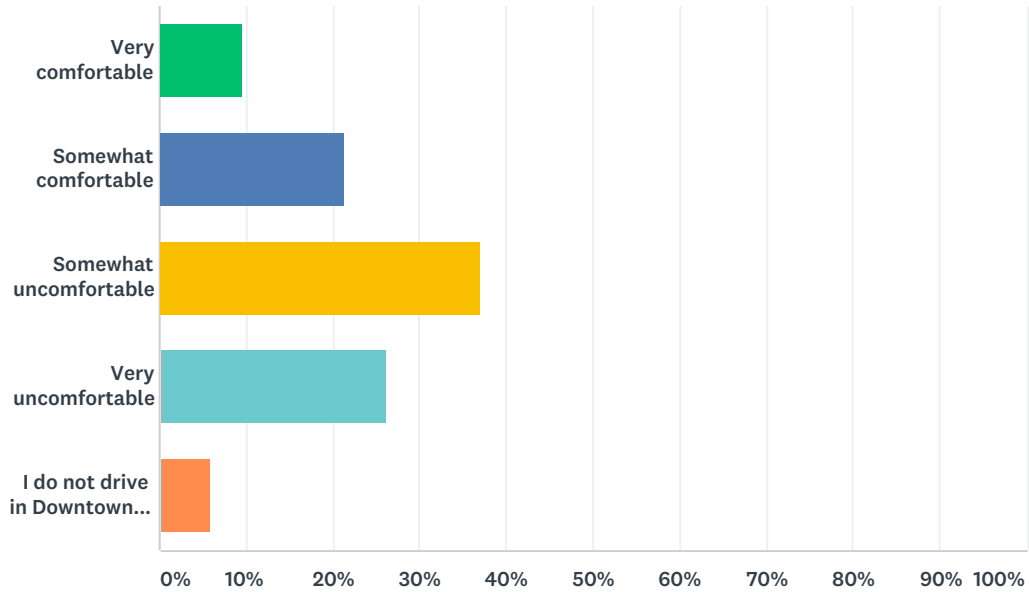


ANSWER CHOICES	RESPONSES
Very safe	3.29% 37
Somewhat safe	14.92% 168
Somewhat unsafe	28.86% 325
Very unsafe	28.33% 319
I do not bicycle in Downtown Bellevue	24.60% 277
TOTAL	1,126

Downtown Demonstration Bikeway Project Survey

Q18 With current conditions, how comfortable do you feel driving next to people bicycling in Downtown Bellevue?

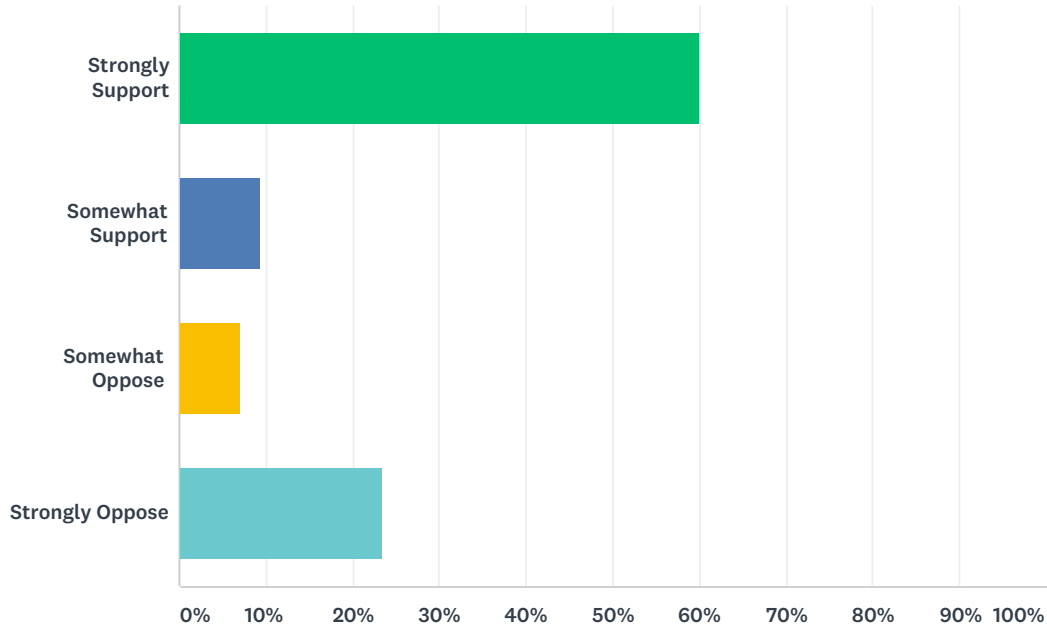
Answered: 1,126 Skipped: 126



ANSWER CHOICES	RESPONSES	
Very comfortable	9.68%	109
Somewhat comfortable	21.40%	241
Somewhat uncomfortable	37.03%	417
Very uncomfortable	26.11%	294
I do not drive in Downtown Bellevue	5.77%	65
TOTAL		1,126

Q19 In general, do you support any kind of bike lanes in Downtown Bellevue to improve safety for people who bicycle?

Answered: 1,127 Skipped: 125

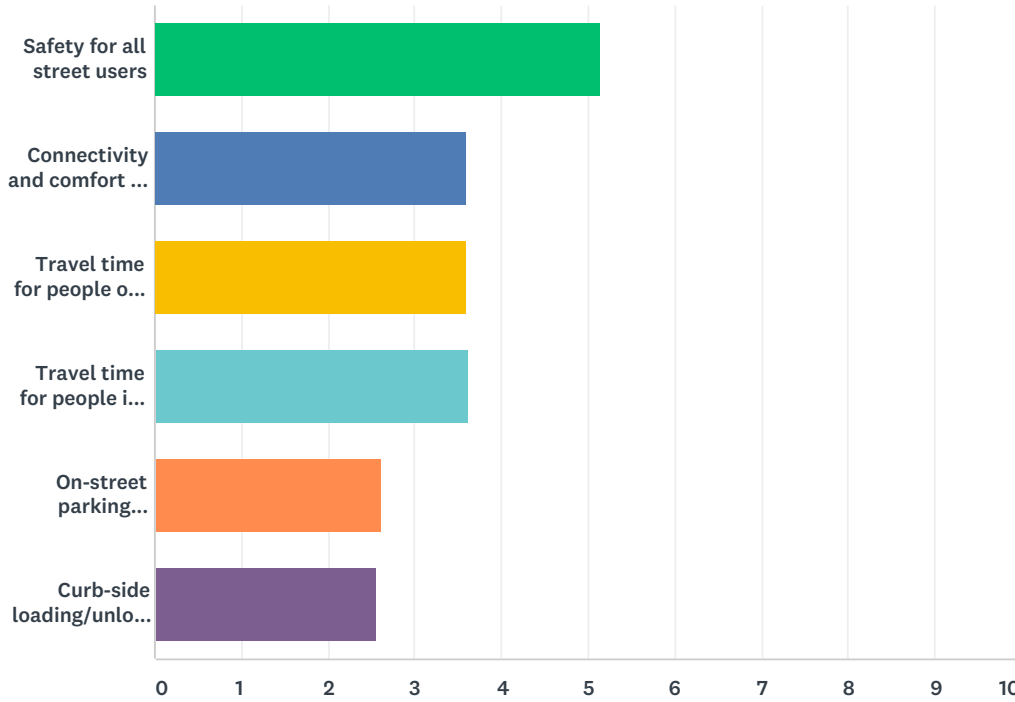


ANSWER CHOICES	RESPONSES	
Strongly Support	59.98%	676
Somewhat Support	9.49%	107
Somewhat Oppose	7.10%	80
Strongly Oppose	23.43%	264
TOTAL		1,127

Downtown Demonstration Bikeway Project Survey

Q20 One or more of the following conditions could be impacted on the street selected for a demonstration bikeway. We want to be mindful of the community’s priorities as we select a preferred street. Please rank the following in order of importance to you:

Answered: 1,087 Skipped: 165

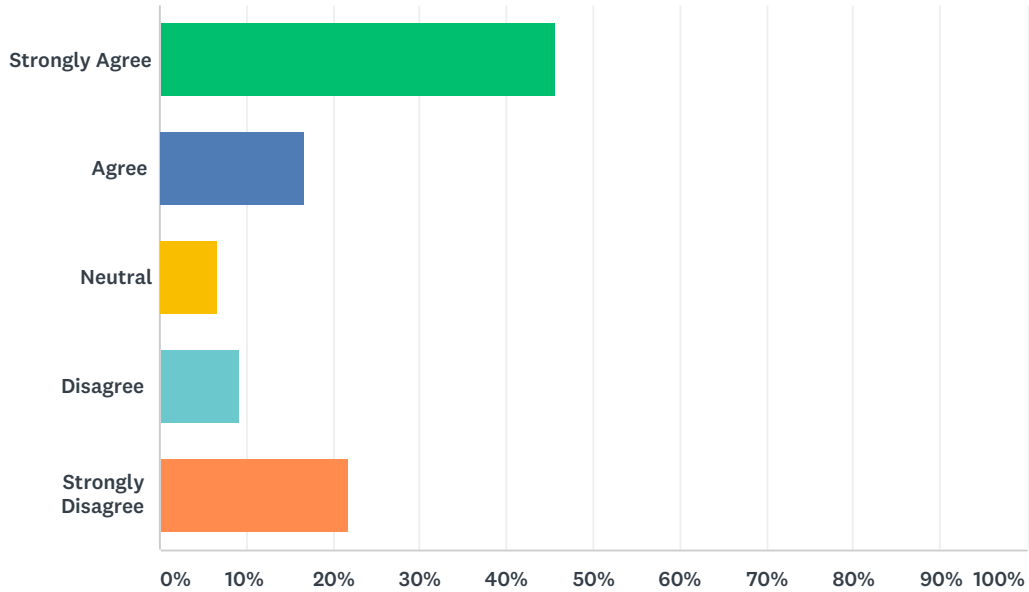


	1	2	3	4	5	6	TOTAL	SCORE
Safety for all street users	64.73% 670	11.98% 124	8.99% 93	5.41% 56	5.70% 59	3.19% 33	1,035	5.15
Connectivity and comfort of facilities for people on bikes	9.90% 104	34.06% 358	15.22% 160	9.13% 96	9.32% 98	22.36% 235	1,051	3.59
Travel time for people on buses	4.07% 42	19.77% 204	35.17% 363	20.64% 213	13.86% 143	6.49% 67	1,032	3.60
Travel time for people in private vehicles	17.50% 182	17.60% 183	14.13% 147	22.40% 233	17.31% 180	11.06% 115	1,040	3.62
On-street parking availability	4.34% 45	12.33% 128	11.95% 124	14.07% 146	25.53% 265	31.79% 330	1,038	2.61
Curb-side loading/unloading space (for deliveries, rideshare pickup/drop-off)	2.83% 30	4.25% 45	14.35% 152	27.10% 287	26.53% 281	24.93% 264	1,059	2.55

Downtown Demonstration Bikeway Project Survey

Q21 Do you agree that some tradeoffs to motor vehicle traffic flow and parking convenience are acceptable to provide safe facilities for people who bike in Downtown?

Answered: 1,100 Skipped: 152

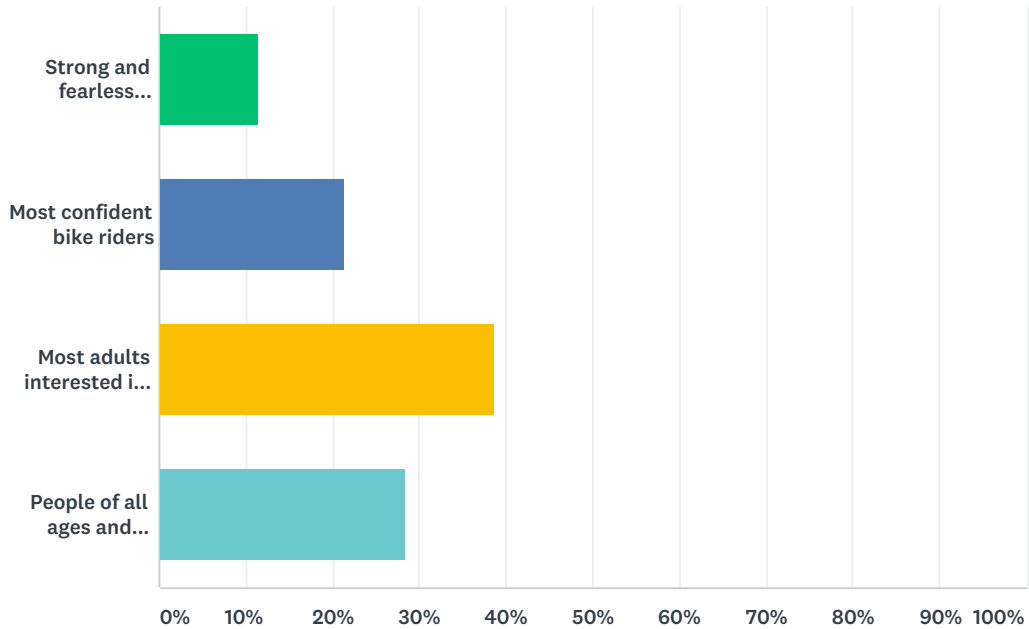


ANSWER CHOICES	RESPONSES	
Strongly Agree	45.64%	502
Agree	16.73%	184
Neutral	6.73%	74
Disagree	9.18%	101
Strongly Disagree	21.73%	239
TOTAL		1,100

Downtown Demonstration Bikeway Project Survey

Q22 Who should bicycle facilities in Downtown Bellevue be designed to serve?

Answered: 1,067 Skipped: 185

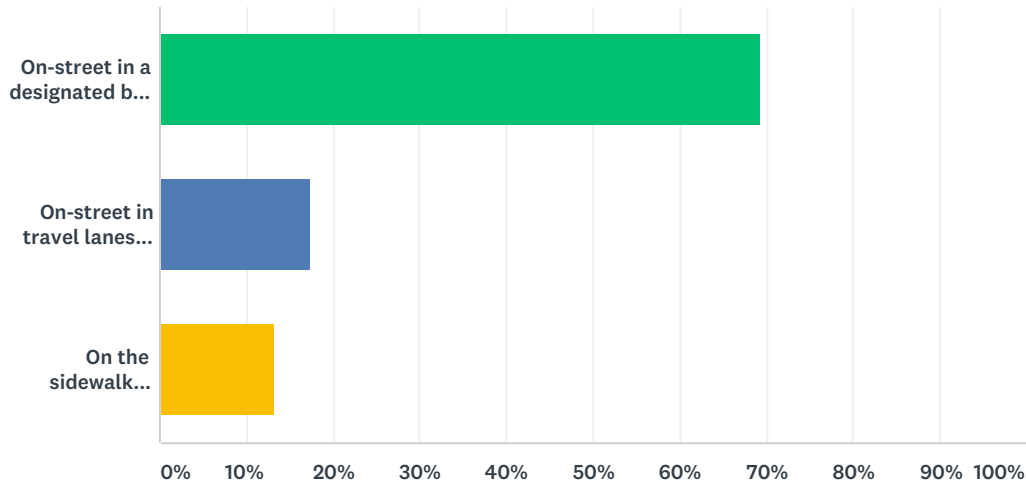


ANSWER CHOICES	RESPONSES	
Strong and fearless cyclists only	11.53%	123
Most confident bike riders	21.37%	228
Most adults interested in riding a bike	38.71%	413
People of all ages and abilities, from children to older adults	28.40%	303
TOTAL		1,067

Downtown Demonstration Bikeway Project Survey

Q23 Where do you think that people bicycling in Downtown Bellevue should ride?

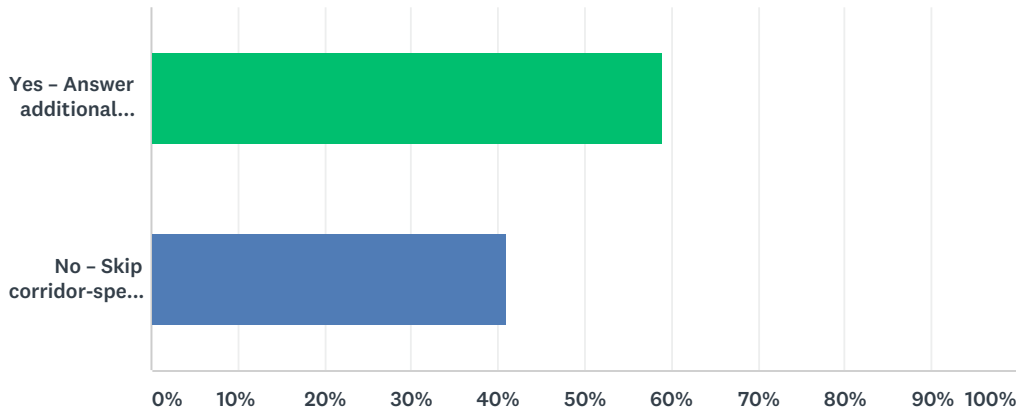
Answered: 1,073 Skipped: 179



ANSWER CHOICES	RESPONSES	
On-street in a designated bike lane	69.34%	744
On-street in travel lanes shared with motor vehicles	17.43%	187
On the sidewalk sharing space with people walking	13.23%	142
TOTAL		1,073

Q24 Would you like to learn more about the four candidate corridors and give us more specific feedback about the design concepts and trade-offs being considered for each of them? The additional questions will take about 10 minutes to complete.

Answered: 1,098 Skipped: 154

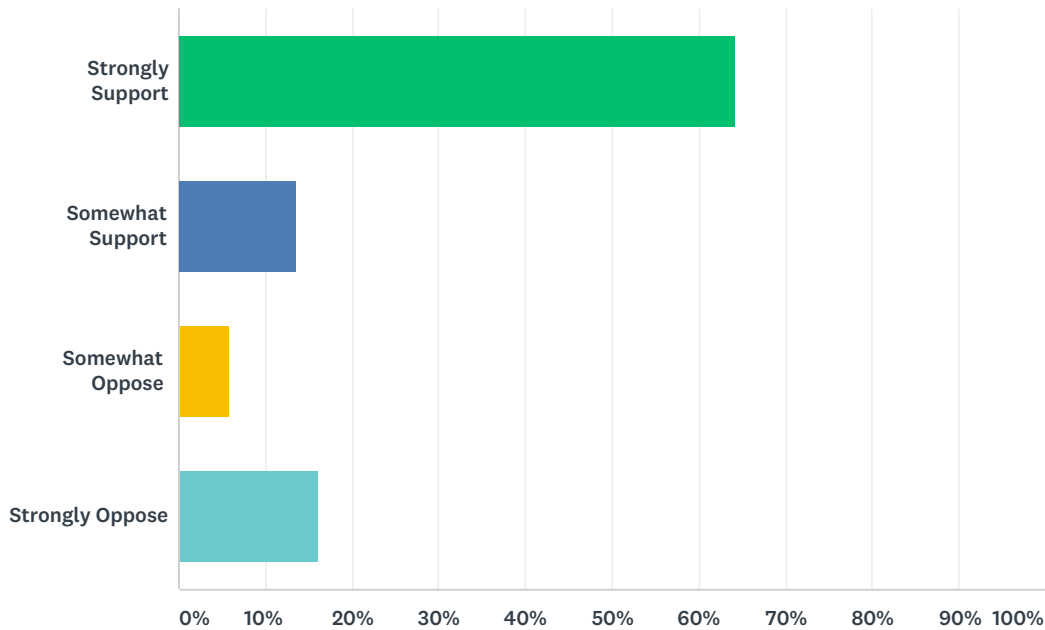


ANSWER CHOICES	RESPONSES	
Yes – Answer additional questions	59.02%	648
No – Skip corridor-specific questions	40.98%	450
TOTAL		1,098

Downtown Demonstration Bikeway Project Survey

Q25 Do you support the idea of bike lanes on 108th Ave NE to improve safety for people who bicycle?

Answered: 623 Skipped: 629



ANSWER CHOICES	RESPONSES	
Strongly Support	64.21%	400
Somewhat Support	13.64%	85
Somewhat Oppose	5.94%	37
Strongly Oppose	16.21%	101
TOTAL		623

#	PLEASE EXPLAIN WHY OR WHY NOT.	DATE
1	bike lanes will not improve congestion and/or safety. Seniors rarely ride bikes, downtown Bellevue has very many retired and semi ambulatory residents that can not ride even if they wanted to. You're responding to the very minor population that ride and ignoring the many residents and downtown shoppers that rely on bus and autos for transportation.	1/1/2018 4:57 PM
2	This looks very confusing. Consumer and business traffic is compromises for a the few who bike.	1/1/2018 10:50 AM
3	This Mught have negative impact on the traffic around kids quest museum and the assisted living center.	12/31/2017 1:04 AM
4	This stret gives easy access to transit center	12/30/2017 8:41 PM
5	Bellevue vehicular traffic is far too dense to support bicyclists. It makes absolutely no sense to me to throw more bicycles into the mix when it places both the bicyclists and vehicles at risk (by dodging bicyclists). Particularly in a region whereso much of the year has a weather environment that makes traveling by bicycle more risky that it already is. Lest you think I'm an anti-byble nut, I rode motorcycles and bikes for over 40 years. I gave up motorcycling years ago and only ride a bike on bike paths that are limited to pedestrian and bike riders. Please use our limited resources to enhance public transit.	12/30/2017 7:31 PM

Downtown Demonstration Bikeway Project Survey

6	Bike accommodations are NOT justifiable in Bellevue. The climate is too wet and cold, and the terrain has too many hills. I'm sure the ideas make sense in other areas but NOT in Bellevue. In addition, the proposed corridors are not where people use bicycles. The reasons for this are not related to safety or a lack of bike accommodations, but are instead related to my comments above. Don't allow a few enthusiasts to dominate the conversation. Bike enthusiasts will ride regardless of special accommodations.	12/30/2017 6:17 PM
7	Current discomfort for biking are frequent and long traffic lights, not a lack of bike lanes.	12/29/2017 10:44 PM
8	Bicycle lanes make it more dangerous for everyone. Don't ruin Bellevue like Seattle has been ruined.	12/29/2017 10:40 PM
9	Concern that current traffic and enforcement of laws needs to be addressed. I walk the city daily and do not feel safe given drivers running red lights and ignoring pedestrian walk lanes. Bike lanes on any new streets will only work when the behavior of drivers is addressed.	12/29/2017 9:43 PM
10	This is a high bus traffic area with construction scheduled for the corner of 108th/4th and in front of Bellevue Towers, which I suspect will create a lot of short term (3 year) confusion. But I think it appropriate with the transit center and light rail coming into the City Hall area. I have a scooter and would never think of using it downtown--too unsafe. I walk 4x/week from City Hall to Bellevue Park for 6 miles and am almost killed each walk by people taking "free rights" onto 4th, Bellevue Way or on the back end of the Park. Traffic carelessness is horrible.	12/29/2017 6:23 PM
11	108th (and 106th) seems like a good choice however, it appears to be segmented. Yoioo need to have a dedicated lane ALL the length of the route.....segegmenting and having different designations (stripes or whatever) will only confuse motorists like in Seattle.....Don't do anything that will cause confusion as occasional drivers into Bellevue will not understand where they are allowed, etc.	12/29/2017 5:19 PM
12	I do not want the city to remove traffic lanes which serve many car travelers for the purpose of serving a few bicyclists. If there can be both the same number of existing traffic lanes and an additional bike lane, I might support it.	12/29/2017 4:33 PM
13	Bellevue already has safety issues for pedestrians. We don't need bikes to make the travel even more unsafe.	12/29/2017 11:25 AM
14	Most logical connection to 520 and I-90 bike routes. Top of ridge line means fewer hills to climb travelling N-S	12/29/2017 10:55 AM
15	There is too much going on in this space! Bellevue needs to do something about new drivers from foreign countries who do not take driver's training and do not understand the rules of the road. I have witnessed multiple accidents by these unprepared drivers. Until this addressed, the Bellevue streets are unsafe for drivers, cyclists and pedestrians. This is a very serious problem!!!!	12/29/2017 10:11 AM
16	The loss of a lane of the street carrying very heavy traffic is too much of a loss. If one applies the concept "the greatest good for the greatest number", bicycles lose out.	12/29/2017 12:27 AM
17	I am familiar with this type of lane changes in Seattle & feel it is too restrictive for car drivers. I would prefer marked bike lanes without all of the barriers.	12/28/2017 9:25 PM
18	I say stop taking away traffic lanes for bicycle lanes	12/28/2017 9:23 PM
19	Buses are placed in danger trying to share road with bikes, and that will push the bikes into road and into cars. Bikes and number of bike riders are NOT WORTH IT. Look at the cost versus benefits. A few rich white bike riders who think the rule the roads are institutional assholes who make life difficult for the majority, who use cars.	12/28/2017 8:56 PM
20	Substituting bike lanes for driving lanes will slow traffic.	12/28/2017 8:53 PM
21	I strongly support bicycle transit. Any way to encourage use of transit outside of single car driving is most desirable.	12/28/2017 7:44 PM
22	We need options besides cars and buses	12/28/2017 7:21 PM
23	Too busy with cars to have bikes	12/28/2017 6:52 PM
24	Connectivity to the transit station	12/28/2017 5:37 PM
25	In the "Concept of 108th Ave NE at Main St, looking north", it appears that cyclists would be separate and a safe distance from cars	12/28/2017 5:23 PM
26	The city already has ridiculous traffic for a city its size and has boxed itself in by not having street parking and building out to the edge. Pedestrian safety and ease of getting around is more important than bicycle traffic at this point.	12/28/2017 5:04 PM

Downtown Demonstration Bikeway Project Survey

27	Building bikes lanes is going to have little impact, if any, on moving people because few people bike to work or do errands. It does severely constrain vehicle movement. I work in downtown Seattle and the additional bike lanes have done nothing to help with traffic, in fact, they have made things much worse. Having separate bike trails away from motorized vehicles would be a good solution and would make leisure cycling an option for all.	12/28/2017 4:42 PM
28	Biking in downtown is currently hell!	12/28/2017 4:42 PM
29	The drivers in Bellevue are terrible and bicycle riders will get hurt. Bicycles and cars don't mix at all. Too much traffic moving through Bellevue to avoid 405	12/28/2017 4:39 PM
30	Downtown is a relatively small area and is easily walkable.]	12/28/2017 4:32 PM
31	I don't want bikes on the sidewalks; it is allowed in Seattle and it is unnerving to pedestrians and drivers.	12/28/2017 3:46 PM
32	Get them off the main road. I've seen too many bicyclists following road rules only when they want and pedestrian rules only when they want	12/28/2017 3:40 PM
33	It would increase traffic congestion along these routes.	12/28/2017 3:39 PM
34	Traffic is already so bad downtown. Like it or not Bellevue is a car centric city and the downtown area cannot afford to lose lanes to the few that bicycle downtown.	12/28/2017 3:34 PM
35	I do not feel that usability of the roads for drivers should be traded off for bicyclists. Road congestion and traffic is already terrible, and accommodating bicycles will only make things overall worse	12/28/2017 3:26 PM
36	Removing traffic lanes will only cause more congestion. There is not a large enough bicycle riders to remove a car/bus lane. Learn from other cities. Bike share programs do not work, bicycle lanes should not be considered unless there is a general population riding bicycles in downtown Bellevue. One other aspect, because I know regardless of the survey that you will implement bicycle lanes, consider tolling those lanes or finding a way to pay for them rather than your regular citizen of Bellevue who will never use them.	12/28/2017 3:00 PM
37	I see what the bike lanes have done to traffic flow in Seattle and it is a huge mess for drivers with only 3% of the population riding bikes. I don't think we should take away car lanes or parking.	12/28/2017 2:40 PM
38	You are going to dramatically increase congestion in the downtown corridor and increase my commute time!	12/28/2017 12:06 PM
39	urban centers need to move people not be recreation areas. downtown Bellevue is small enough that people who go to downtown on bikes can park and walk from place to place - this is a STUPID idea fostered by staffers with an agenda - and that agenda is not to serve the majority of people. This survey is skewed to produce answers that will support bike lanes. What % of people will EVER bike in downtown . Who do you serve Bellevue?, the people or the American Planning Association?	12/28/2017 11:23 AM
40	I work there being cars, people walking and the buses encouraging more bike traffic is a extremely bad idea. Too much traffic already.	12/28/2017 10:58 AM
41	I oppose adult bicyclists in general because a vast majority don't respect traffic laws.	12/28/2017 9:33 AM
42	Traffic is terrible in Bellevue as is. Please do not take car lanes for bicycle traffic.	12/27/2017 10:35 PM
43	It looks like riders would feel safer and also would encourage more riders	12/27/2017 10:29 PM
44	It will increase congestion on a major traffic carrier.	12/27/2017 9:41 PM
45	It's a huge waste of money and nobody rides a bike downtown	12/27/2017 8:24 PM
46	This street is already swamped at commute hours. Parking is scarce. Don't ruin downtown Bellevue by accommodating for a very small population of vocal bikers over the majority of people who need to travel via vehicles - cars, shared rides or busses.	12/27/2017 8:02 PM
47	The vehicle traffic is already heavy and the pedestrian traffic is the same.	12/27/2017 6:48 PM
48	Support protected bike lanes only, safer for everyone and encourages casual bike riders too	12/27/2017 6:37 PM
49	It's a lot of money and I don't see enough bikers to make it worth the cost.	12/27/2017 12:59 PM
50	I think that out of the four options, this is the most major vein of travel for cyclists, especially those who are coming and going to the Transit Center. I think this would be the smartest place to start implementing more comprehensive bike lanes in Bellevue.	12/27/2017 10:38 AM

Downtown Demonstration Bikeway Project Survey

51	108th has less traffic, I feel more comfortable biking there anyways. As a driver, I don't take 108th often so less cars are impacted. It will connect to other projects in the future and I can get all the way to 12th street where I can bike on the bridge-like structure comfortably away from the cars.	12/26/2017 1:55 AM
52	For the sake of our environment, bikes must be part of the equation.	12/21/2017 11:44 AM
53	Bellevue is lacking safe bicycle infrastructure. It is not safe currently to ride a bike in Bellevue. Not just the Downtown area, but everywhere.	12/21/2017 11:32 AM
54	Some people who ride only ride to commute. Not only feeling safe, but actually given the space to be safe and protected is extremely important.	12/21/2017 8:58 AM
55	Great transit connection	12/19/2017 10:45 PM
56	Because it is a convenient, time-saving and more people-dense mode of transportation.	12/19/2017 9:05 PM
57	Already crazy congested without bicycle lanes	12/16/2017 4:53 PM
58	I do not trust downtown Bellevue drivers to react safely to cyclists riding in standard traffic lanes; with the current map of dedicated/protected lanes downtown Bellevue seems to be an impregnable fortress for people who are only comfortable using dedicated lanes (like myself). I think a north-south corridor seems like an important part of making that better and having it along 108th makes sense to me.	12/16/2017 10:49 AM
59	Best connection for trails north/south of 108th	12/15/2017 3:20 PM
60	It is costly, narrows streets for automobile and bus use and the different lane designations become confusing to automobile drivers and pedestrians. Parking places are also reduced.	12/14/2017 1:07 PM
61	Ability to get to the transit center on a bicycle is valuable.	12/12/2017 11:10 PM
62	Many bikers use the Bellevue Transit center and need safe lanes for traveling to their destinations. This would also encourage other riders to use bus and bike to ease traffic congestion.	12/12/2017 1:34 PM
63	This is the main route North-South through the city and is currently dangerous to ride	12/12/2017 11:42 AM
64	It's a very busy part of town, with lots of visual distractions. Need dedicated bicycle lanes to increase safety for both cyclists and drivers.	12/12/2017 10:54 AM
65	108th had such potential as a bike lane	12/11/2017 8:52 PM
66	I think the close proximity of the facilities to the transit center allows for good connectivity. They would also allow people to travel into the heart of the city and then travel West on the path by the John Danz building to the hub of Bell Square.	12/11/2017 8:01 PM
67	I like the idea of bike lanes here, but auto congestion is terrible as it is; I worry adding bike lanes would turn it into gridlock. As a cyclist and a driver, perhaps putting bike lanes on less-trafficked side streets would be a better choice?	12/11/2017 5:33 PM
68	If bikers want to share the street, they need to follow the rules of the road (like stopping at red lights). Since most of them don't I'd rather not drive on the same street on which they ride	12/11/2017 1:48 PM
69	Providing a safe way to bicycle in and out of the transit center is a must.	12/11/2017 1:24 PM
70	Personally I rarely use this corridor while biking, but it passes many important places downtown and as a bicycle rider and as someone who knows other riders who commute in or through downtown, I know this would be extremely helpful. Right now bicycling downtown can be a challenge and I have personally had several instances with aggressive drivers nearly hitting me, even as I rode on the right side of the road.	12/11/2017 12:05 PM
71	I ride on this road daily, even as a strong cyclist this road can be difficult to get through. I think it would be very intimidating for less experienced cyclists.	12/11/2017 11:11 AM
72	I currently use 108th as my main "thorough fare" to exit and enter Bellevue by bike (headed for the SR520 bike trail). I think most other cyclists do too. I think it is the safest way for a bike to get in and out of Bellevue. I think a designated bike lane on 108th would improve safety for cyclists dramatically.	12/11/2017 10:52 AM
73	Would love to quit playing dodge-em with cars, busses and stupid, phone-obsessed peds	12/8/2017 9:10 PM

Downtown Demonstration Bikeway Project Survey

74	Bicyclists should be licensed, their bikes should be licensed and then the money raised through those cost should cover any changes. Currently bicyclists ride very dangerously between cars and split the lane. Yesterday in this situation, a cyclist nearly ran into my car and somehow he thought it was my fault. I grew up in the Madison Park are of Seattle and frequently rode my bike to Mercer Island and once to Newport Hills. There was no problem, because we were taught where and how to ride. Today I find to many cyclists bait motorists and have trouble sharing the road. That is why they should have to pass a traffic safety and ridership ability test then license there bikes.	12/7/2017 9:39 PM
75	North/south travel through downtown Bellevue is the most critical need; while east/west corridors are still important, north/south should be the first priority. That said, a safe and connected crossing of I-405 is also necessary. For example, connect enhance bike lanes on 108th or 106th with future enhanced lanes on NE 12th (connecting to the paths on the overpass).	12/6/2017 7:52 PM
76	I feel really unsafe biking through downtown. Bike lanes on 108th would ease some concern about how to bike from downtown towards Microsoft/Redmond campus.	12/6/2017 6:24 PM
77	I support this street as it is a main path for riders to get to Enatai area and I 90 bike path. I do not support because getting to that street from downtown buildings between Bellevue Way and 108th is not addressed.	12/6/2017 4:30 PM
78	traffic is fiercely congested as it is on this street. Choose a different location for bicyclists unless you want business to move away from Bellevue because no one can move around any longer	12/6/2017 2:05 PM
79	I do not commute to DT Bellevue, but I would like to transit through there via the new 520 bridge from seattle to woodridge. Currently there are no safe lanes for me to connect 520 to S. Bellevue. A dedicated lane along 108th would complete this link and improve awareness and safety. Currently I do not trust many Bellevue commuters to keep an eye out for cyclists as they drive. This would enhance and enforce awareness to share the road (in a dedicated space at least).	12/6/2017 10:52 AM
80	Relatively main arterial, connects with existing routes to the north	12/5/2017 8:19 PM
81	Transit center, and it's the only sane North/South route. 104 dives basically into the parking garage behind Lincoln Square and isn't a viable option in the downtown core.	12/5/2017 5:01 PM
82	Most useful and busiest bikeway corridor in Bellevue, particularly requiring access to/from BTC and continuing on 108th Ave North and South of designated section	12/5/2017 4:39 PM
83	Prefer more Consistent Protected Bike Lanes, if possible. Not crazy about having sidewalk usage on one side only: asymmetry seems likely to cause confusion/ user error & difficulty for pedestrians.	12/5/2017 12:45 PM
84	I like the idea of the PBL spaces but not so sure how the transitions to SBLs and OSPs would play out.	12/5/2017 12:11 PM
85	It's a good idea for general biking community and would imo encourage more people to feel comfortable riding to work etc. That being said, I am comfortable riding in current traffic lanes.	12/5/2017 11:59 AM
86	This route makes a good connection to the transit center and will connect to other bike plans planned for north and south of downtown.	12/4/2017 10:47 PM
87	I don't think it is safe to put bicycles on a road way with buses.	12/4/2017 10:35 PM
88	Down town Bellevue is for business. If you want to ride a bike ..go find a bike path and do on you your days off. Stop trying to screw up business and people trying to make a living	12/4/2017 9:10 PM
89	Going by bike to the transit center is something a lot of people can consider, but right now it isn't the best place to ride a bike, because all of the buses shifting lanes	12/4/2017 8:48 PM
90	Your concept seems overly complicated. Why have the alternating PBL, BBL and SBL going in one direction? I think this may cause accidents in itself. Keep it simple! I want to focus on biking, not navigating a series of lane changes.	12/4/2017 6:21 PM
91	There is sufficient support for bicycling in downtown Bellevue. When I ride my bike I have no problems. However, automobile traffic is horrendous and we should be trying to fix that.	12/4/2017 2:15 PM
92	More and more people are riding their bikes and we must come up with ways for both bikes and cars to share the road.	12/4/2017 12:59 PM
93	Seattle is no longer a place I enjoy visiting and have relocated to bellevue. The bike lanes in Seattle are insane and a huge problem. I will relocate to Issaquah if Bellevue becomes to hard to function in. Bellevue is NOT a bicycle town and the city should be mindful of who actually visits and live in Bellevue. Seattle is so gross and I use to love it. Do not turn Bellevue into Seattle.	12/4/2017 12:48 PM

Downtown Demonstration Bikeway Project Survey

94	It is scary to ride a bike without bike lanes in Bellevue.	12/4/2017 9:43 AM
95	I would defer to traffic planners for best route to enhance safe biking balanced with traffic flow for vehicles	12/3/2017 8:07 AM
96	Off Street Path or cycletrack is preferred. OSP is the way to go I do not support stripping or bike lanes. 108th is a great option for this.	12/3/2017 1:04 AM
97	108th serves many pedestrians, buses, and traffic. It should be avoided.	12/2/2017 2:11 PM
98	This area has many buses. Having bike lanes would support the use of public transit.	12/1/2017 10:32 PM
99	Bike lanes provide traffic calming. It's difficult to provide enough bike lanes to support increased tolerance of bicycle riders. But you have to start somewhere. These lanes give credence to "sharing the road."	12/1/2017 8:10 PM
100	108th is already the preferred bike route south of Main street,	12/1/2017 5:08 PM
101	traffic along this street is already very very crowded, in fact a sort of circus; people driving to work make right or left turns into parking garages and have a tough time because of pedestrians or other cars. Buses join in. Cars drop bus riders off near the transit center. A dedicated bike lane would take away lanes for cars to sit in while waiting for access to turn into a parking lot/garage. There are already many pedestrians because they work there, are going to eat in a restaurant, or going to or from the transit center. When the Sound Transit Station is open, there will be even more pedestrians in the area. During lunch hour, cars have a difficult time turning right or left because there are many pedestrians crossing the street to either get lunch or return to work. There is an urgent care facility for folks to get urgent medical care and arrive by car. Adding bicycles to this turmoil will only increase the danger of accidents.	12/1/2017 5:05 PM
102	108th Ave NE is a good street because of its reach in N-S corridor. In its current iteration, it is not designed to be an extremely busy corridor for cars so I think the impact to car traffic will be minimal.	12/1/2017 11:04 AM
103	This might be a good arterial for bike lanes. My concern is whether mixing cars + bikes + heavy transit traffic (i.e. transit center entrance/exit) will result in too much information for drivers to process about the layout of the road and distract them from paying attention to dynamic events on the road (e.g. pedestrians, stopped cars, etc).	12/1/2017 10:58 AM
104	It should be like a highway and not be located in the midst of a transit center.	12/1/2017 10:01 AM
105	I only support PBL	12/1/2017 9:57 AM
106	Safer for everyone	12/1/2017 8:35 AM
107	Motorists require specially marked and colorful bike lanes to even notice the presence of cyclists on the roads.	11/30/2017 10:46 PM
108	Bikes are a plague	11/30/2017 9:15 PM
109	This would allow transit users access. Also, I work and bike to work along 108th Ave. NE	11/30/2017 7:41 PM
110	Main Street is the only way residents from Medina and Clyde hill can get to downtown Bellevue . It is already extremely difficult to get our kids to school as it is. There needs to be more parking and less congestion. People stop their cars on main Street constantly. We are already feeling stuck in Clyde hill/Medina and definitely need main Street for vehicles only . There are already plenty of sidewalks and it's already a safe place to ride a bike since traffic is extremely slow.	11/30/2017 6:31 PM
111	I bike commute and observe that 108th is a very important street for most bike commuters (not just me). Most people seem to prefer 108 for Southbound travel and 106 for Northbound travel.	11/30/2017 5:31 PM
112	Both Seattle and Bellevue currently have substantial traffic issues. Encouraging cyclists through safe designated lanes not only reduces traffic congestion and travel time for motorists, but is also environmentally friendly.	11/30/2017 5:15 PM
113	I commute to work by bike and work downtown	11/30/2017 4:39 PM
114	Biking with cars is very scary. We have too many inattentive drivers who end up in rear-end collisions and that can be very dangerous when with a bicycle.	11/30/2017 4:39 PM
115	due to its connection with the transit center and existing bike paths to the north and south, this is the most logical road to convert. Even if it wouldn't directly benefit me, it's a good first step.	11/30/2017 3:41 PM

Downtown Demonstration Bikeway Project Survey

116	I support this road especially if you could make it work continuing past the HS and connecting to the north through to Kirkland. The only downside is eliminating the bus (transit center) pick up parking. I use this regularly to pick up my son coming home from the UW. But on the whole I would give that up for bike lanes - it is that important.	11/30/2017 3:37 PM
117	108th always seems to be less congested than 106 for the north/south route	11/30/2017 1:25 PM
118	A North - South safe bicycle corridor would improve Bellevue bikability immensely. I presently use 110th for N - S bike travel and I pick up my daughter (3 yrs. old) from daycare and ride on the street with a dutch bike seat. Drivers have been courteous.	11/30/2017 1:04 PM
119	Bikelane sandwiched between cars and transit does not feel safe for bikers.	11/30/2017 12:39 PM
120	It is good to start somewhere and those who live and work in Bellevue need to see what it is like to have bike lanes.	11/30/2017 12:30 PM
121	How safe is it for people to get to it? I don't think it will help much if there is no safe bike access to it from south, north, or east of downtown. Also lights on 108th are really slow - it takes a while with lots of stopping to get across it.	11/30/2017 12:27 PM
122	108th NE is a through route with low to moderate car traffic and a good bike route. It should be made safer for all cyclists at all comfort levels.	11/30/2017 10:36 AM
123	Bike lanes should be on almost all major streets in order for bicyclists to be able to get around efficiently.	11/30/2017 10:30 AM
124	Need a safe North-South corridor for workers and through-commuters.	11/30/2017 1:13 AM
125	Smooth connection with southern end of 108th, going to I-90 trail and LW Loop.	11/30/2017 12:47 AM
126	I don't want my tax dollars supporting a project that will impede the flow of traffic, etc. Let the damn bike riders move to Seattle, where the tax & spend progressives have already spent millions of dollars on their pet bicycle project!	11/30/2017 12:36 AM
127	Streets are built for cars & buses; traffic is already heavy in downtown Bellevue & there is very little parking; adding bike lanes would take lanes away for traffic and parking. 108th would certainly have less impact than putting bike lanes on Bellevue Way however.	11/29/2017 11:44 PM
128	This is a major north/south corridor that carries a lot of traffic including buses, bicycles, pedestrians, and cars. Would be beneficial to have a separate bike lane for the safety of the bicyclists.	11/29/2017 11:41 PM
129	This route provides the best connectivity to other bikeable routes.	11/29/2017 9:33 PM
130	Would allow me to ride to and from work avoiding most traffic	11/29/2017 7:46 PM
131	Need to fix intersection at Main and 108th to allow for protected left turns in all directions, but especially left to 108th southbound to avoid backups due to cyclists not obeying traffic signals.	11/29/2017 5:04 PM
132	I ride bike to work everyday along 108th ave	11/29/2017 4:55 PM
133	This is the best N/S corridor option & today it's horrible to cycle on. Cars and transit and taxis/rideshares going everywhere around the transit center means there are NO safe places for cyclists except for sidewalks for certain blocks. The current cycle areas are horrible with doors opening from taxis/ubers and buses merging/etc.	11/29/2017 4:54 PM
134	I would love to bike with my kids (secured on/in bike), but right now I wouldn't want to do that in downtown.	11/29/2017 4:35 PM
135	Traffic in Downtown Bellevue is already a nightmare. You will continue to see a significant decrease in people coming to Bellevue to shop, eat, visit if bike lanes take away from parking and vehicle lanes. Leave the lanes alone!	11/29/2017 4:34 PM
136	I don't believe enough people will begin biking to make it worth the money or the space. We should be looking at mass transit options.	11/29/2017 4:27 PM
137	I like the idea but I find that bicyclists don't stay in the lanes so my reservation is that they won't use them.	11/29/2017 4:10 PM
138	I feel that bikes are best 100% separate from cars. Otherwise riding is too dangerous.	11/29/2017 3:21 PM
139	Availability of transit station.	11/29/2017 12:02 PM
140	No evidence indicating that current environment is dangerous.	11/29/2017 11:56 AM

Downtown Demonstration Bikeway Project Survey

141	too few bikers - should not reduce vehicle capacity downtown	11/29/2017 11:48 AM
142	I support anything which improves safety for cyclists but 108th Ave NE is not an especially busy road (in comparison to NE 8th St or NE 4th St) and therefore the need for a lot of (expensive) work is not as high. In addition, my commute rarely takes me on much more than a small part of 108th Ave NE.	11/29/2017 11:41 AM
143	There needs to be north south corridor to the city	11/29/2017 11:17 AM
144	I think this is a good idea and a major street, but for the time being this is also the route of the 550 and other buses. Am concerned how this may affect those bus routes. Note, 550 will probably go away when Link opens, so this may not be as big of an issue.	11/29/2017 11:16 AM
145	I work on 108th and bike there at least 4x/week. I frequently find myself in dangerous situations and just last night was nearly hit by a turning car. I think we'd all benefit by having designated bike lanes on most downtown streets.	11/29/2017 10:58 AM
146	This is a heavily travelled route already and making it safer for everyone is a necessary improvement.	11/29/2017 10:53 AM
147	Having PBL lane is the best route, helping bikers and drivers. This is a main road though, and consideration to possibly putting a BBL on 108th and then a PBL on one street over for the majority of length of a given bike ride.	11/28/2017 6:02 PM
148	Already used as a bus corridor. High density buildings and traffic.	11/28/2017 4:43 PM
149	I work on 108th and would like to commute via bike more often	11/28/2017 4:36 PM
150	108th morphs from one lane to two lanes and back to one within a few blocks, making it ideal for alteration.	11/28/2017 2:00 PM
151	downtown Bellevue is difficult to access and get around on a bicycle.	11/28/2017 1:50 PM
152	This would connect to coming bike infrastructure and improve access to Bellevue Transit Center, as well as the future light rail station. Bikes are also the best option for many short trips around downtown.	11/28/2017 12:23 PM
153	it should be a dedicated lane - not mixed with car traffic. reduce car lanes, add more dedicated foot/bike lanes only, this is the only way to be safe for walkers and cyclists. it is much too dangerous now to even walk in Bellevue, people don't know how to drive, they don't care about others, and driving is an absolute danger, a car is a deadly weapon, especially with people who simply don't look or care. we need increased bike only lanes (not mixed with car traffic)	11/28/2017 9:23 AM
154	takes up too much of an already busy street.	11/28/2017 8:06 AM
155	I think a lot more bike commuters will travel to downtown Bellevue once the 520 bike lane opens, and they will need a safe North-South corridor from 520 to downtown.	11/27/2017 5:46 PM
156	Cycling improves on healthy people, is environmental friendly, reduces traffic congestions, feels like city with life.	11/27/2017 5:26 PM
157	I used to bike in city (not Bellevue) and didn't feel safe, so I support the idea to improve safety for people who bicycle. But I drive and wouldn't want travel time to increase due to less car lanes.	11/27/2017 4:50 PM
158	Main north - south traffic and lots of businesses and bus terminal, too intrusive	11/27/2017 4:40 PM
159	well this goes a bit beyond a "bike lane" - its more like a secondary sidewalk	11/27/2017 4:29 PM
160	It's too dangerous, too many cars in downtown Bellevue already, this will slow down traffic even more.	11/27/2017 4:24 PM
161	I've seen that traffic hell this creates in downtown Seattle and would like to avoid this in the Bellevue area. Traffic is bad enough, people only bike 25-50% of the year at most and to inconvenience all other traffic for the small few seems like a poor choice of public transit funds.	11/27/2017 4:24 PM
162	We do not need bicycle lanes in Bellevue. Your questions are 100% misleading, specious, and under-handed. Seattle has ruined their City... why would we want that for Bellevue. You would sacrifice 90% of the population with added commute time, create street conflicts, kill people by pretending it is safe to ride bikes on arterials..... all for 1 - 2% of the population???? Are you nuts? In any rationale cost/benefit analysis, this is a complete fail because you need to account for the lost productivity of people in cars and their additional commute times. Add the fact that Bellevue thrives by not replicating stupid decisions like Seattle does and then explain why you would even entertain ruining Bellevue with such a waste of our time and money as bicycle lanes.	11/27/2017 4:11 PM

Downtown Demonstration Bikeway Project Survey

163	I think 108th offers the least complication and best N/S option to get through DT. Other options require turns or are on highest trafficked roads.	11/27/2017 3:46 PM
164	Right now, there no good way to get through downtown. I currently use 112th, but do not feel safe using that route. When I am biking to commute, the 108th corridor would take me right to work.	11/27/2017 3:38 PM
165	Downtown Bellevue has no safe bicycle thruway, despite being a necessary segment of many larger area bike connection routes (e.g. the lake Washington loop), not to mention being a destination in itself. 108th seems the most logical choice for completing these connections while also serving Bellevue directly. I currently use 112th to commute through (usually on the sidewalk, which I normally wouldn't do, but Bellevue traffic doesn't share nicely), but would happily switch to 108th if it had a bike lane.	11/27/2017 3:30 PM
166	I support bike lanes in Bellevue. My highest priority would be 2nd street (east/west) but Bellevue should have better bike facilities in all directions of the downtown	11/27/2017 3:05 PM
167	Getting more people cycling is good for business and the economy, and the people who do it.	11/27/2017 2:34 PM
168	This street seems like a good candidate, because traffic volumes tend to be lower and the street is more of a transit street.	11/27/2017 12:58 PM
169	Separating motor vehicles from human powered vehicles is best, but protected bike lanes on streets work too!	11/27/2017 12:37 PM
170	This would greatly increase traffic on 108th which is key for commuters.	11/27/2017 12:22 PM
171	To meet climate change goals, improve public health, encourage physical activity and healthy living for all ages and abilities, reduce sedentary behaviors, traffic congestion and climate impacts of driving (alone).	11/27/2017 10:10 AM
172	It's level, the area is transitioning (more condos at the old church among others), it will make the area more intriguing to small restaurants....give it a "neighborhood" feel. More people traveling at 3 miles an hour will see and notice crime and other neighborhood issues that car drives will not. Makes the area safer.	11/27/2017 9:24 AM
173	108th is one of the easiest routes to come in if you are coming from the north. It's quieter than Bellevue Way and so there are fewer cars prior to 12th and entering downtown. Also I work on 108th so it would be the most convenient to me personally. Also the high school is on 108th so maybe it would encourage students to bike.	11/27/2017 7:28 AM
174	There are no facilities now and anything would be a safety improvement, however, I think more bike lanes everywhere (on multiple streets) is better use of funds than super bike facilities over a limited space	11/26/2017 5:50 PM
175	PBL and OSP are good ideas, both for cyclist safety and efficiency of car traffic flow. BBL and SPL are just silly. Cyclists will be endangered, and car traffic will be slowed.	11/26/2017 3:07 PM
176	106th would be better	11/26/2017 2:26 PM
177	I ride from seattle to my home in bellevue many evenings a week going north on 108. Recent changes on 108 are improvements, like the bike lane at 4th, but other parts of the road, crossing main and at the lighted mid-block pedestrian crossing are choke points for cars and bikes having to share a narrow lane. A simple SBL with enough width to give cars wide birth from bikes are a huge step up from sharing road with cars.	11/26/2017 2:07 PM
178	I currently go far out of my way to avoid ever having to cross central Bellevue by bike. This trail would fix by far the most glaring gap in the entire Eastside bike network.	11/26/2017 1:11 PM
179	Yes, I have used 108th Ave NE for my northbound bicycle travels and 112th Ave NE for my southbound travel through the city in recent months.	11/26/2017 12:52 PM
180	Not sure this will accomplish much as most of danger in Bellevue is on Bel-Red. Put the lanes where there is less traffic and provide spur to transit center	11/26/2017 10:00 AM
181	No hills. Wide street. Transit center accessq	11/25/2017 10:54 PM
182	This street connects from the I-90 trail to 112th NE just south of I-520 and could provide a seamless shared bike path connection to Kirkland.	11/25/2017 5:03 PM
183	Sooo overdo for a proper bike lane in downtown bellevue. Need to finish and fix 112th also.	11/25/2017 11:02 AM
184	On 108th, a bike lane mixes with way too many buses coming and going from the Bellevue Transit Center.	11/25/2017 9:40 AM

Downtown Demonstration Bikeway Project Survey

185	Continuity with future phases is important to reduce bike/car interactions at intersections.	11/25/2017 8:46 AM
186	With the transit center & bus traffic I do not think this street is the best choice for routing bicycle traffic	11/25/2017 1:37 AM
187	i don't think that with our weather and the use of bikes in Bellevue justifies the cost, logistics and interference with traffic that is already becoming so bad.	11/24/2017 11:55 AM
188	Designated bike lanes are the only thing that will be used enough to warrant the investment.	11/23/2017 5:06 PM
189	Currently downtown Bellevue is very friendly towards cars, but not very friendly towards anything else, with no bike lanes, bus lanes and the superblocks that makes walking a hassle. A good starting point for this project is around the Transit Center, especially with incoming Light Rail and the flatness of that road. I would want to make sure those red painted bike lanes are also made, as I've seen cars in the lanes that are supposed to be for buses only many times.	11/23/2017 4:35 PM
190	It's a major north/south corridor that connects cyclists not only to downtown but to the I-90 Trail and beyond, access to east and west corridors, and the Transit Center.	11/22/2017 3:50 PM
191	Substantial negative impact on car and bus traffic for a relatively insignificant number of bike riders.	11/22/2017 1:16 PM
192	I think they need some measure of safety, but some responsibility also. Bicyclists do not belong on sidewalks for safety of pedestrians. There appears to be another separate lane for buses??	11/22/2017 1:16 PM
193	108th is heavily used by transit busses. I'm not a fan of mixing big vehicles like busses with bicycles that are hard to see.	11/22/2017 11:45 AM
194	The last time there was a change made "in the name of bike safety" on 108th (at the main intersection), we lost a lane north bound making using bike north bound on main unsafe and very frustrating for both bikes and cars users. As a result I now have to bike on the side walk (which is likely against the rules). The rest of 108h is similarly idiotic where some intersection have bike lanes in odd places that are only a few feet long. I have kids and they like riding bike and reading books. I d like to feel safe taking them to the library biking, but the city makes it extremely unsafe (I live slightly south of the toys r us). Going to down town park is an other favorite destination but again super in safe for bikes.	11/22/2017 11:32 AM
195	Connects to south to I-90 trail and north to 520 trail	11/22/2017 9:27 AM
196	I'm an avid bicyclist and live near downtown. I prefer to ride downtown to avoid parking hassles, and it would be much more pleasant to have bike lanes.	11/22/2017 4:21 AM
197	108 is logical with bus connection...not as much intense pedestrian, truck, loading & unloading and business parking lots with cars trying to enter street.	11/21/2017 9:41 PM
198	Downtown bikers are far too small a percentage of commuters to make this a priority for Bellevue	11/21/2017 7:29 PM
199	Bellevue has a very limited number of bike lanes and it's difficult riding through a city built only for cars	11/21/2017 4:57 PM
200	Support the idea of bike lanes but not at the expense of losing vehicle traffic lanes	11/21/2017 3:37 PM
201	Goes directly through the center of the business district and can be used by workers, shoppers and people recreating.	11/21/2017 3:21 PM
202	People will bicycle if they have a safe place to do so. This is incredibly important because we need fewer cars in the downtown corridor, not more. It is impossible to build enough infrastructure to accommodate everyone in a car. With bicycles, you can fit so many more people in the downtown corridor.	11/21/2017 3:20 PM
203	great connection to transit	11/21/2017 2:33 PM
204	while not a supporter of bicycle lanes, this option may make the most sense due to proximity to the transit center. 106th AVE NE makes no sense. Taking away lanes utilized for vehicle traffic will only make the downtown area more congested. Bicycle usage is minor compared to the number of vehicles and buses on Bellevue streets.	11/21/2017 2:16 PM

Downtown Demonstration Bikeway Project Survey

205	1. I used to work on 108 at 6 and it was always difficult to keep pace with the traffic and avoid the parked cars and buses 2. It's a heavily-used bike corridor (see strava heatmap: https://labs.strava.com/heatmap/#15.00/-122.19752/47.61368/hot/all) 3. Now that the bike path from 114th to 112th is blocked and you get dumped out on 6th, northbound 112th is a much more dangerous proposition and the light timing is almost always shitty for cyclists 4. For people coming from Seattle across the east channel bridge, 108th is the most direct route into downtown, so fixing it with a bike lane and (hopefully) improved light timing would be a huge plus	11/21/2017 12:13 PM
206	I work on 108th and typically commute all along 108th from the south. This is a very convenient way for me to travel to/from work to/from the I90 bike path. I will bike on 108th regardless of the dedicated bike lane though.	11/21/2017 11:32 AM
207	Too much going on on this street to envision a safe and comfortable cycling facility for interested but concerned riders.	11/21/2017 11:26 AM
208	Strong bike riders will ride anywhere, but are often worried for their own safety. Children and unsure adults need facilities like this to get around safely and comfortably. We should not expect everyone to have a car or those who do to always drive. PBL, BBL and OSP that are interconnected are the key to getting those other users out of cars and getting around using their own human power. It's faster and cheaper than transit, and it improves health and air quality for all. Additionally, the regional Lake Washington Loop is very difficult to navigate in downtown Bellevue. It's one of the worst sections of this route. 108th could be a great way to improve this for the thousands who navigate this route throughout the year.	11/21/2017 11:20 AM
209	Alternate ways for building occupants to get to work.	11/21/2017 10:50 AM
210	Downtown Bellevue has limited road capacity and a big traffic problem. I oppose the idea if it means turning road lanes into bike lanes. If it can be done without sacrificing GP capacity then OK.	11/21/2017 10:47 AM
211	It is most logical given public transit access and street width.	11/21/2017 10:43 AM
212	Streets are for cars. This survey is so rigged! No place to answer on previous set of questions that bikes don't belong on city streets. More Seattle-izing of Bellevue and make work projects for bloated government workers. Stop!!!	11/21/2017 10:33 AM
213	There are not nearly enough current or even potential bicyclists to warrant the cost and impact of this project. Sidewalks and/or "sharrows" are more than sufficient for not only the tiny current bicycle use, but would be adequate even for a significant increase over current use. If and when there is such capacity that would warrant separate facilities/lanes for bicycles, it could be considered, but not until then. As a comparison, Metro buses have been operating for decades, and the share of bus ridership as compared to private automobile use has remained the same or decreased over that time, despite the massive incentives and marketing to try to increase transit use. A similar result is likely for bicycle ridership. In addition, better enforcement of traffic laws on bicycles needs to be enacted. Bicycles frequently act as cars, but then choose to act like pedestrians and/or ignore traffic laws when on roads around cars. This is very dangerous and appears to be all but ignored by the City.	11/21/2017 10:18 AM
214	Infrastructure does not make people feel safer. It is dangerous, and is a lot more expensive than education. Please educate yourself and your city planners by visiting www.ABEA.bike	11/21/2017 10:16 AM
215	108 NE. is the most commercial and congested Of streets in downtown Bellevue, besides Bellevue Way. It's not a candidate for removing traffic lanes. Too many high-rise office buildings and more to be built in the future. There is no way with this many cars coming in and out of those buildings that bicycle traffic in designated lanes would be safe.	11/21/2017 10:12 AM
216	This is a crucial street in having Bellevue become a more cyclist friendly city. Since the transit center is on this road, and the light rail will eventually drop people off a block or two away, this would help people who use multi-mode transportation. This is also a street that goes the entire length of downtown Bellevue, but is away from the hectic Bellevue Way.	11/20/2017 9:00 PM
217	Riding bikes in general - Good for the environment, fitness purposes, etc. Providing more safe lanes can absolutely encourage more people to cycling.	11/20/2017 12:29 PM
218	108th Ave south of downtown Bellevue is currently the safest way to bike between the I-90 bike trail and downtown Bellevue because of the relatively low traffic and "sharrows". It makes a lot of sense to continue the bike facilities north into downtown past the transit center.	11/20/2017 9:20 AM

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219	Stop forcing bike lanes for Bellevue. It would mean street parking would be reduced, not that many people bike, and it is a waste of money for the return on investment. Bellevue's first priority should be to make the crosswalks safer for pedestrians.	11/19/2017 8:07 PM
220	how do you propose to get there safely from I-90?	11/19/2017 7:25 PM
221	It is near the transit center.	11/19/2017 9:19 AM
222	There are simply too many cars on the road and traffic is terrible as it is - dedicating valuable lane space to a limited number of bikers would only make this worse. Seattle has proven the ridiculousness of such plans on 2nd Ave.	11/18/2017 11:41 PM
223	There needs to be a way to safely connect cyclists who are riding the Lake Washington Loop. Also, Bellevue is the furthest behind in cycling connectivity despite all the fantastic shops and restaurants sitting along Bellevue way.	11/18/2017 11:32 PM
224	As long as you're not taking out a driving lane for vehicles	11/18/2017 11:29 PM
225	I use 108th to connect rides coming from Kirkland and going to I90. Right now the part going through downtown Bellevue is the worst/scariest/most dangerous part of the ride; this would help a bunch.	11/18/2017 10:40 PM
226	108th already not wide enough, you can plan to create a bike with along the East Link on Bellevue Way and 112th.	11/18/2017 10:18 PM
227	If 108th is the only choice, OK, but the buses should have priority. It is hard enough already for the buses to traverse downtown.	11/18/2017 9:32 PM
228	Streets designed for cars is a terrible mistake that needs to be fixed. Streets must be first of all for pedestrians, bike riders, public transportation such as buses or trams and only after for private vehicles. US and Bellevue in particular felt behind most developed countries such as Holland , Spain, Germany in terms of street comfort. I strongly support idea of designating less lanes for cars in city centres and giving this space to wider sidewalks and designated bike lanes.	11/18/2017 7:03 PM
229	a) We can't lose road capacity b) I see no evidence of demand that would justify these lanes and c) the green paint for bike lanes is visually abhorrent. I understand it is the standard, but it is visually illiterate and offends the eyes.	11/18/2017 10:06 AM
230	Protected or buffered throughout would be ideal.	11/18/2017 9:47 AM
231	I live in a 7 figure home in Bellevue to not have it be Seattle. I will move before living in a bike everywhere city. We have cars and parking here for a reason. Its snobbish and true.	11/17/2017 11:10 PM
232	I'm too worried about all the political stuff going on in Seattle with bicycling will make its way to Bellevue	11/17/2017 10:47 PM
233	Already have one lane of traffic going both ways, and then mixed with the buses turning to/from the transit center. During rush hour, this would cause more gridlock.	11/17/2017 10:34 PM
234	Only striped bike lanes (and to a lesser extent buffered) are unsafe and do a poor job of encouraging non-expert cyclists. Much of this route is unprotected so I would be unlikely to use it.	11/17/2017 7:38 PM
235	protected bike lanes would make me feel much safer.	11/17/2017 6:23 PM
236	yes there is a lot of traffic - buses, pedestrians and cars. it can be very overwhelming for anyone using that street. protecting bikers would make me feel much safer to use that street on a bike	11/17/2017 6:22 PM
237	I don't support bikes in downtown. I live in Bellevue and work in Seattle and bikes in downtown Seattle consistently break traffic laws endangering themselves and motorists. If bikes are going to be in downtown Bellevue, 108th makes sense for connecting to existing and planned resources. Any bike program in downtown needs enforcement of bike rides with it.	11/17/2017 5:54 PM
238	A strong alternative transportation system can do nothing but bolster a community, allowing access to people who would not otherwise visit the area (like me).	11/17/2017 3:24 PM
239	a large number of drivers are either not paying attention or in too much of a hurry to offer sufficient safety	11/17/2017 2:57 PM
240	Most continuous route N-S. Would like this first and then ALL N-S options realized	11/17/2017 2:53 PM
241	Bellevue has already turned into an urban core with little to no street parking. The images above would further enhance that problem. I don't want Bellevue to turn into Seattle with terrible parking and traffic.	11/17/2017 2:07 PM

Downtown Demonstration Bikeway Project Survey

242	NE8th is already one of the busiest streets in Bellevue. Until you make this and other streets a one way direction, the only way to enable bike lanes safely would be to remove a lane or 2- which is not something I would want to have done to an already over congested street.	11/17/2017 2:06 PM
243	Bellevue has high density where people live and work but is very pedestrian and bicycle unfriendly if fact dangerous. I row in the dark in a single at Lake Sammamish Rowing Club a few days a week but crossing Bellevue streets is a more extreme and dangerous sport! I fear for my life everyday when in Bellevue when I walk to and from the bus or to my works off site parking lot I ride my bike to work in the summer but I fear the Bellevue section. I live in Kirkland and work in Bellevue. I am 64 year old.	11/17/2017 2:06 PM
244	Current vehicle traffic is already congested beyond capacity during rush hour. Eliminating an existing vehicle lane and adding a bike lane will NOT decrease congestion in downtown Bellevue.	11/17/2017 2:01 PM
245	Biking is healthier and less polluting than driving a car. I personally use 106th more, but I support more bike lanes everywhere.	11/17/2017 1:50 PM
246	Inline with bus terminal, and heading South to access the I-90 trail to cross to Mercer Island, or further, to Seattle.	11/17/2017 1:32 PM
247	I strongly support bike lanes on 108th. There is a mountain of evidence as to why having bike infrastructure is better for everyone. Lower levels of pollution, lower levels of obesity, higher average speeds, fewer fatalities, fewer injuries, higher community resilience, cheaper infrastructure etc. The list goes on.	11/17/2017 12:29 PM
248	It's connected to in place and in progress bike paths as well as the transit center. It's a good mid point between Bellevue way and the future light rail.	11/17/2017 12:17 PM
249	Any type of bike lane is better than what is there.	11/17/2017 12:00 PM
250	108th is a major corridor for accessing the transit center via bike or foot.	11/17/2017 11:45 AM
251	108th is the closest corridor to the existing biking infrastructure making it the easiest to get to on a bike. if the test corridor is dangerous to get to it wouldn't see as much test usage. I think this is the best location of those proposed.	11/17/2017 11:40 AM
252	This route has the most connectivity with existing bike facilities, and is already one of the most heavily traveled bike corridors. Taking advantage of these facts will likely give 108th Ave NE the best chance of success as a protected bike corridor.	11/17/2017 11:39 AM
253	Would make cycling through downtown Bellevue much safer	11/17/2017 11:38 AM
254	Bikes have no place on busy thoroughfares and arterial roads. Making space for demand that does not exist and has little to no current presence on the streets is ludicrous and absurd. All this will accomplish is making driving more unpleasant, but it will NOT deter driving nor coax people on to bikes.	11/17/2017 11:36 AM
255	It's right by the transit center!	11/17/2017 11:28 AM
256	It provides good connectivity with the 520 and I-90 bike trails.	11/17/2017 10:05 AM
257	Honestly, I will not use this lane. I think it is good to do this but my travel through Bellevue is primarily a north south endeavor to get through the city to points north and the 520 bike trail or onward to Kirkland and return. That is best accomplished currently on Lake Wa Blvd and through Medina--not through downtown. Occasionally I ride through downtown if coming from Redmond on the 520 trail and take the shortest route using 112th from the north to get to 118th south of NE 8th and onward south to Lake W Blvd. As such, I never go near the proposed lanes.	11/17/2017 9:20 AM
258	Parallels and extends bike route along 114th ave SE & has the possibility of further connectivity	11/17/2017 8:48 AM
259	108th is already a key corridor for getting people close to downtown Bellevue and by facilitating a safe environment through the core area, it would encourage more people to consider cycling. This concept in concert with a key east/west route (or two) would be tremendous for Bellevue's growing population of cyclists.	11/17/2017 8:47 AM
260	Separate place for bikes so they can feel safer.	11/17/2017 8:32 AM
261	108th needs 4 lanes of road to accommodate motor traffic and the bus lines. The people bicycling there would be the employees in that area, along with delivery bicyclists, who should be quite comfortable riding with traffic, as the speed limit is only 30 mph.	11/17/2017 6:56 AM
262	Opportunity for continuity/connection between the Main-12th section of 108th, and 108th north of 112th and south of Main.	11/17/2017 1:36 AM

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263	This road is too busy. Do not have bikes going through here.	11/16/2017 11:10 PM
264	We need to make it safe and enjoyable for people to choose options beyond single occupancy vehicles. Bikes are better for the environment and better for everyone around them than cars.	11/16/2017 10:01 PM
265	Connects 520 to i90 bike path. Most logical existing corridor.	11/16/2017 9:13 PM
266	I think its the best option.	11/16/2017 8:59 PM
267	Greatly slow down vehicle traffic	11/16/2017 8:57 PM
268	I'm a general supporter of bike lanes throughout Bellevue. Downtown is particularly devoid of them right now and yet there are numerous cyclists that ride there.	11/16/2017 6:35 PM
269	There needs to be a street in the middle of downtown that connects to transit, business and other amenities.	11/16/2017 6:15 PM
270	Seems like a good overall option. It would benefit me only marginally, as I typically ride up 114th, merging into 112th before crossing NE 8th and continuing on 112th up to Kirkland. On my way home I do occasionally drop into downtown Bellevue, and often end up on 108th on these trips.	11/16/2017 5:11 PM
271	I use 108th for commuting to Kirkland. On the weekends, I also use it to connect from Mercer Island to the Sammamish River trail	11/16/2017 4:40 PM
272	I would use this route.	11/16/2017 4:35 PM
273	(1) Connectivity N and S. (2) Origins/destinations along 108th. (3) Proximity to Transit Center.	11/16/2017 1:35 PM
274	there are currently two travel lanes in each direction which gives motorists safe options to go around cyclists; this street also has a bus stops which can be very difficult to coordinate with bike lanes and a single motorist travel lane.	11/16/2017 10:54 AM
275	108th makes sense because it goes by the transit center. Personally, I use the library so that would be a nice benefit as well.	11/16/2017 10:17 AM
276	Provides thru connections to the north and south of Downtown with access to the I-90 Trail and the 520 Trail, plus it is good access to the Bellevue Transit Center and major employers that are either directly on 108th or are a short distance east or west. Topographically speaking, it is also relatively flat - which can also be said of 106th, but 106th as fewer of the advantages.	11/16/2017 9:42 AM
277	This corridor would help people move through downtown and it passes along the transit center, which is an important cyclist destination.	11/16/2017 8:58 AM
278	This is a great connection into Bellevue from the 520 bike trail and goes right through the center. It also has lots of business offices.	11/16/2017 12:36 AM
279	It would provide a safe way for cyclists to travel North/South through downtown.	11/15/2017 9:40 PM
280	For me, having direct adjacency to the transit center would make the most sense.	11/15/2017 9:12 PM
281	I'm thinking 106th might be a better choice	11/15/2017 8:51 PM
282	There is often a lot of aggressive traffic on 108th in the afternoon. It is actually one of the safer roads outside of peak time. Also I selfishly like the idea because I live on 108th!	11/15/2017 7:51 PM
283	NE 8th street is a long corridor to many areas in Bellevue and currently has room to accommodate bikes	11/15/2017 6:45 PM
284	I bike this corridor all the time in the summer	11/15/2017 5:37 PM
285	I am currently working to construct a protected bike lane in downtown Seattle. It assists some bicyclists, but many are still using the vehicle travel lanes. I do not think the trade off is worth the loss of parking and/or a vehicle travel lane.	11/15/2017 5:35 PM
286	Beacude transit center is on 108th	11/15/2017 5:07 PM
287	Bike lanes will encourage more people to bicycle, and the more people who bicycle, the safer it becomes for all people bicycling.	11/15/2017 5:01 PM
288	This is a main street through the downtown Bellevue financial district. Not a good idea. How about improving the safety for people in cars, or walking on this street, and not just bicycles.	11/15/2017 4:49 PM

Downtown Demonstration Bikeway Project Survey

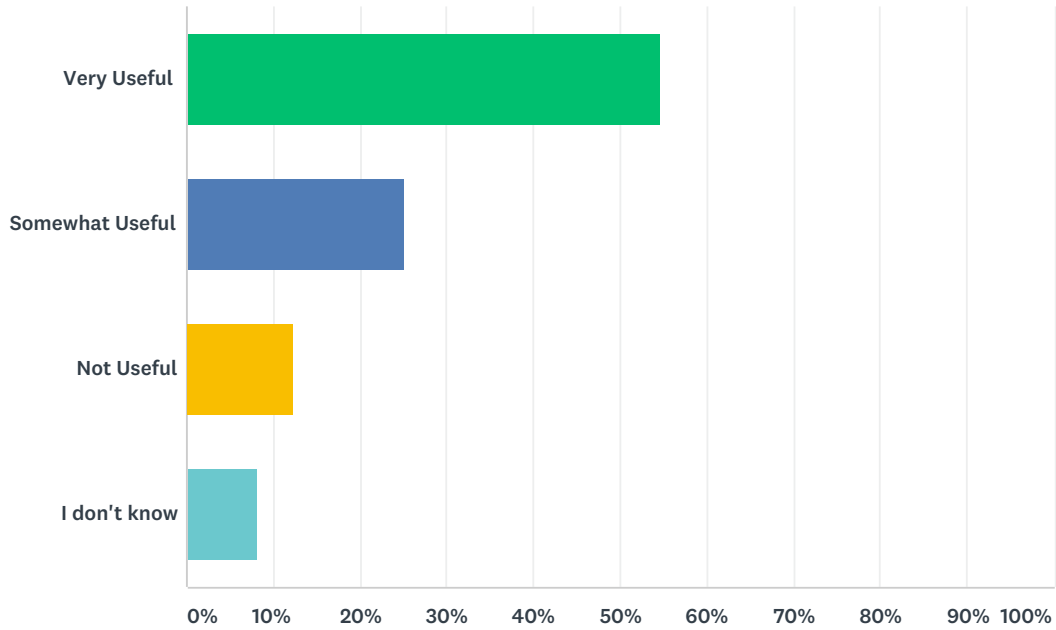
289	With 108th Ave NE being where the Bellevue Transit Center is located that makes it a high traffic area for bicycle commuters. That being the case it only makes sense that the street needs to improve the safety of people who bicycle. Additionally, parking garages of all the buildings in the area are constantly full (and expensive). Reducing car traffic will alleviate the need for more parking in the area and also take cars off the street to help with the 4-5pm congestion that plagues 108th ave NE and NE 4th St.	11/15/2017 4:33 PM
290	I don't see how improving bicycle access is more valuable to the city and its residents than maintaining optimal vehicular access. Perhaps there is a quantitative argument to be made here (number of potential cyclist miles versus total driver hours lost due to the additional bike lanes), but I haven't seen any such justification. I walk nearly everywhere downtown, so I will not be personally impacted, but I think the majority of downtown residents and visitors drive and any new visitors riding the bus can easily walk throughout the small downtown area. I have very serious concerns that these changes could waste a lot of time for a lot of drivers and add relatively little for a small number of bikers.	11/15/2017 4:24 PM
291	There is already jams of cars there, bikes can share sidewalks. In places other than Bellevue Transit Center there is little foot traffic. So we could keep streets for cars, and then use space more efficiently on sidewalks.	11/15/2017 4:19 PM
292	bikers may ride bikes on sidewalks as I do sometimes because it is safer! Due to traffic volumes, crazy drivers and weather conditions I ride on sidewalks. I would like more on street/driver education that people need to be aware/safe about bicycles and walkers too. I like the green stripes/zones on the streets for bikes.	11/15/2017 3:44 PM
293	Separated bike lanes are best and people should bike in cities.	11/15/2017 3:23 PM
294	Depends on cost and how much safer it actually is.	11/15/2017 3:09 PM
295	I would use this (especially north of Bellevue Transit center) all of the time.	11/15/2017 2:57 PM
296	It is a safe, relatively mellow thoroughway. Not a lot of speeders or wild drivers on 108th, except at intersections.	11/15/2017 2:57 PM
297	It improves connectivity with existing bike lanes and starts to address gaps that can be expanded with future COB projects, such as the Grand Connection and ERC.	11/15/2017 2:42 PM
298	Because biking encourages physical activity and eliminates the need for fossil fuels. I like the idea of a central downtown where people want to stroll, walk, enjoy.	11/15/2017 2:33 PM
299	Connection to the transit center would allow the lane to serve a lot of people who don't drive.	11/15/2017 2:32 PM
300	Gets commuters closest to the central business district, and links with buses and future LRT station. Also creates a cross-town link.	11/15/2017 2:27 PM
301	108th is a good connection for those heading South and West towards I-90. Selfishly, I cycle the 520 and Sammamish river trail home. I feel heading North to NE 12th Street is sketchy from Bellevue City Hall. the Bike lane should travel East through the Transit center and head North up 110th or 112th. This will then help riders who are heading North and East on the 520 get out of downtown safer.	11/15/2017 2:17 PM
302	This is a major transit corridor - way too busy to insert bike lanes into this area.	11/15/2017 2:06 PM
303	With the buses, cars and people walking it is already a lot to look out for as a bicyclist and has a driver. So it would be really helpful for them to have a designated lane to ride it to minimize collision and accidents.	11/15/2017 1:50 PM
304	Bike lanes in the central business district will most likely make traffic worse. And with 405 as gridlocked as it is after 2pm this seems like it will extend the problems further back into downtown.	11/15/2017 1:41 PM
305	Absolutely. 108th is already a low traffic volume and low(ish by Bellevue standards) traffic speed street. This is the ideal candidate street to allocate space for people to be safe while using bicycles for transportation, providing minimal impact to people who drive (actually providing some benefit as some current and more importantly future trips are made by bicycle rather than driving). Also, there are a lot of all-ages, especially kid destinations on 108th including Ashford Playfield and through that access to the library, KidsQuest Children's Museum, Bellevue Transit Center, The Triangle Pool, not to mention a complete connection all the way down to the I-90 Trail for commuters commuting in and out of Bellevue or families riding to/from Seattle for recreation/shopping.	11/15/2017 1:01 PM

Downtown Demonstration Bikeway Project Survey

306	I don't think bikes and cars should mix in the same lanes especially around rush hour and/or busy times, e.g. holiday shopping time	11/15/2017 12:27 PM
307	It has better north-south continuity as a bike facility compared to 106th.	11/15/2017 12:24 PM
308	How many current bikers are you talking about? Will bikers pay their way? Be licensed? Why can't they walk? Why not give walkers this kind of support?	11/15/2017 12:23 PM
309	Need a safe, flat north south path for bicycles.	11/15/2017 12:09 PM
310	This will make bicycle commuting more feasible for downtown Bellevue workers who currently have poor bike facilities.	11/15/2017 11:56 AM
311	Where there are 4 traffic lanes, autos can already easily avoid bikes. Where there are 2 lanes, by the transit center, there is already plenty of space for bikes to stay out of auto traffic by riding where the 2 other lanes used to be.	11/15/2017 11:39 AM
312	connectivity to bicycle routes both north and south	11/15/2017 11:36 AM
313	It's a busy street, has mix of residential and business, mix of vehicles, it's a thru street, and those factors make it a good lab for studying bicycle lanes in Bellevue. And selfishly, as a pedestrian and runner, I'd like bikes OFF sidewalks.	11/15/2017 11:26 AM
314	Too much bus traffic from the transit center making it difficult to have truly mixed use bike, bus, car. The bus and bike lanes crossing will make many cyclist uncomfortable. For all these reasons bike lane usage will be low, and bike lanes on 108th is not a good use of funds.	11/15/2017 11:14 AM
315	Due to traffic and the way Bellevue is laid out with no shoulder, bike lanes are the best/safest answer. I dread riding through Bellevue due to the difficulty of dealing with traffic.	11/15/2017 11:00 AM
316	Cars are taxed, people pay to ride buses - currently bike riders have limited skin in the game and should be required to help pay for updates. Also I have frustration with bike riders that ignore the rule of the road and break laws in order to avoid stopping.	11/15/2017 10:34 AM
317	there are next to no bicyclists who ride in downtown Bellevue and the road space that would be used for bike lanes is needed for bus and car traffic and on-street parking.	11/15/2017 10:17 AM
318	Yes. It's a main thoroughfare and is flat. There are not many intersections where cars turn right without looking. My only concern would be making sure the bikes are visible to buses.	11/15/2017 10:15 AM
319	Downtown Bellevue is an unsafe hell for cyclists at present. Reasonable enough to find some routes around downtown; absolutely horrendous, dangerous, death-defying to try to travel within the main downtown on a bicycle. ANY infrastructure is an improvement, massive changes and a COMPLETE network will be necessary to actually implement change. Don't expect to build an isolated bike lane in the middle of a terrifying network of 35mph, 5-lane roads and have it be a success. It must connect to places where people live/work/play to actually draw new people on bicycles to the city.	11/15/2017 8:05 AM
320	Long continuous route to get through downtown with access to businesses	11/14/2017 8:38 PM
321	No, these bike lanes are unnecessary and dangerous. They create a false sense of safety.	11/14/2017 8:08 PM
322	The best solution is to allow bikes share sidewalk with pedestrians as the number of actual pedestrians is exceptionally low	11/14/2017 8:05 PM
323	No brainer. You aren't a modern or future city without serious bike facilities. Bellevue has a long way to go to catch up to the bike facilities of Seattle/Portland/Vancouver/San Francisco, but they can start by lowering speed limits and adding a few bike facilities.	11/14/2017 7:27 PM
324	Adjacent to bus center. Park at one end. Bellevue HS at other end.	11/14/2017 7:09 PM
325	108th Ave NE connects people on bikes between regional trails (I-90 via 108th Ave SE; SR-520 via 108th Ave NE greenway) and to major employers	11/14/2017 6:53 PM
326	We have a 2nd home in Victoria BC where they have lots of these lanes. Lots of bike traffic and they're fantastic. At intersections, bike lane has its separate traffic light and motorists are prohibited from turning right when cyclists have a green light. Excellent concept that works very well.	11/13/2017 8:27 PM

Q26 How useful would these new bike lanes be to help people on bikes get where they want to go in or through Downtown Bellevue?

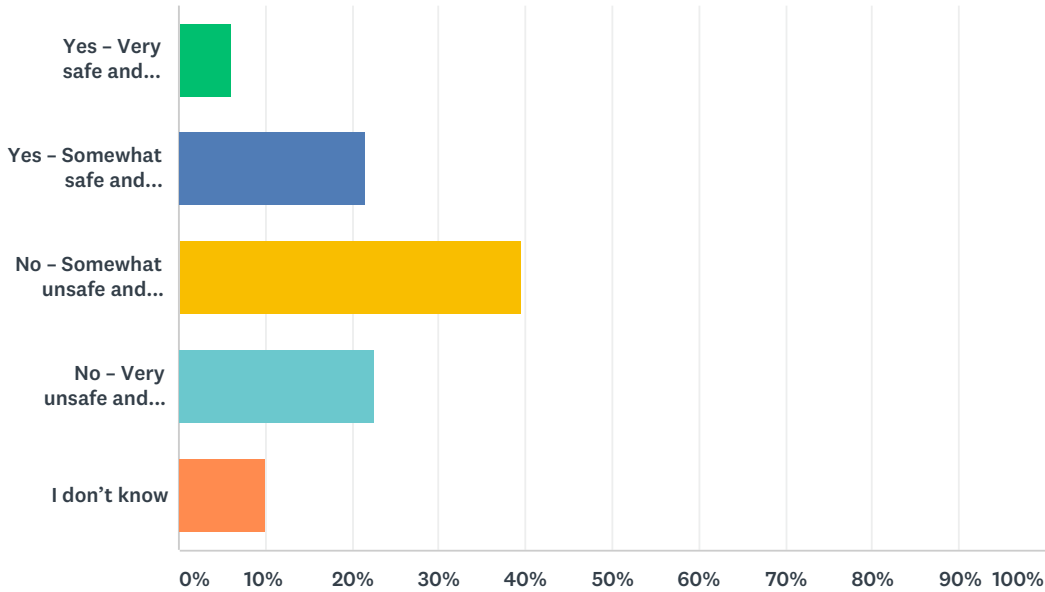
Answered: 618 Skipped: 634



ANSWER CHOICES	RESPONSES	
Very Useful	54.53%	337
Somewhat Useful	25.08%	155
Not Useful	12.30%	76
I don't know	8.09%	50
TOTAL		618

Q27 Do you feel that 108th Ave NE is a safe and comfortable street for people bicycling today?

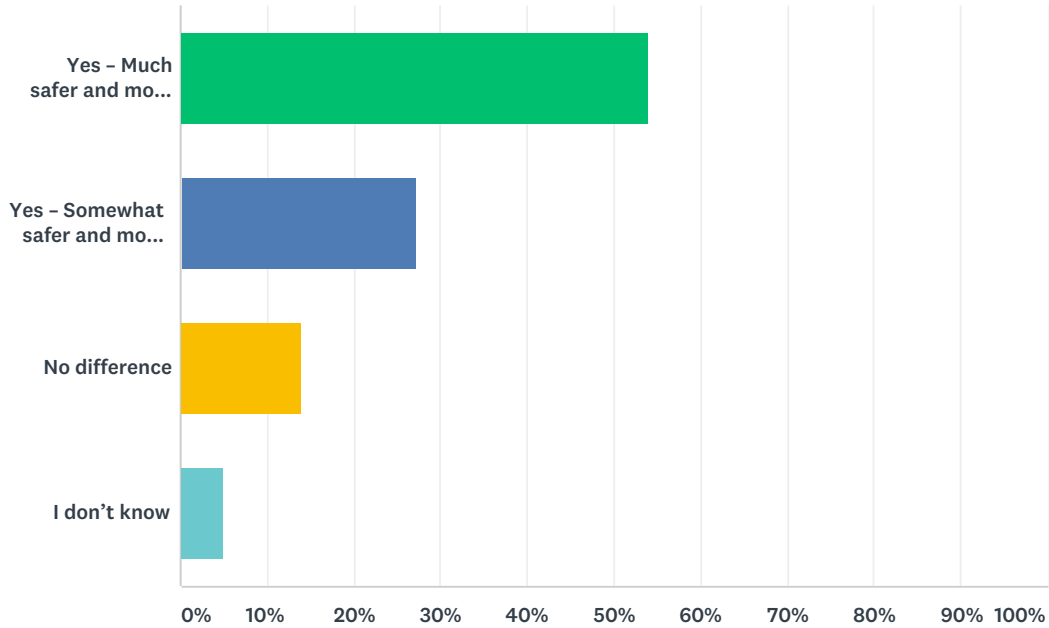
Answered: 618 Skipped: 634



ANSWER CHOICES	RESPONSES	
Yes – Very safe and comfortable	6.15%	38
Yes – Somewhat safe and comfortable	21.52%	133
No – Somewhat unsafe and uncomfortable	39.64%	245
No – Very unsafe and uncomfortable	22.65%	140
I don't know	10.03%	62
TOTAL		618

Q28 If implemented, do you think this demonstration bikeway would make it safer and more comfortable to bike on 108th Ave NE?

Answered: 618 Skipped: 634

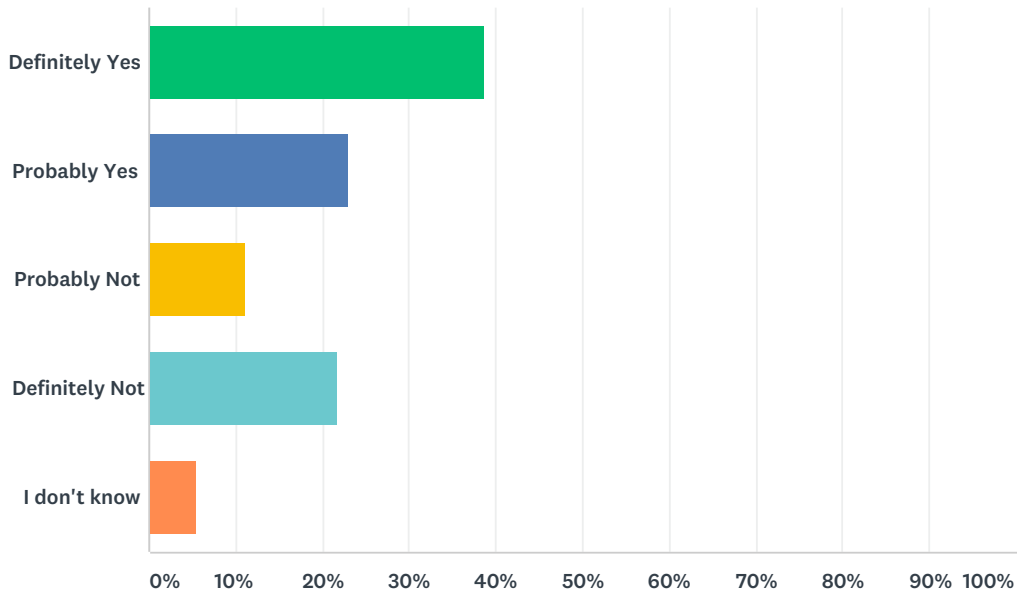


ANSWER CHOICES	RESPONSES	
Yes – Much safer and more comfortable	53.88%	333
Yes – Somewhat safer and more comfortable	27.18%	168
No difference	13.92%	86
I don't know	5.02%	31
TOTAL		618

Downtown Demonstration Bikeway Project Survey

Q29 Do you think you would bike in Downtown Bellevue more often because of these bike lanes?

Answered: 618 Skipped: 634

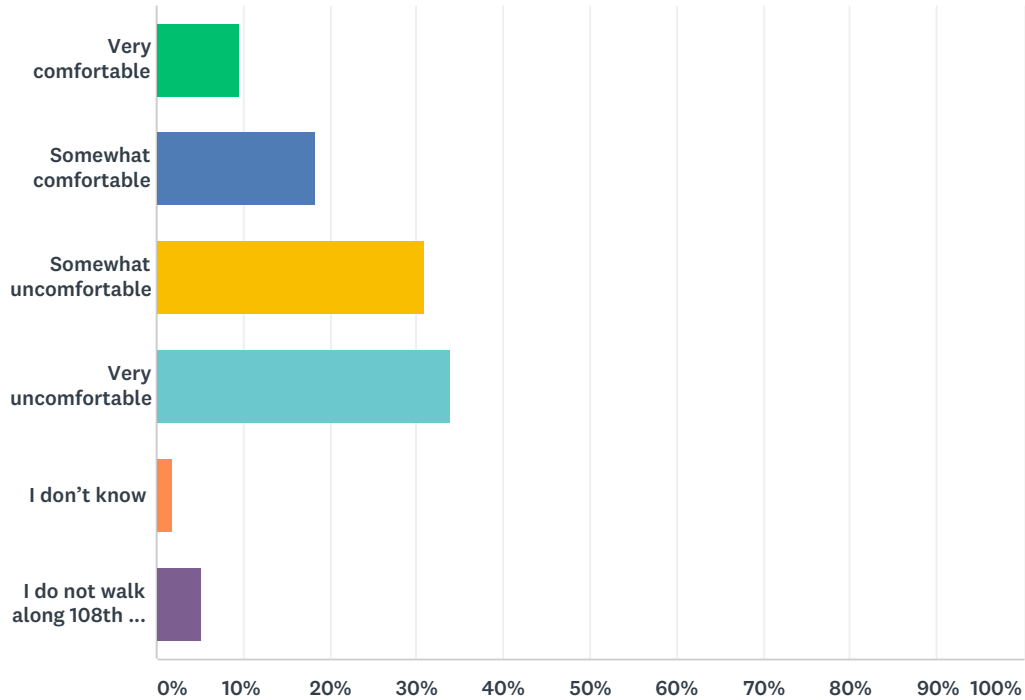


ANSWER CHOICES	RESPONSES	
Definitely Yes	38.67%	239
Probably Yes	22.98%	142
Probably Not	11.00%	68
Definitely Not	21.84%	135
I don't know	5.50%	34
TOTAL		618

Downtown Demonstration Bikeway Project Survey

Q30 When walking along 108th Ave NE, how comfortable are you with people on bicycles sharing the sidewalk?

Answered: 618 Skipped: 634

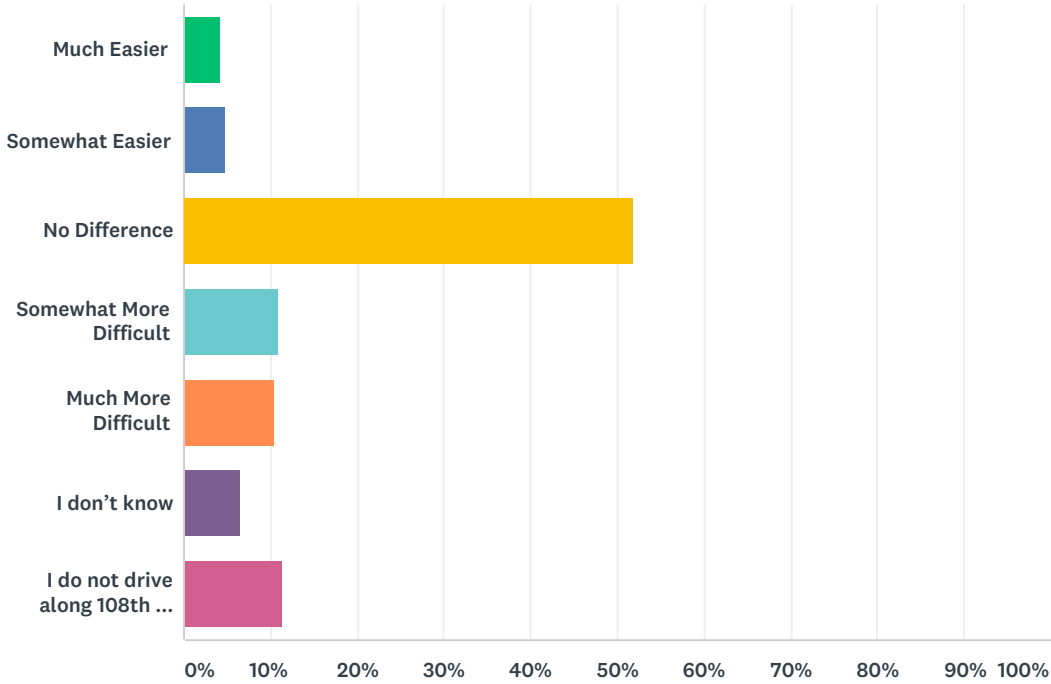


ANSWER CHOICES	RESPONSES	
Very comfortable	9.71%	60
Somewhat comfortable	18.45%	114
Somewhat uncomfortable	30.91%	191
Very uncomfortable	33.82%	209
I don't know	1.94%	12
I do not walk along 108th Ave NE	5.18%	32
TOTAL		618

Downtown Demonstration Bikeway Project Survey

Q31 How would these changes to on-street parking impact your ability to get to the places you want to go along 108th Ave NE?

Answered: 614 Skipped: 638



ANSWER CHOICES	RESPONSES	
Much Easier	4.23%	26
Somewhat Easier	4.72%	29
No Difference	51.95%	319
Somewhat More Difficult	10.91%	67
Much More Difficult	10.42%	64
I don't know	6.51%	40
I do not drive along 108th Ave NE	11.24%	69
TOTAL		614

Downtown Demonstration Bikeway Project Survey

Q32 Do you have any other comments or concerns you would like to share about the 108th Ave NE demonstration bikeway concept?

Answered: 250 Skipped: 1,002

#	RESPONSES	DATE
1	I think that bike laws should be strictly enforced and no additional concessions should be made at taxpayer expense to streets or sidewalks.	1/1/2018 4:57 PM
2	How many bikers are we looking to accomidate? New bike lanes have been installed by the Eastgate Elementary School on Newportway. Alot of money for a very few bikers who use it. In the months of September through April I NEVER see bikers using this very expensive bike lane.	1/1/2018 10:50 AM
3	The survey is obviously written by bike enthusiasts. For example, question 26 is a "false question" because bikes are almost never on sidewalks in that area. Bike riders use streets, so why would anyone be uncomfortable with the (nonexistent) bikes on sidewalks? Silly question.	12/30/2017 6:17 PM
4	Current discomfort for biking are frequent and long traffic lights, not a lack of bike lanes	12/29/2017 10:44 PM
5	Don't add bicycle lanes. I rarely see bicyclist. Thad's should be for motor vehicles.	12/29/2017 10:40 PM
6	Concern that current traffic and enforcement of laws needs to be addressed. I walk the city daily and do not feel safe given drivers running red lights and ignoring pedestrian walk lanes. Bike lanes on any new streets will only work when the behavior of drivers is addressed.	12/29/2017 9:43 PM
7	Frankly, Safeway has the best "public" parking in downtown Bellevue. Once they figure it out, I'm sure they will stop that :). And the construction is going to be an issue on 108th. Why not on 104th where Bellevue Tower is? I see cars make U-turns in the middle of the day, and once the ped bridge is installed, it will take a while for habits to change and have cars on that street. It is surprisingly quiet as a street.	12/29/2017 6:23 PM
8	Don't let bicycles drive what you do (don't let the tail wage the dog) I know the bicycle group wants all and everything, but taking away the convience of using a car for the sake of a relatively few bicyclers is not the way to promote downtown Bellevue. Don't increase congestion (for cars) because of bikes. I won't go into Seattle unless I really have to because of all the variations they have for bikes (and street cars).	12/29/2017 5:19 PM
9	Please do not remove traffic lanes to put in bike lanes.	12/29/2017 4:33 PM
10	If bikers want to be on the road, they should be required to register their bike and pay a license tab fee similar to cars.	12/29/2017 11:25 AM
11	I've been bike commuting on 108th for 4 years. Great to see this progress!	12/29/2017 10:55 AM
12	I very rarely see anyone biking in downtown Bellevue. WSDOT and COB have spent a fortune on the 520 bike path and connections to downtown on major streets, this appears to work well. Downtown was built to accommodate shoppers, diners and workers in good and bad weather, all of which are not conducive to traveling by bike. Have you tried to carry multiple shopping bags home on a bicycle or riding a bicycle in your dress and pumps? Why are we still trying to force-fit bike riding into the downtown core for a few????	12/29/2017 10:11 AM
13	The red area to eliminate parking is the only place to wait when picking up someone at the transit center. This would create a hazard for everyone using this area.	12/29/2017 12:27 AM
14	I did not support money spent for bike lanes on 520 now I don't support bike lanes on 108th NE	12/28/2017 9:23 PM
15	It is not a good plan, given the negative impact on driving and parking	12/28/2017 8:53 PM
16	I have cars and bikes. I would much rather bike in downtown Bellevue. The problem is there are a significant number of aggressive and obnoxious drivers. Traffic calming and driver education should be included in this demonstration.	12/28/2017 7:44 PM
17	Similar to the 2nd street in Seattle.	12/28/2017 5:37 PM

Downtown Demonstration Bikeway Project Survey

18	I believe that if cyclists are aware that it is safe to cycle to, from and within downtown Bellevue, they will use the cycling resources. I will if it is safe. Because cars travel so fast, I only feel safe if they are far from me when I am on a bicycle.	12/28/2017 5:23 PM
19	Removing parking from the transit center (which is really just drop off and pick up) is more of the tunnel vision thinking that no one ever needs to be dropped off and picked up, that somehow another bus or their feet will take them to their ultimate destination as opposed to a car or cab.	12/28/2017 5:04 PM
20	Why would you restrict parking near the transit center? If anything you should increase parking at that location to encourage folks to use mass transit. I am really not a proponent of bike lanes. In urban areas with lots of vehicles only very competent knowledgeable cyclists can cycle with traffic. It does not relieve congestion and it is not an effective way to move people out of single occupancy vehicles.	12/28/2017 4:42 PM
21	Fix traffic flows before adding lanes for bikes that will be under utilized. Look at Seattle, bikes lanes have ruined traffic flow and parking	12/28/2017 4:39 PM
22	Very few people bike especially during our many dark night. Biking is dangerous for most people especially during rush hour. It most likely is not worth the cost.)	12/28/2017 4:32 PM
23	See note above.	12/28/2017 3:46 PM
24	I don't think accommodations should be made for cyclists. Currently the focus should be more on the safety of vehicles and pedestrians.	12/28/2017 3:34 PM
25	I think it looks good as it connects to the transit center but I do wish the demonstration was over a larger area connecting a likely destination to the transit (like the park or Old Bellevue area or a popular existing cycle route)	12/28/2017 3:31 PM
26	I do not feel that usability of the roads for drivers should be traded off for bicyclists. Road congestion and traffic is already terrible, and accommodating bicycles will only make things overall worse	12/28/2017 3:26 PM
27	Again, what is the reasoning and validation for this? Will the survey results be made public?	12/28/2017 3:00 PM
28	Nice concept but too early in the growth of downtown to consider. Wait to see if light rail removed traffic. Right now, we need to focus on making it easier for cars and walking.	12/28/2017 2:13 PM
29	do not do it. you have not been given authority to do this. take to voters in ballot measure	12/28/2017 11:23 AM
30	The small population of people riding bikes doesn't warrant the cost to install bike lanes, the risk to all involved or frustration that they will cause.	12/28/2017 10:58 AM
31	Don't implement it.	12/28/2017 9:33 AM
32	Adding bike lanes for a small percentage of those who use the street is a terrible priority	12/28/2017 9:30 AM
33	Please do not use sharrows	12/27/2017 10:17 PM
34	If the city wants to promote bike as mode of transportation, then do not make other modes of transportation (already heavily utilized or over-utilized) more congested, leading to more pollution, more accidents, and More stressed people.	12/27/2017 9:41 PM
35	Go ask all the businesses in downtown Seattle on 2nd Avenue about how much they hate the bike Lanes before you build some in Bellevue	12/27/2017 8:24 PM
36	Lack of parking in Bellevue is frustrating as it is. Not only that but foot traffic is causing traffic delays. Bikers are already an annoyance! Usage of the bike lanes declines in the winter and vehicle traffic is never ending.	12/27/2017 6:48 PM
37	That drop off area on 108th by the transit center is crucial to getting people to use the bus. Don't take that away. There's no park and ride so that is the only way at this point for a major hub.	12/27/2017 12:59 PM
38	Expedite the project. It has been too long.	12/21/2017 11:32 AM
39	This is a 6 block bike path. How useful will it be if not part of a comprehensive, CONNECTED system?	12/19/2017 9:05 PM
40	Do not reduce roadway capacity for the sake of a few. Vehicle/bike mix is not safe. Bike lanes will increase cyclist collisions.	12/19/2017 12:58 PM
41	Ride a bus or walk. If you need to ride a bicycle, use the road with other vehicles. Don't add more dedicated overhead to already congested downtown to appease a small minority of citizens.	12/16/2017 4:53 PM

Downtown Demonstration Bikeway Project Survey

42	FWIW I don't view on-street parking as important in Bellevue given how many parking garages there are and how many bus/transit options are available for getting into downtown if you park outside of it (especially once East Link is up and running).	12/16/2017 10:49 AM
43	Aggressive car drivers and bicycle riders who do not abide by traffic rules do not do well on the same roads. More citations for violations by bicycle riders who do not follow rules need to be issued.	12/14/2017 1:07 PM
44	There should be safe pick up zone for taxi/for hire vehicles next to the transit center. Taking away these spaces would result in those for hire vehicles stopping in the middle of the road causing delays and unsafe roadways for both cars and busses.	12/12/2017 1:34 PM
45	Great idea. I ride this road daily and it is currently both slow and dangerous to do so.	12/12/2017 11:42 AM
46	Please do NOT build anything with curbs, bumps, or other raised barriers to separate bike lanes from car lanes or sidewalks. These make it MORE dangerous for cyclists. Raised obstacles reduce maneuverability for cyclists and reduce their options for riding defensively. Raised obstacles cause more bike crashes than they prevent.	12/12/2017 10:54 AM
47	Great concept. Need to tie it into I90 and 520 traffic tho	12/11/2017 8:52 PM
48	I work for REI and with our upcoming move to Bellevue, it is imperative that improvements be made to accommodate the influx of walkers, runners, and bicyclers of all abilities all throughout Bellevue.	12/11/2017 2:51 PM
49	n/a	12/11/2017 2:19 PM
50	Please don't put bike lanes next to parking, as they encourage cyclists to ride in the "door zone" which is dangerous. When cyclists ride in the door zone they're being unsafe. When they ride in the street instead, cars get annoyed that they're not in the bike lane. It's bad for everyone. Protected bike lanes are the way to go!	12/11/2017 12:37 PM
51	Bellevue really needs protected bike lanes downtown.	12/11/2017 12:05 PM
52	I'm looking forward to the improvements!	12/11/2017 11:11 AM
53	I would love to see 108th be a demonstration bikeway concept.	12/11/2017 10:52 AM
54	I would think Bellevue Way or 106th would get more use and make Bellevue Square, Lincoln Center and the Hyatt complex that much more accessible. If it were down Bellevue Way, I would use it almost every time I go out (with Factoria being my biking exception- great trail there by the way!)	12/9/2017 9:56 AM
55	This is the only reasonable option of the four. Bellevue Way should have been considered to connect thru town North-South and provide access to BelSquare, Lincoln Plaza, etc.	12/8/2017 9:10 PM
56	Loss of drop-off parking between NE 6th and NE 8th would be a big negative impact to those who work in the area.	12/8/2017 5:19 PM
57	Bicyclists must be trained to share the road safely. Cycle delivery people are the MOST UNSAFE riders I have ever encountered. For a job that is as dangerous as theirs is, for them not to be required to pass safety and ability test is just ridiculous. Then again I use common sense in these situations, a bygone skill that seems to have little recognition today. If this plan moves ahead it WILL reduce my shopping in the downtown core.	12/7/2017 9:39 PM
58	108th would be the ideal path to travel between the I-90 trail and NE 24th St.	12/7/2017 10:26 AM
59	Clear signage, easy to understand graphics and public education will be essential to successful implementation	12/7/2017 10:17 AM
60	Bikes lanes are a start, but just having painted lanes isn't good enough. Painted lanes are not safe. Bikes lanes need to be separated from other vehicles. Protected with some kind of barrier, if not entirely separate.	12/6/2017 10:56 PM
61	This corridor is my preferred choice, of the four for the following reasons: *connection to the transit center is important because many bike trips are multi-modal. *This route bisects the heart of Bellevue's commercial core, connecting single-family neighborhoods to the north and south with parks, employers, restaurants, cultural facilities (including Kids Quest) and shopping, and it helps connect people biking across both Lake Washington bridges with the aforementioned amenities.	12/6/2017 7:52 PM
62	As a 40+ year resident of Bellevue, please do it. it would connect a north south corridor through the city and with parking and the increasing number of cars on the road, provide a safe(er) alternative to the already crowded bus lines.	12/6/2017 10:52 AM

Downtown Demonstration Bikeway Project Survey

63	I drive in Seattle often and see very few bikers in lanes that that have been created for them. Traffic in Seattle is increasingly gridlocked with bike lanes contributing to the problem. I think it is wrong to spend so much money on something that very few people will use especially when there are so many more pressing issues. In theory, bike lanes are not a bad idea, but with our growing population, and accompanying traffic, they are not practical. I oppose bike lanes because they do not benefit enough people.	12/6/2017 2:08 AM
64	I am highly supportive of the 108th Ave NE demonstration bikeway concept	12/5/2017 8:19 PM
65	The driveway for City Center is a problem space which needs to be managed better.	12/5/2017 5:01 PM
66	Definitely the preferred option for trial corridor with greatest impact to transit, pedestrians and esp vehicles in addition to most beneficial to cyclists.	12/5/2017 4:39 PM
67	Looks like a nice connection to transit center for those doing bike/ bus combo commutes (my spouse).	12/5/2017 12:45 PM
68	not at this time	12/5/2017 12:11 PM
69	don't incorporate planter boxes or other barriers. They are just more obstacles and distractions you need to deal with while riding and cause issues moving between the biking lanes and traffic lanes.	12/5/2017 11:59 AM
70	As a demonstration bikeway this is a good choice.	12/4/2017 10:47 PM
71	I don't think bicycles should share a roadway with buses.	12/4/2017 10:35 PM
72	bikes and cars are like oil and waterthey don't mix, especially with our weather.	12/4/2017 9:10 PM
73	Required bike riders/drivers to walk their bicycles on the sidewalks.	12/4/2017 7:19 PM
74	As a pedestrian and cyclist, I am uncomfortable with any stretch of a bikeway being on a sidewalk. Riding on a sidewalk is really annoying due to crosswalk confusion, peds stepping out of storefronts, etc. As a pedestrian, it is scary to have bikes zipping by.	12/4/2017 3:52 PM
75	Focus on the traffic problems with cars. There is sufficient support for bicycles as-is today. Why aren't we focusing on our traffic problems? More and more people are avoiding downtown Bellevue due to the ridiculous time it takes to go the 2 miles from 405 to Bellevue Way.	12/4/2017 2:15 PM
76	If bicyclist want to ride with traffic then they should. Bellevue is small and these changes would impede the enjoyment and usability for MANY MANY other people just to benefit a few that will not or do not already enjoy Bellevue already. Be mindful of the community you serve and not the Bicycle club that pushed their agenda. Careful Seattle has not done well because of their changes.	12/4/2017 12:48 PM
77	Probably the best location but the wrong implementation	12/3/2017 1:04 AM
78	North-south routes should be higher candidates than east-west for now. E/W are too complicated to create a well connected, continuous route.	12/2/2017 2:11 PM
79	I want to get from Wilburton to Downtown part. And, Wilburton to North downtown on 12th	12/1/2017 8:10 PM
80	I often use the area outside the transit center that has eliminated parking in the above draft as a drop off/pick up point for my child that takes the bus. I see many other drivers use this space for the same purpose. I would like to see another load/unload area very close to the transit center to make up for the loss. Would be advantageous to more people than parking.	12/1/2017 5:08 PM
81	please do NOT use 108th NE	12/1/2017 5:05 PM
82	I prefer the 106th recommendation but 108th would be a solid alternative. The traffic volume seems to be lower on 106th and thus it feels safer to me today but in general as long as there is at least one safe corridor north/south and east/west it would make Bellevue MUCH safer for cyclists.	12/1/2017 11:48 AM
83	I think it is a good compromise between bike/car safety. Even with the elimination of parking along 108, there are plenty of alternatives and it will improve the cycling conditions.	12/1/2017 11:04 AM
84	Bike lanes should not be planned in such small piecemeal fashion. You should plan for bike riding as you would for cars—in an overall grand plan based on a philosophy that bike riding is an alternative transport system that needs arteries and local pathways. What is this change trying to accomplish?	12/1/2017 10:01 AM
85	No	12/1/2017 8:35 AM

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86	Like to see bike lanes,on either side of road,like Sammamish parkway,and have swepted, more often,make sidewalk lights,more time to get across.	12/1/2017 12:17 AM
87	Certainly over the long term we need connection to the northern bike routes: Lake WA, Kirkland Corridor and 520 trail. Improvements to 108th could be the central branch of that connectivity,	11/30/2017 10:46 PM
88	Bicycles are not an effective mode of scalable transportation. Would the dumbass seattle residents working for bellevue dot please quit and go away.	11/30/2017 9:15 PM
89	Love it. Please make bike lanes even safer by having barrier between street and bike.lane...still scary even with green paint but dont want bikes on sidewalks if possible.	11/30/2017 7:10 PM
90	We need more parking since cars are already parking In our neighborhoods to get to the bus. These people drive to bellevue since they live far away . It will not cause them to ride their bike here since they take the bus.	11/30/2017 6:31 PM
91	Love the idea of Bellevue becoming a model city in this area	11/30/2017 5:40 PM
92	I would prefer a continuous PBL, not a combination of PBL and SBL. How would you feel driving down 108th if it switched from asphalt to gravel and back a couple times?	11/30/2017 4:39 PM
93	Cyclist need a good East-West corridor too!!	11/30/2017 4:19 PM
94	This won't be extremely useful for me unless you also connect the row of apartments, library, and park along 10th, or connect to the mall and downtown park via 4th.	11/30/2017 3:41 PM
95	Since connectivity is a major priority, I also would suggest 112th connecting to Lk Wash Blvd at NE2nd which is the major bike route currently used by cyclists to get through Bellevue.	11/30/2017 3:37 PM
96	Thank you for making the effort to try these ideas out. I really liked the bike way next to (just West of) I-405 before light rail construction started.	11/30/2017 1:04 PM
97	I like the idea of Bellevue trying things to improve cycling safety, but seems like a half-hearted attempt to me. There needs to be a more holistic approach that includes safe access into Bellevue as well that joins into this project. I'm hopeful we can reverse the trend of bike commuting declining by 50% in Bellevue while Seattle has doubled in the past 10 years.	11/30/2017 12:27 PM
98	It's a good concept. I'm not sure people will readily test it, because of lack of safe connectivity to the top and bottom of the bikeway.	11/30/2017 1:13 AM
99	This would be much more useful if the section of 108th from Main St. south to Bellevue Way were more bike-friendly versus the narrow lanes where bikes share with road traffic now.	11/30/2017 12:47 AM
100	If the city spends tax dollars on this, they should require bicyclists to pay license fees to cover ALL costs!	11/30/2017 12:36 AM
101	Who is funding it?!	11/29/2017 11:44 PM
102	It's most important to also provide east-west connectivity	11/29/2017 9:33 PM
103	I previously worked on Broadway in Seattle, near Swedish hospital. They installed bike lanes there and it did nothing to improve traffic. If anything traffic got much much worse (between Pine and James on Broadway). I walked past that bike lane every day and rarely saw anyone using it. Few people are going to bike to the office in a shirt and tie or a skirt and blouse, then spend the day reeking of B.O. I am a sales guy, I cannot bike to Overlake Hospital wearing nice shoes and slacks, get my hair all messy, carrying my product literature and computer in a backpack, and then try to present myself to the Lab Director, out of breath and sweaty. It's unrealistic. Want to improve safety for bikes? Get cars off the street by providing reliable, efficient mass transit.	11/29/2017 4:27 PM
104	I have never seen a single bike commuting in the ten years I have worked in Downtown Bellevue. This is a waste of taxpayer money. If people work in DT Bellevue they will be walking, not using bikes.	11/29/2017 11:56 AM
105	I like the concept but I think it is more important to provide safer biking along some of the major east-west roads.	11/29/2017 11:41 AM
106	In my experience, this is the most trafficked north-south street in downtown Bellevue (except, perhaps, for Bellevue Ave.). We'd all benefit by having a safer bike route there.	11/29/2017 10:58 AM
107	Implement it.	11/29/2017 10:53 AM
108	See note above about how to spread out the people and how to better use the roads.	11/28/2017 6:02 PM
109	Safety, topography, and connectivity do not favor 108th.	11/28/2017 4:43 PM

Downtown Demonstration Bikeway Project Survey

110	The biggest thing Bellevue could do to improve bike and pedestrian safety is to reduce speed limits and heavily enforce traffic laws. Cars drive much too fast and imperil pedestrians and bicyclists.	11/28/2017 4:36 PM
111	108th is the most logical step toward full north/south cycling inter-connectivity. Having a bike corridor from the 520 trail through the heart of downtown Bellevue all the way down to the I-90 bridge with minimal interruption and route diversion for cyclists and minimal impact to drivers (only a few blocks narrowed from two lanes to one) may be just the solution to encourage bike commuting and reduce traffic congestion.	11/28/2017 2:00 PM
112	We need bike lanes N/S down Bellevue Way that take us to the turn-off behind the nursery which will then connect to the I-90 trail. My wife bike-commutes to DT Seattle and currently feels that is the most dangerous section. Your patchwork bikeways are better than nothing for bicycle riders but really the need is to connect the I-90 trail to the new 520 trail.	11/28/2017 10:53 AM
113	Look, you need to make it difficult to park and you difficult to drive, if you make it easier to drive a car in downtown it will only add more cars in the area and more traffic and more accidents and more dangerous scenarios. we need to cut down the amount of cars in the area and the only way to do it is to make it harder for cars to drive and park in downtown, in fact you should make a mandate to not allow any cars in downtown. create more bike only trailways (like a bike freeway system), allow for more walkers to walk...thank you for doing this, but we need to reduce the amount of cars on the road....and I love cars, and i'm saying we need less of them on the road...	11/28/2017 9:23 AM
114	i don't see any issues with eliminating parking from 108th.	11/28/2017 8:52 AM
115	Eliminating that parking area would significantly impact the ability of delivery drivers to do their jobs.	11/28/2017 8:06 AM
116	Why not put curb barriers between the bike lane and the road lanes? I honestly would still be concerned about safety in bike lanes without a barrier. People in DT Bellevue drive like assholes. Come five oclock it is a parade of overpaid frat boys in ferraris revving engines and zooming indifferently around other cars. I would be concerned about one of these vehicles entering a bike lane and running down cyclists. I know many people have the same observations and concerns.	11/27/2017 6:00 PM
117	a very poor choice for a demonstration	11/27/2017 4:40 PM
118	I don't really understand the purpose of this. For starters the the "demonstrations" are easily walkable, why would anyone start using a bike now? And as noted earlier in the survey, 108th is ideal because its flat. It seems like the whole exercise is set up to "succeed" and that used as an excuse to go city wide, while it will then make traffic even worse and even be a failure for bikes as people stop using them on hilly areas. At which point the damage is done (and the money spent)	11/27/2017 4:29 PM
119	Please don't do this.	11/27/2017 4:24 PM
120	This is sleazy propaganda. You don't care about our opinions - we can tell by the way you ask the questions because you don't provide the answers we want because you don't want to acknowledge that this is a bad idea.. Bike lanes in Bellevue is a very dumb idea. You will have blood on your hands and it will be the City's fault by proposing bikes to ride on arterials in downtown. There is no problem that bike lanes will solve. Please stop this ill-conceived idea.	11/27/2017 4:11 PM
121	I like that it goes right next the transit center, where many people may load and unload bicycles.	11/27/2017 12:44 PM
122	#27: Bikes are better suited in the street for better visibility by motor vehicle drivers and safety for pedestrians. The southern end of 108th is on top of a hill (from Lake Washington Loop), making it more difficult to traverse for inexperienced or less fit cyclists. 112th has a lower elevation profile and along the north/south trail. This may be an important factor when the 520 trail opens to bicycle traffic.	11/27/2017 12:37 PM
123	Confident riders will ignore bike pathways that divert them back and forth through different zones. The flexible posts that separate are soon mowed down by delivery trucks and cars, and will need to be repaired regularly to prevent cyclists from riding into them. The cement curb separation approach is better long-term.	11/27/2017 12:25 PM
124	108th is already constricted and taking away space for a dedicated bike lane with make the downtown bellevue traffic worse than it already is. The tight space and high traffic make me uncomfortable with the idea of bikes that tend not to follow laws of the road.	11/27/2017 12:22 PM
125	I have now been hit twice by a car. (both hit an run) One on 106th and the other on Main Street. I don't like riding my bike around here because of the drivers. I am a very experienced bike rider, so its frustrating when I know I am safer walking to do my errands or walking to work when I would rather ride my bike. But the streets around here are not the most bike friendly.	11/27/2017 11:30 AM

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126	This is a great start and I believe it will make it more comfortable for people to bike AND walk on this corridor, however without connecting facilities, recruiting people to this PBL will remain moderately limited. Fuller/wider scale implementation is necessary to draw out more people and the less confident.	11/27/2017 10:10 AM
127	I think it's gorgeous and well thought out.	11/27/2017 9:24 AM
128	Bikes should not be on sidewalks. That's ridiculous. I also run along 108th and there is barely enough space to do that safely especially right after the light changes for the transit center. Adding bicycles in any number to that mix and someone will get hurt.	11/27/2017 7:28 AM
129	hodgepodge of methods shown won't get it done. needs to be a dedicated continuous path if you want to make it better for more bikes.	11/26/2017 9:32 PM
130	You will need to publicize the project massively so that people even know it exists. Also, need bike parking at places along the corridor. As important are multiple ways for people to ride from their homes to Downtown.	11/26/2017 5:50 PM
131	While you are ripping up the streets, you might as well create dedicated bike paths/lanes. Asking us to make it work with shared lanes for cars, bikes, deliveries, and losing parking is short sighted. You can do better, Bellevue.	11/26/2017 3:07 PM
132	108th Ave NE is a great location for this demonstration project since it parallels Bellevue Way and connects to neighborhoods to the north and south.	11/26/2017 12:52 PM
133	Why 108th? Why is focus on north/south and not east/west? Seems like a miss	11/26/2017 10:00 AM
134	This demonstration street would be the most used during the study period and provide the most data for future additions to the walk/bike/drive infrastructure.	11/25/2017 5:03 PM
135	So overdue for a good bike lane through Bellevue. Need to fix and complete 112th and 114th also which is a biking thoroughfare and probably more important than the above new plan.	11/25/2017 11:02 AM
136	Overall seems like a wonderful project, in my opinion should be first priority, but it would be nice to retain a drop off/loading zone at Bellevue Transit Center, whether you moved it a block east or did something else...	11/23/2017 4:35 PM
137	The chief problem right now is that while there are some stretches of bike lane along 108th, the lanes abruptly end and become right turn lanes. A second issue is that there are a couple of places on 108th where there is no bike lane and a concrete median divider in the center lane such that there is a single narrow cattle chute lane and a car cannot pass a bicycle even if there is no traffic in the opposite direction. Except by riding on the sidewalk, cyclists on 108th repeatedly get shunted into lanes where they are in the way of cars. A young fit cyclist can sprint along these sections and reduce the inconvenience to cars somewhat but an older less fit cyclist cannot help but interfere with car traffic. To avoid the problem areas on 108th I have been jumping the curb and riding on the sidewalk but this is often not viable when there are lots of pedestrians. It is not possible to create bike lanes where they are currently missing without making the sidewalks more narrow or getting rid of a turning lane. I don't know what can be done.	11/23/2017 11:37 AM
138	We live in downtown Bellevue and see almost no bike riders there. It is NOT an environment where people tend to ride bikes. I see the proposal as a detriment to thousands of downtown residents and a benefit to a very few.	11/22/2017 1:16 PM
139	Would the amount of parking be less?	11/22/2017 1:16 PM
140	Instead of thinking about it as a trade off between bike and cars aim for a solution that helps both. By example if there were an elevated road going from 100th to the free way directly(or a tunnel), without light, you could potentially offload a lot of the car traffic to it and improve things for everyone. Today the city of Bellevue seems to care more about business opinions than residents and it is a shame.	11/22/2017 11:32 AM
141	It's about time to put in bike lanes downtown.	11/22/2017 4:21 AM
142	When I'm not taking 100th, 108th is what I take. Probably the most logical place for a bikeway even though it doesn't connect to anything.	11/22/2017 12:30 AM
143	I walk along 108th because it is quieter, wider and not an intense busy street like 106th, I think 108th would be a safer north-south connection for bicycles-still connecting to pedestrian path, if bicycle racks were installed by transit and also accessible to new rail.	11/21/2017 9:41 PM

Downtown Demonstration Bikeway Project Survey

144	Not a good idea for Bellevue at this time. Please make traffic and commuting for cars and busses a priority. Electric cars and driverless cars are coming soon. Let's wait and see how that affects transportation.	11/21/2017 7:29 PM
145	Please restripe more streets with bike lanes. I live on the edge of Bellevue/Redmond and it's frustrating to come to the border and be pushed out into traffic.	11/21/2017 4:57 PM
146	The millennial generation bike and many do not have cars. With all the high rise condos in Bellevue, safe biking is a must! 108th I feel is better than 106th because it is more centrally located and therefore more usable.	11/21/2017 3:21 PM
147	I drive downtown and I bike downtown and I walk when I get downtown. I deserve to be safe in any of those circumstances, yet this city has made is downright hostile for bikers and even dangerous to pedestrians. It seems like cars in Bellevue think they should own 100% of the infrastructure and motorists seem fine cutting in front of pedestrians and putting bikers in danger by passing very close. Cars are deadly weapons. That's why terrorists use them to kill people now. The number one role of government is the safety of its citizens. There should be at least one N/S route and one E/W route for people who want to bike through Bellevue. On a more aspirational note, Bellevue has showed signs of wanting to become a world class city. That requires visionary thinking and a rejection of petty NIMBY'ism and mid-20th century attitudes. If Bellevue really wants to grow from a suburb of Seattle to a city in it's own right, you are not going to do it with a cars only attitude, especially downtown.	11/21/2017 3:20 PM
148	I doubt this project would increase bicycle usage in downtown Bellevue. It will only increase vehicle congestion.	11/21/2017 2:16 PM
149	Getting the light timing right is going to be important. Do some user studies on the light timing with different cyclist speeds to make sure that 108 is indeed less painful than other paths. If you have to wait long at every light, it discourages usage, especially on the climbing segments.	11/21/2017 12:13 PM
150	Would like to see intermittent police enforcement of people stopping cars on 108th to pickup people (Uber/Taxi/Private)	11/21/2017 11:32 AM
151	Quit wasting our tax dollars!!! This is stupid stuff that crazy liberals who think cars are the devil come up with to justify their jobs. Sickening!	11/21/2017 10:33 AM
152	There are not nearly enough current or even potential bicyclists to warrant the cost and impact of this project. Sidewalks and/or "sharrows" are more than sufficient for not only the tiny current bicycle use, but would be adequate even for a significant increase over current use. If and when there is such capacity that would warrant separate facilities/lanes for bicycles, it could be considered, but not until then. As a comparison, Metro buses have been operating for decades, and the share of bus ridership as compared to private automobile use has remained the same or decreased over that time, despite the massive incentives and marketing to try to increase transit use. A similar result is likely for bicycle ridership. In addition, better enforcement of traffic laws on bicycles needs to be enacted. Bicycles frequently act as cars, but then choose to act like pedestrians and/or ignore traffic laws when on roads around cars. This is very dangerous and appears to be all but ignored by the City.	11/21/2017 10:18 AM
153	I drive 108th every day. It is a Cutthrough Corridor for traffic from 520 to 405, it's a heavily congested business Corridor. Trying to put bike lanes there would be disastrous. Cars will be backed up for miles	11/21/2017 10:12 AM
154	Bellevue needs a N-S bike corridor through the commercial center 108 or 106 seem to me both equally valid choices	11/20/2017 8:54 PM
155	I am a long time cyclist 100,000 miles +. Go to Copenhagen Denmark to see the proper way for bicycle traffic to coexist with cars. The average person who rides to work finds a way to get there, you don't need to spend money for them. Any survey done by media monkey in inane and stupid. They ask way too many questions in order to get an answer. Even then I can't give the right answer that I could give if I was talking to them. Why don't you just ask people "do you want bicycle lanes in Bellevue?" Asking the same questions about each individual street is stupid. The more the better, we want them on all streets so that we can go anywhere.	11/20/2017 7:09 PM
156	Better connection and continuous bike lanes outside of 108 and to other parts of the Bellevue	11/20/2017 12:29 PM
157	The proposed bike lane next to the transit center looks dangerous with all of the buses turning into and out of this intersection. Could posts be put in, similar to the west side of the street, to limit where buses could move through the bike lane?	11/20/2017 9:30 AM

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158	This looks like a good project, and I am very excited to see the results. Bike commuting to downtown Bellevue is often very nice currently, but can get dangerous and even scary during evening rush hour or in the winter even with good bike lights and following all traffic laws. Consistency is very important with bike facilities as they increase the predictability and safety for both bikers and drivers.	11/20/2017 9:20 AM
159	Stop forcing bike lanes for Bellevue. It would mean street parking would be reduced, not that many people bike, and it is a waste of money for the return on investment. Bellevue's first priority should be to make the crosswalks safer for pedestrians.	11/19/2017 8:07 PM
160	This is a small section of downtown Bellevue. For through bikers, what are the safe connection points?	11/19/2017 7:25 PM
161	Eliminating any street parking to create bike lanes is not a good trade-off for the vast majority of people who do not bike at all or seldom bike. Please stop forcing the idea of creating bike lanes will ease Downtown congestion because it is likely to make it worse.	11/19/2017 9:19 AM
162	Again, I do not see the benefit of catering to the bike lobby here.	11/18/2017 11:41 PM
163	plan to create a bike lane along the East Link on Bellevue Way and 112th.	11/18/2017 10:18 PM
164	A painted lane is not enough. There needs to be a separation from vehicle traffic.	11/18/2017 9:32 PM
165	I am a supporter of the idea of closing some streets in Bellevue for private vehicles and making those streets accessible for pedestrians and bikes only. So I support any initiative that will force people to use less cars but walk and bike more.	11/18/2017 7:03 PM
166	If there were a safe way to get from the 520 trail to downtown Bellevue, I'd be thrilled. This project will likely make it "good enough" and I'd likely try riding my bike to downtown from my house in Redmond, which I'm not currently willing to do because of Bellevue's comparative lack of bike-friendly infrastructure.	11/18/2017 9:47 AM
167	Please study how bikeways are designed in Germany, Holland and other countries. I saw for example, in Hamburg, dedicated lanes on the sidewalks for bicycles. Very safe, efficient. Had to have wide sidewalks however.	11/18/2017 12:45 AM
168	108th is not a common bike route. The bike lane would get more use along 112th.	11/17/2017 9:55 PM
169	Please no concepts with striped or buffered only. There is plenty of space in the ROW for full separation - or full off street paths.	11/17/2017 7:38 PM
170	There are a lot of distracted drivers at the North end of 108th on weekends that are parents trying to find parking for the children's museum. I have a concern that won't mix well with bikers (who I generally find disregard traffic laws when they find it more convenient).	11/17/2017 5:54 PM
171	Seattle bike lanes on city streets are a total disaster for both cars and bikes. Totally unsafe for all vehicles! Do not do this to Bellevue. If you want bike lanes develop bike only paths away from automobiles and tax bikers for the cost of building them!	11/17/2017 4:31 PM
172	I'm so glad to see this survey. I'm so ready for Bellevue to change it's car centric mentality!	11/17/2017 3:43 PM
173	I personally think off street paths (multi use trails) are a bad idea. There's usually parents with small kids running around, and people with dogs on leashes etc, plus lots of drivers coming out of side alleys that do not expect anything to be coming on the sidewalk at a greater speed than walking speed. This makes it difficult for cyclists because pedestrians don't signal when they change direction or stop unexpectedly, and one has to navigate too many obstacles, especially in busy areas.	11/17/2017 3:06 PM
174	Like green paint through intersections so all new riders can easily see the path and cars expect people riding. Do community rides to support trial.	11/17/2017 2:53 PM
175	108th would be a great pilot project. I would like to see 110th Ave NE closed to vehicles except those going into parking garages. This will help the flow of pedestrians going to and from the bus terminal and the new light rail station. It's is very frustrating to wait 4 minutes to cross the street in front of the bus station. People using transit are reducing traffic congestion should be given priority. This would also creat a lively plaza feel to this portion of Bellevue.	11/17/2017 2:06 PM
176	108th AVE NE is already congested during rush hour. The addition of a bike lane is costly to tax payers and will not resolve the congestion issue.	11/17/2017 2:01 PM
177	More bike lanes!!!	11/17/2017 1:50 PM

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178	Definitely need physically separated bike lanes and paths for rider and pedestrian safety. Look at success of SRT, BGT, CKC...Bellevue needs to step up!!	11/17/2017 1:23 PM
179	Bike facilities only accommodate users who are comfortable with the weakest link on their journey. It doesn't matter if most of the bike facility is protected, if the design at the intersection has people on bikes merging with people in cars and trucks, all ages and abilities will not feel comfortable with that. I am a proponent of protected bike lanes and protected intersection. Bikes should be grade or barrier separated from cars at all points OR be signaled to share space at different times. This is the only way that vision zero will be approached.	11/17/2017 12:29 PM
180	While 108th is my top choice... My major concern is density of parking lot and business entrances, they could be dangerous for cyclists and disruptive for cars. The 5 lane parking entrance/exit north of 4th (east side) is so poorly designed that a police officer has to direct traffic during rush hour, I could see this being a problem spot.	11/17/2017 12:17 PM
181	Don't make cyclists share the sidewalk with pedestrians. It is slow and dangerous. Unlike cars, pedestrians are unpredictable and sidewalks are very narrow. Obstacles like dogs on leashes and large strollers are difficult to navigate through. I'd rather cycle on the road than on a sidewalk.	11/17/2017 11:38 AM
182	People don't bike in downtown Bellevue. Don't make driving miserable for the rest of us to pander/cater to .00001% of a population.	11/17/2017 11:36 AM
183	street parking needs to be paid.	11/17/2017 11:29 AM
184	abolish free street parking, add more bike lanes and bus only lanes and hov lanes	11/17/2017 11:28 AM
185	I would urge to avoid bike lanes next to parking vehicles or buses. Drivers may overlook bikers and open doors or exit the parking space and hit a biker.	11/17/2017 10:44 AM
186	I do not support PBL as this creates more debris (leaves, sticks, etc.) that does not get cleaned up or worn down by other traffic and street cleaners. Wet slimy leaves for example are more frequently dangerous than cars if you are a safe rider. It also blocks avoidance paths for emergencies. Buffered paint solves this problem and still increases safety.	11/17/2017 10:15 AM
187	i think this should be done on 106th - which is closer to downtown and where traffic is already pretty bad	11/17/2017 9:22 AM
188	I support this effort. I do think that you need to think however about bike route connectivity beyond this demonstration corridor. I am sure others will use it if they have business there. I won't because my business there isn't going to happen on a bike. So, ask yourselves, does this route lend itself to connectivity north, south, east and west to the most travelled routes by cyclists? If it does, it might draw me in (especially if there is a bakery or coffee shop on the way). If it doesn't, it will not be used by me and others like me who are passing through Bellevue.	11/17/2017 9:20 AM
189	Taking away parking spaces near NE 10th would inhibit visitors to the parks in that area. The recent construction of condos in that area promote walking, not bicycling. The current sidewalks in that area can accommodate bicyclists and foot traffic, should bicyclists feel uncomfortable on the street in that area.	11/17/2017 6:56 AM
190	Bikes should be permitted to cross Main on 108th, traveling north or south, to connect downtown by bike with areas to the south of downtown.	11/17/2017 1:36 AM
191	This is a terrible idea. Please do not ruin 108th street.	11/16/2017 11:10 PM
192	Bike lanes are only helpful if they are clean, because cyclist will fear getting a flat tire if there is a lot of debris in them. Some buffered bike lanes are hard for street sweepers to clean, and so they end up a mess. Rainer AVE in Seattle had this issue.	11/16/2017 9:33 PM
193	Traffic is already getting terrible, extremely few people will bike in rainy Western Washington so this will just create more traffic.	11/16/2017 9:18 PM
194	love the idea.	11/16/2017 8:59 PM
195	Protected bike lanes, please!	11/16/2017 6:53 PM
196	I do not support protected bike lanes on arterial roads. They make the intersections more dangerous unless you prevent cars/buses making turns across the protected lane while bicyclists have a green light. Car drivers simply won't expect a bicyclist to be doing 15 to 20mph and trying to set a lower limit in the bike lane isn't an option. It would either be ignored, or you'd force faster cyclists to use the regular lanes which drivers simply wouldn't understand. There is also a conflict with Sound Transit buses turning right at NE 12th, where a typical bicycle route is straight.	11/16/2017 6:25 PM

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197	This seems the longest stretch of road for the demonstration which is a huge advantage over the other proposed segments	11/16/2017 5:20 PM
198	I'm a general fan: Making access easier will get more people out on bikes, which should result in further steps in the future. So, while this isn't ideal for me personally, it is a positive step overall.	11/16/2017 5:11 PM
199	This choice seems like the best choice for anyone who either lives or works outside of Bellevue, as it provides the best North & South connections.	11/16/2017 4:53 PM
200	Many places in Europe have walking and biking paths as shared with a low curb between for safety. If you have to assist bikers (though I've never seen anyone biking in downtown), then consider that instead of making traffic even worse than it is.	11/16/2017 4:52 PM
201	I currently ride my bike to work most days via the CKC and the rail line to Northup Way. I would be very happy to extend my riding into Downtown Bellevue on a safe route.	11/16/2017 4:35 PM
202	This is a road I currently cycle on. I do not think a bike lane on 108th would be an improvement.	11/16/2017 10:54 AM
203	Thanks for working on this!	11/16/2017 10:38 AM
204	The planter separation idea is nice, but I think a wide paint buffer is sufficient. Plus it doesn't require as much room nor as much upkeep as planters.	11/16/2017 10:17 AM
205	Do this one!	11/16/2017 10:10 AM
206	Don't forget about intersection treatments to maintain comfort and safety along the entire corridor.	11/16/2017 9:42 AM
207	Don't make 108th a bike island. It is nice to be able to have a clear N/S route, but we still need to navigate the E/W roads too and that can be jarring to have to fight the traffic to get places not on 108th. We want to be able to cross 405 too and right now that is a challenge.	11/16/2017 8:20 AM
208	bikes dont belong on sidewalks.	11/16/2017 1:13 AM
209	I think if you also built the Main St option east to 114th, you'd have a great connection from the 520 trail to the I-90 trail.	11/16/2017 12:36 AM
210	Please re open the bike lanes from ne4 to ne12 in both directions	11/15/2017 10:42 PM
211	108th has a lot of buses which can be scary for less confident riders. I am not sure bike lanes to the left of the buses would make the situation that much better for the less confident to be honest. While I mostly find the buses to be pretty careful and considerate drivers, cars in the afternoons rushing out to get onto freeway can be pretty darn aggressive. 108th is certainly less scary than Bellevue Way, and I take it almost every day home from work, but that is outside of peak hours. I already use the fragments of bike lane on 108th already when I can. Encouraging bike riders to keep off the sidewalk on 108th would be a good idea, especially near the Transit Centre there is a lot of foot traffic at peak hour and that isn't very compatible with bikes.	11/15/2017 7:51 PM
212	Parking elimination 6th-8th only affects evening, weekend, and holiday parking. Not a big impact in the global scheme of things.	11/15/2017 7:28 PM
213	Off street paths where cyclists share w/ pedestrians is also usually a bad idea	11/15/2017 5:35 PM
214	I strongly encourage you to move forward with this concept and bring it to fruition. Please help Bellevue continue to stay AHEAD of the East-Side pack. Creating safe, commuter friendly biking lanes early on will set a precedent and continue to keep Bellevue as a desirable location to live, work, and visit.	11/15/2017 4:33 PM
215	Without a clear and compelling evidence that large numbers of cyclists are likely to emerge Downtown, this project seems like a poor use of taxpayer funds and likely to do actual damage to livability.	11/15/2017 4:24 PM
216	There is already jams of cars there, bikes can share sidewalks. In places other than Bellevue Transit Center there is little foot traffic. So we could keep streets for cars, and then use space more efficiently on sidewalks.	11/15/2017 4:19 PM
217	Please proceed with this idea! I like it! Because the sidewalks are wide and long on these super blocks....could bike lanes be included on sidewalks to and educational signs letting persons walking that bikes can use the sidewalks too. Or paint the green stripes on sidewalks too and let all know that bikes will and can be on sidewalks. Give awareness a chance and give the not so strong bike riders a place to be too with peds. Educational campaign too.	11/15/2017 3:44 PM
218	We need more city biking. There is no more room for roads and density is already high.	11/15/2017 3:23 PM

Downtown Demonstration Bikeway Project Survey

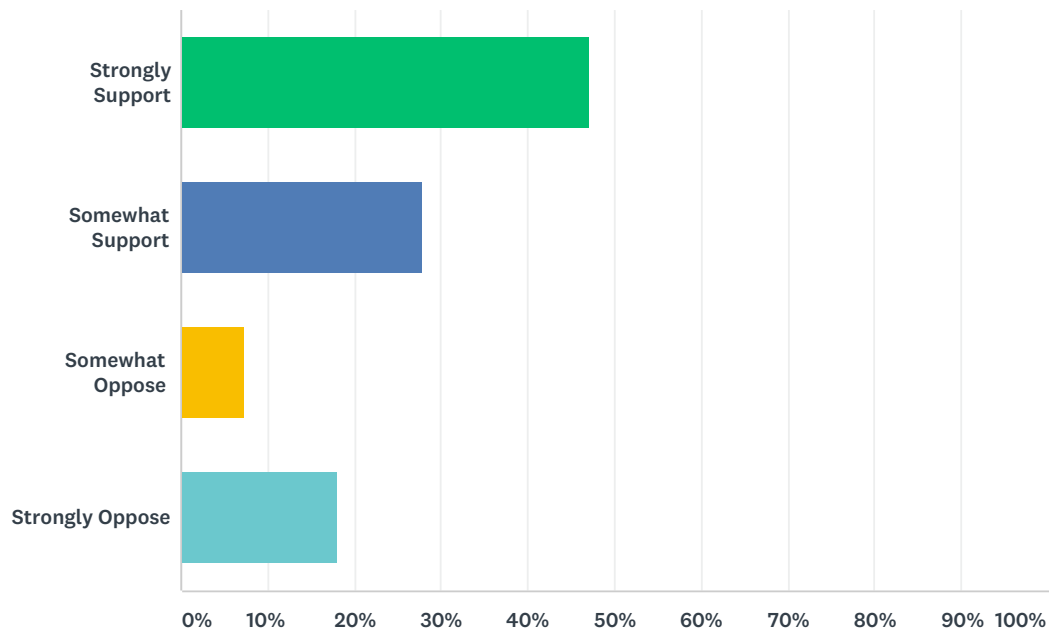
219	I honestly don't think this will encourage more bicycling downtown. It will only benefit those who, for whatever reason, already bike downtown. I don't think anyone is going to change their habits because of the new green lanes. Most people are not hard-core riders.	11/15/2017 2:57 PM
220	You've thought it though - let's build it and give it a try!	11/15/2017 2:53 PM
221	Let's make this happen in time for May 2018 Bike to Work month! :)	11/15/2017 2:42 PM
222	Also need to consider slimming the curb bump-outs at Civica Office building. Currently, bikes travelling in shoulder must merge into traffic at the curb bump-outs.	11/15/2017 2:27 PM
223	A good first step.	11/15/2017 2:17 PM
224	Not the best option	11/15/2017 2:06 PM
225	The more bike lines for downtown commuters the better - the disconnect between all the other bike lines in the city is weird and not really helpful to bikers who need to get across the city safely.	11/15/2017 1:50 PM
226	One of the reasons that I visit Bellevue over Seattle even when I'm not working down here is because of how easy it is to park closely to where you're going. Bike lanes just congest areas more and with your projected parking area change, commuters will have to cross over the street to reach the transit center. This seems unnecessary.	11/15/2017 1:41 PM
227	You really need to stop asking: 1. People who never ride a bicycle what kind of bicycle facility they think Bellevue should build. That is what Bellevue did in the past and unsurprisingly, people who primarily drive and never ride bicycles said "bikes should be on the sidewalk". That is not valid input and resulted in failed facilities like wide sidewalks and the completely failed NE 12th bridge over I-405 where there is only bicycling facility on one side and people heading east out of downtown would have to make 3 relatively dangerous street crossings rather than just one. Yet Bellevue keeps soliciting this type of advice from users who will never use the facilities. Stop doing it. use the well known and proven industry standards for what the best types of facilities are. You do not want to reinvent the wheel and if you try, you will fail miserably as you have already failed in the past.	11/15/2017 1:01 PM
228	Bikers should share lanes with traffic and MOST IMPORTANTLY - OBEY TRAFFIC LAWS ie respecting red lights etc.	11/15/2017 12:34 PM
229	You should get rid of the planter strips on 108th because they force cars and bikes to share a lane which is very uncomfortable.	11/15/2017 12:27 PM
230	Everywhere I go by car in Bellevue has its own lot or garage, go ahead and scrap all the on-street parking if needed.	11/15/2017 12:23 PM
231	I don't think bicycles should get special attention. Our local government along with Sound Transit are making downtown Bellevue less friendly to people who prefer cars. Also, this is not a good solution for shoppers. Do we have a group of City workers who want to bike to work. Construction is already out of control. How does this help the aged and handicapped? Do you know? Do you care?	11/15/2017 12:23 PM
232	Switching so often between path types could be dangerous. Need well defined crossings for pedestrians and vehicles	11/15/2017 12:09 PM
233	Don't half-ass the intersection treatments. Most vehicle/bike collisions occur at intersections so these areas need to be given the most attention.	11/15/2017 11:56 AM
234	It is disingenuous of you to not show on your map the places where traffic lanes would be removed...changing 4 lanes to 2 lanes usable for autos. Bikes can still use general purpose lanes, autos cannot use bike lanes.	11/15/2017 11:39 AM
235	no	11/15/2017 11:36 AM
236	City should try closing off vehicle traffic in one direction one day a week from June - Sept. See if that encourages bike usage.	11/15/2017 11:14 AM
237	Do it! Bellevue needs better bike facilities.	11/15/2017 11:13 AM
238	108th is what I use for weekend riding. It isn't too busy during the week either and good connectivity to transit center- But fairly safe already- Its Bellevue Way that is the issue	11/15/2017 10:57 AM

Downtown Demonstration Bikeway Project Survey

239	108th is congested with business people and transit making bike traffic one more complexity to an already horrific street to get through. bike paths anywhere in Bellevue are supported but traffic congestion is horrible and adding biker to the problems seems like a recipe for bike/car accidents. designated bike paths are ideal with lights is ideal. walkers and bikes are hard because bikers take up room and walkers get in the way.	11/15/2017 10:33 AM
240	It is a crazy idea to put bike lanes on 108th Ave NE. There is already too much bus traffic and car traffic. it is unsafe for pedestrians trying to cross at intersections even with traffic lights. Busses and cars always are running red lights when pedestrians have walk signs in crosswalks. Do not encourage bicyclists in downtown Bellevue. Bicyclists need to ride on streets and not on sidewalks--it is plain ridiculous to consider bikelanes and riding bikes on sidewalks.	11/15/2017 10:17 AM
241	I am concerned that this bike lane will not connect to anything, and therefore will not be used. Take the 2nd ave bike lane in downtown Seattle as an example. Build isolated "demonstration" bike lanes surrounded by dangerous roads, and expect only current users to use the lane. Opponents then will point to the lane and say it is a failed experiment. It must connect to other safe all-ages-and-abilities routes or it will be a waste of time and money.	11/15/2017 8:05 AM
242	Do it!	11/14/2017 10:37 PM
243	I feel 108th Ave NE is the most useful N-S street for biking in Bellevue. It provides access south past the high school and north as far as NE 24th St.	11/14/2017 9:52 PM
244	Like to see this quickly installed if the pilot works. If it does not, need to tweet and get it fixed	11/14/2017 8:38 PM
245	You should have bike facilities on both 108th and 106th, in fact all roads in Downtown Bellevue. Many are 3 lanes (one way) so an entire lane can be devoted to bikes - as it should.	11/14/2017 7:27 PM
246	More people cycling would easily offset the car parking lost.	11/14/2017 7:09 PM
247	Concerned about 1) interface with transit at curbside stops near transit center (transit islands are preferred solution) and 2) ensuring bikes are protected & visible from turning vehicles. Given that parking lost are spaces not available during peak times already, and near office buildings which all have their own garages, impacted parking areas should not impact many people.	11/14/2017 6:53 PM
248	This looks awesome! So much better than today	11/14/2017 5:10 PM
249	good idea to support rides from the transit center and help them disperse to their destinations	11/14/2017 1:33 PM
250	Not really, but I'd urge you to communicate with the City of Victoria. They're putting in more of these lanes all the time.	11/13/2017 8:27 PM

Q33 Do you support the idea of bike lanes on 106th Ave NE to improve safety for people who bicycle?

Answered: 577 Skipped: 675



ANSWER CHOICES	RESPONSES	
Strongly Support	46.97%	271
Somewhat Support	27.73%	160
Somewhat Oppose	7.28%	42
Strongly Oppose	18.02%	104
TOTAL		577

#	PLEASE EXPLAIN WHY OR WHY NOT.	DATE
1	bike lanes in downtown Bellevue support a tiny percentage of bike-riding citizens and will do nothing to relieve traffic congestion. They will create hazards for busses, pedestrians, and automobiles.. Bike lanes are an unnecessary expense to taxpayers and have proven themselves to little-used by few people. Downtown residents comprize a disportionate number of retirees that ar unable to ride bikesa and rely on either bus, auto of walking for transportation, all of which bikers will create hazards for, with or without designated bike lanes.	1/1/2018 6:17 PM
2	It doesn't look so confusing and doesn't impact the roads to the people who use it the most.	1/1/2018 10:55 AM
3	This would make it safer to cycle	12/30/2017 8:43 PM
4	The same comment I made about bike lanes on 108th applies to 106th as well.	12/30/2017 7:33 PM
5	Current discomfort for biking are frequent and long traffic lights, not a lack of bike lanes	12/29/2017 10:45 PM
6	No bike lanes in Bellevue	12/29/2017 10:42 PM
7	Concern that current traffic and enforcement of laws needs to be addressed. I walk the city daily and do not feel safe given drivers running red lights and ignoring pedestrian walk lanes. Bike lanes on any new streets will only work when the behavior of drivers is addressed.	12/29/2017 9:46 PM
8	See same comments regarding 108th	12/29/2017 5:23 PM

Downtown Demonstration Bikeway Project Survey

9	106th is a heavily used traffic corridor. Please do not inconvenience many, many drivers for a few cyclists. No amount of repurposing traffic lanes will make Bellevue's weather or geography more bicycle-friendly.	12/29/2017 4:37 PM
10	Keep bikes off the road. I have witnessed too many unsafe bikers that make it a bad experience for everyone.	12/29/2017 11:26 AM
11	Why are we even considering these changes for a handful of cyclists? The myth that people living downtown won't buy cars is a myth, not a reality.	12/29/2017 10:28 AM
12	Again, we lose a lane in the very congested downtown area.	12/29/2017 12:36 AM
13	Improving safety is important, but not at the cost of individual drivers. Also, the window of bike riding in the Northwest is fairly brief. Most months of the year, the bike lanes will likely go unused.	12/28/2017 9:27 PM
14	no keep the traffic lanes no bike lanes	12/28/2017 9:26 PM
15	You are pandering to the rich white males of Bellevue, the 0.01 percent, who are few in number and not worth the public deployment of capital and time. Stop it.	12/28/2017 8:58 PM
16	I don't particularly care whether it's along 106th or 108th Ave. Pick one Ave and do it right, so all feel safe on the road and the sidewalk.	12/28/2017 8:34 PM
17	There is no enforcement of traffic laws for bicycle riders. They are a continuous menace to those on the streets and sidewalks.	12/28/2017 5:38 PM
18	See my prior response. Same reasoning applies	12/28/2017 4:44 PM
19	Fix traffic problems first. Get cars using downtown to avoid 405 off the road.	12/28/2017 4:42 PM
20	Only serves a few and is not worth the cost..	12/28/2017 4:36 PM
21	It's had enough to turn off the street into a business with cars on the road as it is. Bikes would makes it even more difficult and dangerous	12/28/2017 3:44 PM
22	I do not feel that usability of the roads for drivers should be traded off for bicyclists. Road congestion and traffic is already terrible, and accommodating bicycles will only make things overall worse	12/28/2017 3:26 PM
23	No demand or need	12/28/2017 3:02 PM
24	You are going to significantly increase traffic congestion in the downtown corridor and totally impact my commute time!	12/28/2017 12:09 PM
25	Same answer	12/28/2017 9:34 AM
26	It is not as critical for traffic as 108th.	12/27/2017 9:45 PM
27	Again stop wasting my money on things that we don't need	12/27/2017 8:26 PM
28	There are already too many bikers and vehicle traffic shouldn't have to be impacted.	12/27/2017 6:55 PM
29	I support all of the bike lane proposals, but I think that the one on 108th would be most effective.	12/27/2017 10:40 AM
30	Not protected enough. This is also a much more busy street for cars.	12/26/2017 1:58 AM
31	106 concept is not as safe as 108. Needs more protection for cyclists.	12/21/2017 11:35 AM
32	This proposal doesn't protect the cyclist as much as 108th	12/21/2017 9:00 AM
33	Switching from protected lane to sharrows suddenly is very dangerous. Cars and bikes are both terrible at navigating that kind of transition and I would probably just ride in the vehicle lane the entire time to be sure I was seen.	12/19/2017 10:50 PM
34	Any segment that is introduced has the potential to become part of a connected system, which is the only useful goal.	12/19/2017 9:08 PM
35	Already congested, NO temp parking for deliveries as is	12/16/2017 4:56 PM
36	prefer 108th	12/15/2017 3:22 PM
37	Bicycle riders as a class of people need first to abide by set traffic laws or receive citations. Secondly, I have not seen any responsibility for the cost of developing new bike lanes being put on the bicycle users. I would like bicycle users to pay for the use and maintenance and development of new bicycle lanes for their use.	12/14/2017 1:15 PM

Downtown Demonstration Bikeway Project Survey

38	I used to bike commute from Downtown Bellevue to Redmond and at that time I found 106th to be the best option to go across downtown.	12/13/2017 12:10 PM
39	This road is close to the transit center, yet has less car and buss traffic than 108th. Bike riders would be safer riding in designated lanes on less crowded streets.	12/12/2017 1:37 PM
40	108th better and 108th as better connections	12/12/2017 10:58 AM
41	Again, it's a busy part of town, with lots of visual distractions. The more visible you can make bicycles, the safer it is for cyclists, cars, and pedestrians.	12/12/2017 10:56 AM
42	I love the idea that it would be safe for children, but think that 108th, with access to the transit center is more valuable.	12/11/2017 8:06 PM
43	Again, more bike lanes are needed, and I think 106th is a slightly better choice than 108th, due to the amount of vehicle traffic on these two roads.	12/11/2017 5:52 PM
44	It's not on 108th street	12/11/2017 1:49 PM
45	108th Ave seems more logical to me because it is adjacent to the transit center	12/11/2017 1:49 PM
46	Prefer 108th	12/11/2017 10:53 AM
47	106th Ave could be converted into a bike boulevard without any vehicle traffic. Combined with a pedestrian mall, it could better enhance downtown business by promoting the type of traffic that would be able to stop & shop.	12/8/2017 9:13 PM
48	Se my explanation of 108th.	12/7/2017 9:41 PM
49	It's not as useful for traveling through downtown.	12/7/2017 10:28 AM
50	I prefer 108th over 106th only because 108th is lightly more central in the city	12/6/2017 6:26 PM
51	Somewhat support since this better serves buildings between Bellevue Way and 108th. Includes planter separators, etc. Negative - if you then have to turn left onto NE 4th, NE 2nd, or Main it is a huge hill to climb.	12/6/2017 4:33 PM
52	best N/S option	12/6/2017 2:07 PM
53	Any lane is great, but I'd prefer the fluidity of a 108th N-S line without switching streets. Although this would be less "hilly" for some.	12/6/2017 10:54 AM
54	Doesn't connect to the transit center	12/5/2017 5:02 PM
55	Does not offer much improvement over existing conditions on 106th, which is not as high-vehicle-traffic corridor anyway. Nor does this section offer a lot of bicycle destinations - merely a pass-thru downtown	12/5/2017 4:43 PM
56	Again, prefer more protected (separated) bike lanes than shown.	12/5/2017 12:50 PM
57	What is the cost??	12/4/2017 10:46 PM
58	You are trying to eliminate cars in downtown Bellevue. That is the only transportation some people have to get around because buses do not come close to their place of residence. You are making downtown Bellevue too congested with not enough travel lanes for vehicles. How many bikes do you see on the roadways?	12/4/2017 10:40 PM
59	If you want to ride a bike find a bike lane and ride on you day off. Stop trying to screw up business.	12/4/2017 9:13 PM
60	The street doesn't seem busy enough to require bike lanes	12/4/2017 8:50 PM
61	I support 108th over 106th	12/4/2017 5:30 PM
62	Focus on the traffic problems for cars in downtown Bellevue. I've never seen any people have trouble biking on 106th avenue.	12/4/2017 2:17 PM
63	Same answer as for 108th. We need to have options for both bikes and cars.	12/4/2017 1:00 PM
64	No shared use. This is unsafe for our youngest riders.	12/3/2017 1:07 AM
65	This route is better than 108th for previous reasons. Basically less conflicts and other modes.	12/2/2017 2:14 PM
66	Seems less practical than 108th St	12/1/2017 10:34 PM
67	This road is usually not the "mayhem" that 108th NE is. There are smaller businesses so fewer walking/commuting workers, no buses.	12/1/2017 5:10 PM

Downtown Demonstration Bikeway Project Survey

68	I currently ride on 106th when I commute because it seems to have more space and lower traffic volume. Not sure if that's perception or reality but based on this I feel like it would be a great spot for improvements. Some segments of road along this route are dangerous enough where it impacts my decision to ride if it is dark or low visibility.	12/1/2017 11:52 AM
69	I think 108th Ave NE is a better bike route as there would be more bike traffic. I don't use 106th Ave as much but it seems that this route would have less traffic due to it not having the same N-S reach.	12/1/2017 11:09 AM
70	The images with the SBL lanes look good and a good blending of traffic and bikes The ones where there are PBL lanes look challenging for drivers that need to turn into businesses. Since I primarily drive but not frequently in this area, I think it might cause problems (for both drivers and cyclists) if I can't clearly see cyclists due to parked cars or have to figure out how to drive around the block if I can't make a left turn into a business.	12/1/2017 11:03 AM
71	I think the bikeway should go East-west	12/1/2017 10:03 AM
72	Safety	12/1/2017 8:36 AM
73	I prefer the 108th solution, but this is a good alternative.	11/30/2017 10:48 PM
74	Bicycles don't belong on roads	11/30/2017 9:17 PM
75	Better option if 106th has less traffic than 108th	11/30/2017 7:12 PM
76	My Northbound commute's involves 106th - feels pretty awkward now to share the lanes with cars, especially during peak hours.	11/30/2017 5:33 PM
77	Again, biking with cars is very dangerous.	11/30/2017 4:44 PM
78	I support bike lanes, both PBL, BBL and SBL on either of these streets. Just not sure how 106th would connect to a cross town route in and out of Bellevue.	11/30/2017 3:42 PM
79	More bike lanes on any street is good for walkability in an urban setting. Even if this road doesn't make much sense as a choice to me.	11/30/2017 3:42 PM
80	106th is already too small in terms of width and has more congestion	11/30/2017 1:28 PM
81	Bikelanes are not wide enough. Center turning lane is not necessary.	11/30/2017 12:41 PM
82	Another good option to get the general public informed about bike-treatments.	11/30/2017 12:32 PM
83	106th Ave NE is a frequent bike route to and from the Bellevue Transit Center	11/30/2017 10:44 AM
84	I think that 108th is a better choice, because of connection to the Transit Center. On the other hand, 106th is closer to key shopping and recreation destinations, so it's a good one to consider.	11/30/2017 1:16 AM
85	not really connected to additional N-S routes. 108th seems better suited.	11/30/2017 12:48 AM
86	It won't be used - there is no connectivity to anything...if you are biking this when you get to NE12th or Main Street, where do you go? Cyclists that are just dumped into traffic will find another route.	11/29/2017 9:36 PM
87	Would allow me to ride to and from work avoiding most traffic	11/29/2017 7:48 PM
88	Can integrate easily into existing traffic patterns.	11/29/2017 5:06 PM
89	Good alternative if not 108th	11/29/2017 4:56 PM
90	Same reason I oppose it on 108th. It's an asinine fantasy. There are more effective ways than bikes to get cars off the road.	11/29/2017 4:32 PM
91	Same comment. I think they're great if bicyclists will use them, but I find that they often use the street vs a bike lane. I hesitate to endorse if it turns out that bicyclists don't like using them.	11/29/2017 4:11 PM
92	I feel that bikes are best 100% separate from cars. Otherwise riding is too dangerous.	11/29/2017 3:23 PM
93	Needs more fully protected or buffered bike lanes.	11/29/2017 3:16 PM
94	108th is a better solution. Street on 106th too narrow	11/29/2017 12:04 PM
95	need capacity for vehicles, not bikes. no proven need	11/29/2017 11:50 AM
96	Same reasons as for 108th Ave NE. See my comments for that option.	11/29/2017 11:44 AM
97	A bit more in the core of the city; however not as close to the transit center or future light rail	11/29/2017 11:17 AM

Downtown Demonstration Bikeway Project Survey

98	This is not a good street to bike on right now, any improvement will increase bicycle traffic.	11/29/2017 10:55 AM
99	See notes about 108th, it could really go either way focus on 106 or 108	11/28/2017 6:03 PM
100	106th is the last chance for Bellevue to have pedestrian/bicycle oriented thoroughfare. It is still mostly low rise development with lots of space for expansion of pedestrian/bicycle facilities.	11/28/2017 4:53 PM
101	I don't travel on 106th.	11/28/2017 4:37 PM
102	I support any bike lanes downtown, but feel that 108th is a much more logical choice. 106th is an extra route diversion from the main bike access to Bellevue from north and south of downtown.	11/28/2017 2:09 PM
103	Still a great idea, however this would have less immediate connectivity than 108th so seems like a better candidate for future consideration.	11/28/2017 12:26 PM
104	I think a lot more bike commuters will travel to downtown Bellevue once the 520 bike lane opens, and they will need a safe North-South corridor from 520 to downtown	11/27/2017 5:47 PM
105	Please see response from 108th	11/27/2017 5:33 PM
106	108 th ave is more busier than 106th. It would be a good idea to increase bike riders on 106 than on 108th ave.	11/27/2017 5:29 PM
107	Same as with previous street as this is not street specific	11/27/2017 5:11 PM
108	least disruptive	11/27/2017 4:42 PM
109	Because these questions are just rigged to game the survey. its no different than asking "when did you stop beating your wife?"	11/27/2017 4:31 PM
110	Same as above, increased traffic congestion. How many bikers would benefit compared to how many cars would be affected?	11/27/2017 4:26 PM
111	there needs to be a safe way to get through downtown.	11/27/2017 3:50 PM
112	I think I like 108th better but this is my second choice. I like that 108th goes through to the north of 12th.	11/27/2017 3:48 PM
113	Speaking as someone who commutes through Bellevue, I'm always headed north or south through it, never east or west. Connecting to other area routes such as 118th Ave or the 520 corridor would be better facilitated by a N/S route than an E/W one. But 108th would work better; 106th doesn't really connect to any common paths on the north end.	11/27/2017 3:36 PM
114	same as previous	11/27/2017 3:05 PM
115	Adding bike lanes brings more revenue to companies along the roads and it is a good thing for the economy.	11/27/2017 2:36 PM
116	The bike lane without the buffer appears too narrow. I would not feel as comfortable riding with traffic without a buffer.	11/27/2017 12:59 PM
117	I use 106th most days and am not sure about the safety of bikers.	11/27/2017 12:24 PM
118	Same as previous (flat / safer / more eyes on local issues / less crime or, better crime reporting due to slower traffic eyeballs).	11/27/2017 9:26 AM
119	Get people out of cars and into other methods of transportation. That's the main goal so whatever highlights bicycling as an option works for me.	11/27/2017 7:32 AM
120	Need biking facilities - everywhere	11/26/2017 5:53 PM
121	PBL is a great idea; BBL, SPL, SLM are not. Those would lead to slowed car traffic and dangerous conditions for cyclists.	11/26/2017 3:11 PM
122	People need access to places to shop. It is not a good through street like 108th Ave to connect with neighborhoods north and south of downtown.	11/26/2017 12:58 PM
123	Take bikes off highly travel routes	11/26/2017 10:02 AM
124	Prefer 108th	11/25/2017 10:55 PM
125	The street does not go anywhere and wouldn't be used by cyclists.	11/25/2017 5:05 PM
126	Great idea also. If you were to do both this and 108th, i would separate them more.	11/25/2017 11:06 AM
127	This route removes the danger of all the buses.	11/25/2017 9:41 AM

Downtown Demonstration Bikeway Project Survey

128	Less safe design for novice cyclists than 108th plan.	11/25/2017 9:39 AM
129	Better choice then 108th, but still not great	11/25/2017 1:41 AM
130	Overall mobility increase is good, and it would be fine to remove car lanes.	11/23/2017 4:38 PM
131	Right now there does not exist a good safe north-south cycling route through downtown Bellevue. It is not possible to add dedicated bike lanes without an adverse impact on car travel or parking. We should pick one north-south road that is to be made worse for car travel but good for cyclists and not make things worse for cars on other roads. I support the idea of bike lanes on 106th if 106th is our designated choice.	11/23/2017 12:02 PM
132	While less invasive than the 108th option, this doesn't have as many extended connections as 108th, so isn't as robust in that regard.	11/22/2017 3:53 PM
133	It is already very, very difficult -- and becoming increasingly dangerous -- to access the parking garages at Bellevue Towers. This proposal would make a bad situation even worse.	11/22/2017 1:21 PM
134	They need some safety and they do not belong on the sidewalk.	11/22/2017 1:21 PM
135	It is a less busy street from a transit perspective than 108th. It is core to the central business district.	11/22/2017 11:47 AM
136	It would make connecting neighborhoods and the mall and the new park much better and the people who chose to commute to work would likely benefit too.	11/22/2017 11:36 AM
137	106th is currently, frequently blocked by excessive auto traffic, delivery trucks parked in the center lane, pedestrians crossing mid-block, etc. There are times when we are unable to exit our driveway at Bellevue Towers for five or more minutes at a time. And getting emergency vehicles to the corner of NE 4th and 106th under current conditions is a huge concern under current conditions. Anything that would further impede the flow of traffic on 106th would be a nightmare -- especially considering that an additional 2,200 employees are due to move into the Centre 425 building very soon. Please DO NOT use 106th as a test for new bike lanes.	11/22/2017 11:27 AM
138	I probably wouldn't use this route often if built.	11/22/2017 4:24 AM
139	106th Street is too congested with employees trying to cross street; cars entering and exiting parking lots (425 Bldg., Paacar, Bellevue Towers, Gene Juarez Bldg., left turn lane for Freeway entrance on N.E. 4th.... trucks unloading in left turn lane to enter Condo garage plus, it already is too narrow to safely.....visibility is extremely poor! PLUS, WE HAVE THE ADDITIONAL PROBLEM WITH DRIVERS MAKING A U-TURN AT THE 106TH NE 4TH STREET INTERSECTION, which backs up traffic and drivers get aggressive and upset. Any bike lane on 106th would not be safe for bikers.	11/21/2017 9:55 PM
140	Previously explained. Not a priority	11/21/2017 7:30 PM
141	It's very problematic to ride on Bellevue streets currently	11/21/2017 5:00 PM
142	Support the idea of bike lanes but not at the expense of losing vehicle traffic lanes	11/21/2017 3:44 PM
143	I think 108th is better as stated previously.	11/21/2017 3:26 PM
144	I like mostly PBLs, however less connectivity compared to 108	11/21/2017 12:29 PM
145	I like any new bike facility, but think 108 is a higher priority than 106	11/21/2017 12:20 PM
146	I ride 106th as an alternative to 108th	11/21/2017 11:50 AM
147	This north/south connection is sufficiently located and designed to make it a useful and safe connection for interested by concerned bicycle riders.	11/21/2017 11:27 AM
148	I support this. But the proposal for 108th looks much better since the street is wider. If one has to be chosen, doing 108th would be best. But doing 106th as well would make the network function better, even though some users may find it more intimidating.	11/21/2017 11:22 AM
149	Same answer as 108th.	11/21/2017 10:48 AM
150	Already overburdened.	11/21/2017 10:46 AM
151	Streets are for cars. See previous reasons for why this is so stupid and a waste of money.	11/21/2017 10:34 AM

Downtown Demonstration Bikeway Project Survey

152	There are not nearly enough current or even potential bicyclists to warrant the cost and impact of this project. Sidewalks and/or "sharrows" are more than sufficient for not only the tiny current bicycle use, but would be adequate even for a significant increase over current use. If and when there is such capacity that would warrant separate facilities/lanes for bicycles, it could be considered, but not until then. As a comparison, Metro buses have been operating for decades, and the share of bus ridership as compared to private automobile use has remained the same or decreased over that time, despite the massive incentives and marketing to try to increase transit use. A similar result is likely for bicycle ridership. In addition, better enforcement of traffic laws on bicycles needs to be enacted. Bicycles frequently act as cars, but then choose to act like pedestrians and/or ignore traffic laws when on roads around cars. This is very dangerous and appears to be all but ignored by the City.	11/21/2017 10:19 AM
153	Again, 106th is a major Corredor for business. Not as much is 108th, but heavily trafficked throughout the day. I'm thinking 116th, old auto row would be a better alternative for a bike lane especially with how it connects to light rail. It's flat and wide and taking partial lanes away for a bike lane wouldn't impact that thorough fare as greatly as it would to the heart of downtown	11/21/2017 10:16 AM
154	Once again, this would make it very efficient for cyclists to move through the busiest roads without added worry about traffic.	11/20/2017 9:01 PM
155	between 106 and 108, I think 108 is better since it goes right by the transit center. Either way, we need a good northsouth corridor	11/20/2017 10:48 AM
156	I don't drive/bike on 106th Ave NE	11/20/2017 9:31 AM
157	I think this is also a decent place, however, some consideration needs to be taken for how this bike pathway connects to other bike routes in the area like 108th Ave south of downtown Bellevue to the I-90 trail, and the bike lane along 84th St to the SR-520 trail.	11/20/2017 9:26 AM
158	There is an alley between Bellevue Towers and the Men's Warehouse. It is a high traffic area for Bellevue Towers and parking for the Men's Warehouse and LA Fitness. It is an alley, but a high traffic area. Putting a bike lane on the street will add increased difficulty getting in and out of the alley. A driver already has to watch for traffic and pedestrians. Please don't add bikes to the mix.	11/19/2017 8:13 PM
159	106th has already become very congested and entering and exiting from our residence has become difficult and dangerous, especially with delivery trucks frequently and routinely using the turning lanes to load/unload.	11/19/2017 9:28 AM
160	Increase bus service - not bike service.	11/18/2017 11:44 PM
161	Again, DT Bellevue is lacking in bike infrastructure. Any addition are a huge win.	11/18/2017 11:33 PM
162	As long as you're not taking out a driving lane for vehicles	11/18/2017 11:31 PM
163	This design has a high chance of cars right-hooking cyclist pulling into/out of parking facilities, with minimal protection via posts or other significant separation.	11/18/2017 10:43 PM
164	106th is a much better choice than 108th because there is no bus ingress/egress to/from the Bellevue Transit Center.	11/18/2017 9:34 PM
165	Same reason as for previous street. More walking/biking and less motorized vehicles. Howevery	11/18/2017 7:06 PM
166	a) We can't lose road capacity b) I see no evidence of demand that would justify these lanes and c) the green paint for bike lanes is visually abhorrent. I understand it is the standard, but it is visually illiterate and offends the eyes.	11/18/2017 10:07 AM
167	I work at City Center Plaza so the 108th Ave proposal is somewhat more appealing, but this one would be good too.	11/18/2017 9:49 AM
168	I like this better than 108th because it's a less-traveled road	11/17/2017 10:48 PM
169	I think it is a mistake to try to make urban bikeways that are safe for children. The design choices tend to make them less useful for adults and experienced cyclists.	11/17/2017 10:00 PM
170	I'd much prefer protected bike lanes. These are better than nothing but I still would not feel as safe.	11/17/2017 6:26 PM
171	I generally oppose bikes in downtown Bellevue because my experience has been they disregard traffic laws endangering themselves, motorist and pedestrians. The design itself is fine, but I expect the bike path in front of 24 hour fitness will be blocked with cars dropping people of at times.	11/17/2017 6:00 PM

Downtown Demonstration Bikeway Project Survey

172	I'd rather see along 108th, or, in truth, would really love to see in Bellevue way itself, Kemper be damned. But anything is better than nothing.	11/17/2017 3:47 PM
173	There's a number of shops and businesses in that area which would be much easier to reach by bike.	11/17/2017 3:13 PM
174	Need many routes through city to get to all businesses safely	11/17/2017 2:57 PM
175	It's basically a small bike lane on the shoulder. It doesn't affect on street parking or traffic.	11/17/2017 2:08 PM
176	Decent option with places on left and right of the main path.	11/17/2017 2:08 PM
177	106th AVE NE is not a major arterial road in downtown Bellevue, and there would be less traffic for bikers to interact with.	11/17/2017 2:03 PM
178	I think everywhere needs more bike lanes.	11/17/2017 1:53 PM
179	Magic paint won't solve the safety issue...need a physical separation/barrier. Would you personally even be willing to walk on these with your back to traffic?	11/17/2017 1:28 PM
180	I could see this being a good option, it seems like it is less busy, closer to retail, and has less driving entrances/exits to deal with than 108th. Im concerned that it may not get used as it's less "connected" than 108th. It is also a steep uphill climb to get to 108th from 106th.	11/17/2017 1:04 PM
181	I strongly support bike lanes on 108th. There is a mountain of evidence as to why having bike infrastructure is better for everyone. Lower levels of pollution, lower levels of obesity, higher average speeds, fewer fatalities, fewer injuries, higher community resilience, cheaper infrastructure etc. The list goes on.	11/17/2017 12:30 PM
182	There is nothing there now. Any improvement would be great	11/17/2017 12:01 PM
183	106th provides some access to Bellevue square without impacting the major traffic on Bellevue Way.	11/17/2017 11:47 AM
184	The lower traffic volumes on 106th Ave NE are good, but this route is not well connected to existing bike corridors, and a "detour" would likely doom this route's success- most experienced cyclists would stick to a route that is more convenient, and without connections it wouldn't get used by less experienced cyclists either.	11/17/2017 11:41 AM
185	People don't bike in downtown Bellevue.	11/17/2017 11:38 AM
186	it doesn't connect.	11/17/2017 11:30 AM
187	I do not support PBL as this creates more debris (leaves, sticks, etc.) that does not get cleaned up or worn down by other traffic and street cleaners. Wet slimy leaves for example are more frequently dangerous than cars if you are a safe rider. It also blocks avoidance paths for emergencies. Buffered paint solves this problem and still increases safety.	11/17/2017 10:17 AM
188	Anyplace that bike lanes can be built is good.	11/17/2017 9:22 AM
189	limited expandability and connectivity to points outside of the downtown core	11/17/2017 8:51 AM
190	Still a great trunk line, but requires a little more jostling to get back to 108th for regional trips.	11/17/2017 8:49 AM
191	The street works for bicycles and traffic already, in my opinion. Again, the speed limit is 30mph, the streetlight on 4th & 8th Avenues stops any traffic flow already. The hill climb, if you can call it that, will inhibit recreational riders from using 106th from Main to 4th. So, if you can't ride a bike in 4 block spurts, there's a sidewalk.....	11/17/2017 7:04 AM
192	Hard to get around already.	11/17/2017 12:16 AM
193	This road is too busy. It's for cars, not bike lanes.	11/16/2017 11:11 PM
194	I want protected bike lanes everywhere. I'd be even happier if some car streets were completely turned into bike lanes.	11/16/2017 10:03 PM
195	secondary option to 108 th	11/16/2017 9:00 PM
196	Slow down traffic	11/16/2017 8:59 PM
197	I'm a general supporter of bike lanes throughout Bellevue. Downtown is particularly devoid of them right now and yet there are numerous cyclists that ride there.	11/16/2017 6:36 PM
198	Construction will make the trial less safe and utilized	11/16/2017 5:23 PM

Downtown Demonstration Bikeway Project Survey

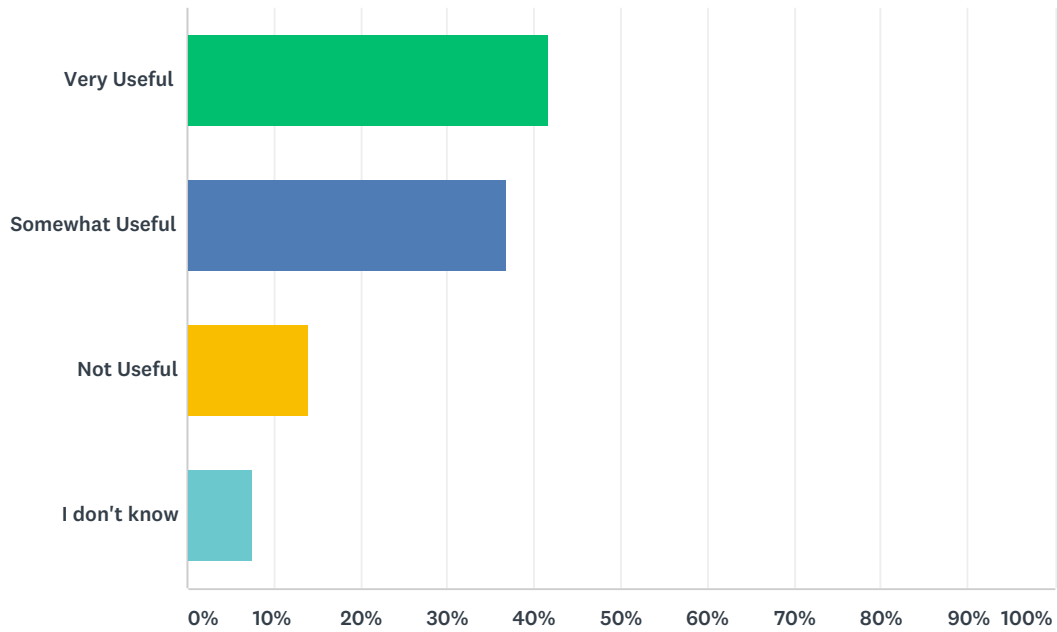
199	Not as integrated into the transit center and other main bike corridors, but 106th does go through a more popular pedestrian area, so would benefit from that. Still have to cross NE 8th, which is the single biggest obstacle.	11/16/2017 5:16 PM
200	More bike lanes are always good, but this street seems like a less desirable option than some others.	11/16/2017 4:56 PM
201	It might improve it but I dont think there are that many bikers and it won't encourage present non bikers to bike.	11/16/2017 4:53 PM
202	Pro: businesses along 106th, con: connections to other bike routes aren't great except 6th street corridor	11/16/2017 4:49 PM
203	No N or S connections.	11/16/2017 1:36 PM
204	I think that bike lanes work best when they are on direct but secondary roads. There is already less motor (and transit) traffic on 106th - I think that makes it perfect for a bike lane.	11/16/2017 10:57 AM
205	I think it makes more sense to have the bike lane go by the transit center.	11/16/2017 10:19 AM
206	Several parallel safe routes should be available for bicyclists to travel within Downtown Bellevue. Don't put all the emphasis on 108th or any other single corridor. Every street should be safe for all modes (Vision Zero).	11/16/2017 9:45 AM
207	The 108th and 106th corridors would both support my needs.	11/16/2017 9:00 AM
208	I take 106th every morning to work, so I selfishly love the idea. 106th has pretty low traffic volume so it is relatively safe and being centrally located would work well for less confident riders.	11/15/2017 7:53 PM
209	Its already a traffic mess, so why not.	11/15/2017 5:10 PM
210	Bike lanes will encourage more people to bicycle, and the more people who bicycle, the safer it becomes for all people bicycling.	11/15/2017 5:02 PM
211	This is a main street for many businesses, condo developments, existing hotels, and upcoming new hotels. Traffic flow is already jammed up from entry onto this street from these areas. I can only imagine what it would be like if you added move road blocks (i.e., planters boxes, posts, restricted lanes). Yikes!	11/15/2017 4:55 PM
212	Same concerns as previously noted.	11/15/2017 4:25 PM
213	Riders should be separated from auto and pedestrian traffic.	11/15/2017 3:26 PM
214	Again, it's a flat, relatively safe throughway. Cars behave on 106th, in my experience.	11/15/2017 3:00 PM
215	The roads going north and south are important to avoid having to go up and down those hills from east to west.	11/15/2017 2:35 PM
216	less convenient than 108th for commuters. Further from bus/LRT transfer points. Does not connect to anything on the north.	11/15/2017 2:29 PM
217	As I explained before, NE 112th is a great candidate for travel North of 6th Street as it gives riders heading North a safe connection towards the NE 12th Bridge and on to the 520 trail.	11/15/2017 2:19 PM
218	Lets call it as it is. Having bike lanes in the Northwest is kinda like having a swimming pool in the PNW. It is so rainy here that I don't foresee bike lanes being utilized 365 days a year, by more users than you would have driving cars. I also hate to admit it but our drivers in the PNW are terrible. Adding bikes to the equation isn't going to help.	11/15/2017 2:16 PM
219	More safety for all traffickers, having individual lanes will minimize the cross over of different traffic (foot, bike, bus, car, ect.) and hopefully diminish possible accidents.	11/15/2017 1:52 PM
220	Simple striped bike lanes with no buffer and no protection have not been recommended facilities for many years. Bellevue should do this since all streets must be complete streets for all users, but absolutely should ALSO do the protected facilities on 108th.	11/15/2017 1:05 PM
221	There is already difficulty with on street parking for restaurants and businesses etc.	11/15/2017 12:59 PM
222	106th isn't as bad as 108th and has some semblance of a shoulder	11/15/2017 12:52 PM
223	I oppose biikes always getting special attention rather than being part of an overall plan. . . and they don't pay a cent unique to their special support beyond what ALL of us pay in taxes and fees. This whole survey is biased and stacked to get favorable responses to the questions.	11/15/2017 12:39 PM

Downtown Demonstration Bikeway Project Survey

224	Anything to provide separation between cyclists and cars is good. 106th is easier to ride down today compared to 108th because it has a reasonable shoulder in many places and buses don't use it	11/15/2017 12:30 PM
225	108th has better north-south continuity and is a better option if only one corridor is going to be implemented.	11/15/2017 12:26 PM
226	Since the road was already narrowed from 4 lanes to 2 lanes in the past, there is plenty of existing space for bikes.	11/15/2017 11:47 AM
227	1. lack of connectivity to north or south bicycle facilities 2. less bicycle friendly! 3. less 'destinations'	11/15/2017 11:40 AM
228	It's a good strip, but it's isolated — you have to get to that corridor on unprotected streets.	11/15/2017 11:27 AM
229	Bike lanes are separate and distinct. Even parked cars will not cross into the bike lane. This separation and space makes the bike lanes safe and comfortable	11/15/2017 11:16 AM
230	Its a good candidate in that it isn't an overly busy street and splits the difference for those access shopping at Mall and transit center.	11/15/2017 10:59 AM
231	See previous message -bikers need skin in the game and they need to abide by road rules.	11/15/2017 10:35 AM
232	less congested than 108th. Better choice	11/15/2017 10:35 AM
233	This is also a mostly flat street with a medium amount of traffic.	11/15/2017 10:17 AM
234	I strongly support it, but think that a lane on 108th is more important, if I have to make a choice...	11/14/2017 10:47 PM
235	I feel that 108th Ave NE is more logical for a N-S bike lane. It provides better continued access to streets north and south of the downtown area.	11/14/2017 9:55 PM
236	This is my 2nd choice after 108	11/14/2017 8:40 PM
237	The best solution is to allow bikes share sidewalk with pedestrians as the number of actual pedestrians is exceptionally low	11/14/2017 8:06 PM
238	I live on 106th avenue at Bellevue Pacific Tower. It already is horrible daily trying to drive out of our building without hitting cars going way too fast, the middle lane is shared by cars trying to get in and out of Bellevue plaza across the street. To add bike lanes for bikers to not stop how are we supposed to safely get out of building without hitting a biker. Whoever is proposing this as a street option for the beta test needs to spend a few days sitting at our building watching the crazy traffic flow especially in the evening. The streets do not have enough lighting at night for safe travels for bikers. You need to contact the city of Broomfield or Denver to ask them how they manage this. It seems like the team is trying to do this blind and needs to resource experts in a fast growing city with lack of street capacity as it is. The cross streets of Bellevue way and 4th have had how many pedestrians hit in the last two years? I have almost been hit twice by cars in the walkway going across ne 2nd and 106th avenue. Adding to this mix a bunch of bikers, plus dark streets at night you are creating a nightmare and an unsafe travel experience for all.	11/14/2017 7:49 PM
239	Same as before. However, you should eliminate the turning lane and widen the protected bike facilities. This will help to slow traffic and make the bike facilities much better. You need something much better than just a bike lane -- needs to be separated from traffic.	11/14/2017 7:34 PM
240	Less trafficked than 108, otherwise 108 seems to serve more uses/ destinations	11/14/2017 7:12 PM
241	Support, but this route does not connect to most employers or riders coming from 108th Ave SE (I-90). Without lots of investment to support safe e/w connections to-and-from this corridor (mainly to 108th) it doesn't reach many destinations as most property along 106th has not yet been redeveloped.	11/14/2017 6:54 PM
242	Useful but 108th is still better	11/14/2017 5:14 PM

Q34 How useful would these new bike lanes be to help people on bikes get where they want to go in or through Downtown Bellevue?

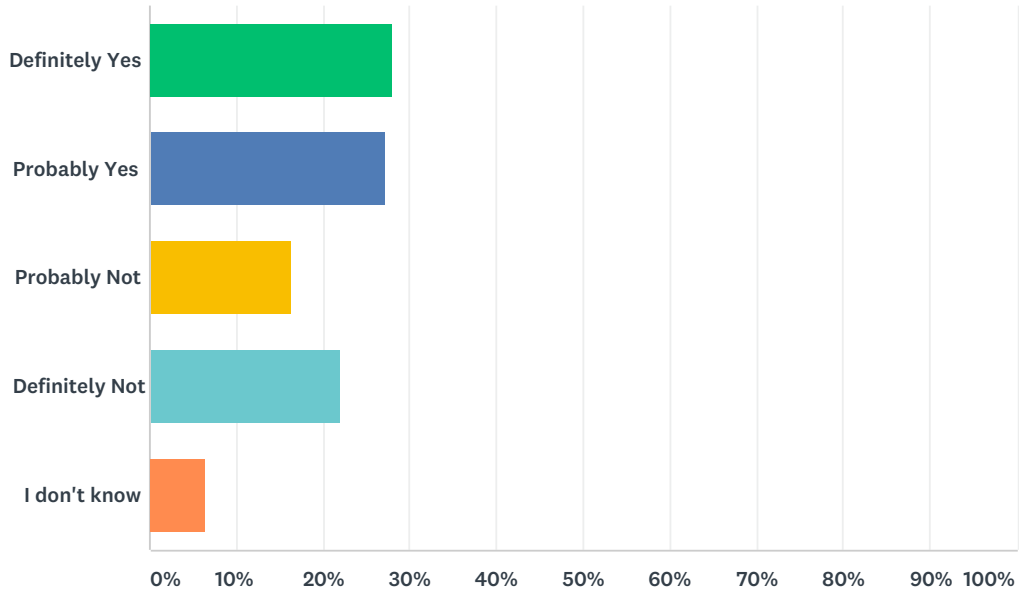
Answered: 576 Skipped: 676



ANSWER CHOICES	RESPONSES	
Very Useful	41.67%	240
Somewhat Useful	36.81%	212
Not Useful	14.06%	81
I don't know	7.47%	43
TOTAL		576

Q35 Do you think you would bike in Downtown Bellevue more often because of these bike lanes?

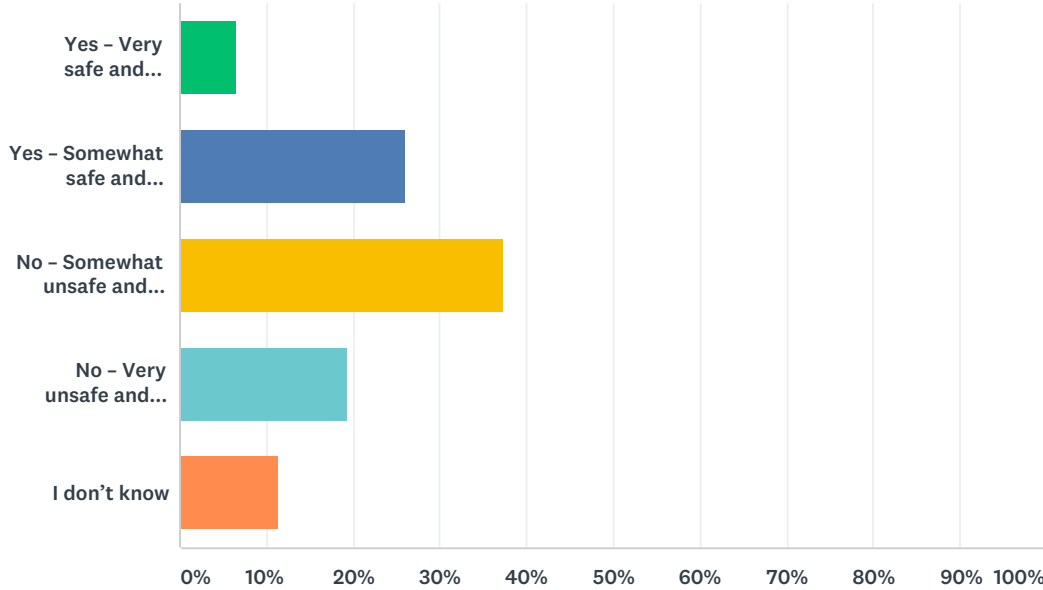
Answered: 578 Skipped: 674



ANSWER CHOICES	RESPONSES	
Definitely Yes	28.03%	162
Probably Yes	27.16%	157
Probably Not	16.26%	94
Definitely Not	21.97%	127
I don't know	6.57%	38
TOTAL		578

Q36 Do you feel that 106th Ave NE is a safe and comfortable street for people bicycling today?

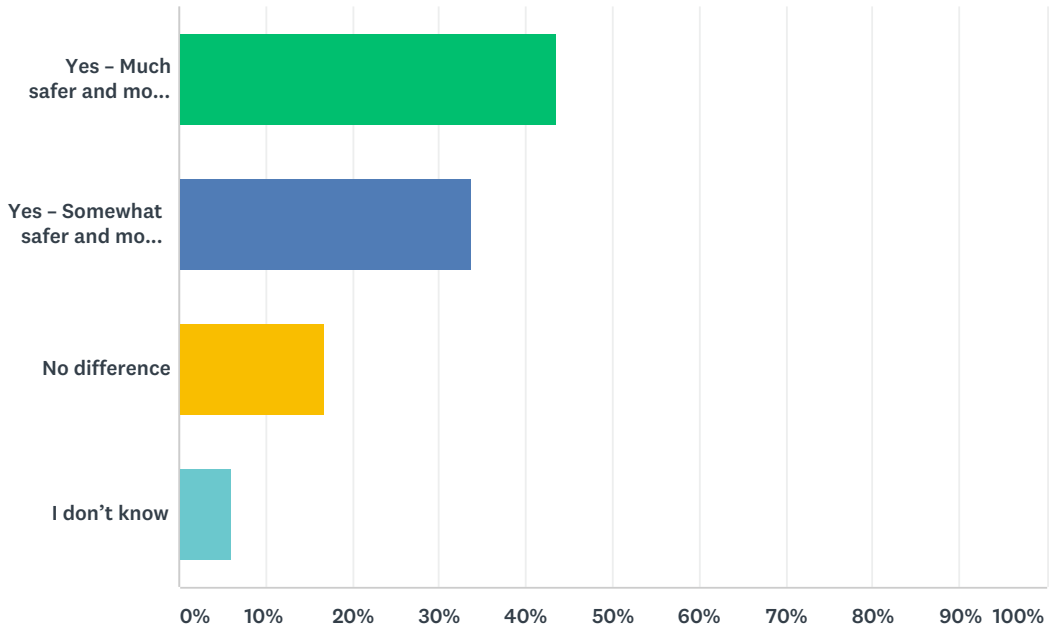
Answered: 578 Skipped: 674



ANSWER CHOICES	RESPONSES	
Yes – Very safe and comfortable	6.40%	37
Yes – Somewhat safe and comfortable	25.95%	150
No – Somewhat unsafe and uncomfortable	37.20%	215
No – Very unsafe and uncomfortable	19.20%	111
I don't know	11.25%	65
TOTAL		578

Q37 If implemented, do you think this demonstration bikeway would make it safer and more comfortable to bike on 106th Ave NE?

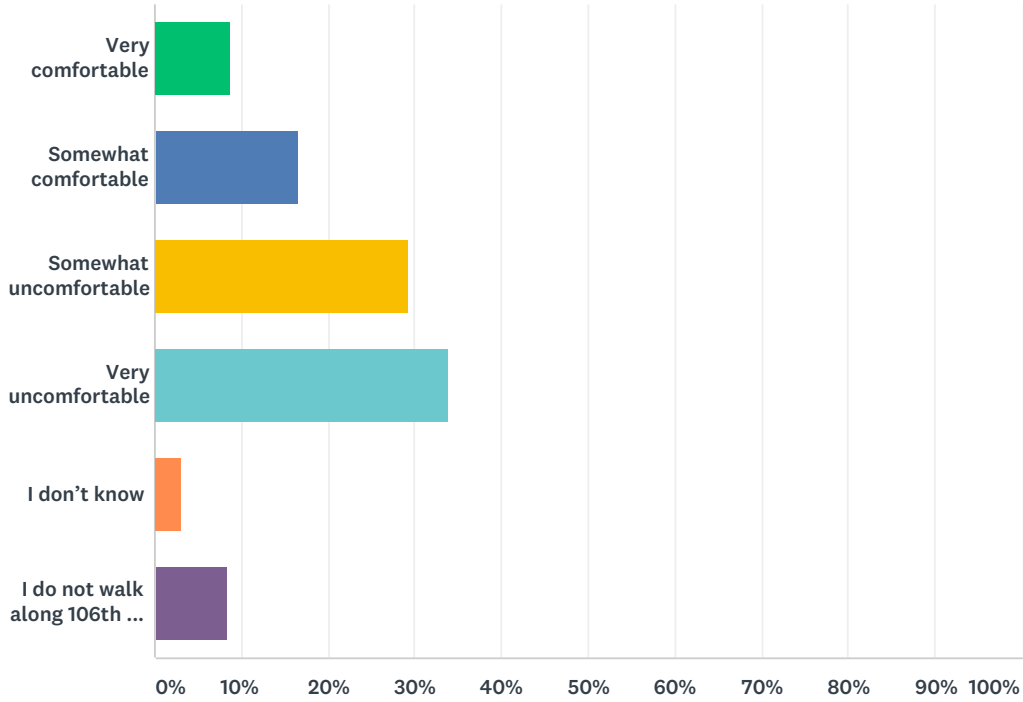
Answered: 573 Skipped: 679



ANSWER CHOICES	RESPONSES	
Yes – Much safer and more comfortable	43.46%	249
Yes – Somewhat safer and more comfortable	33.68%	193
No difference	16.75%	96
I don't know	6.11%	35
TOTAL		573

Q38 When walking along 106th Ave NE, how comfortable are you with people on bicycles sharing the sidewalk?

Answered: 578 Skipped: 674

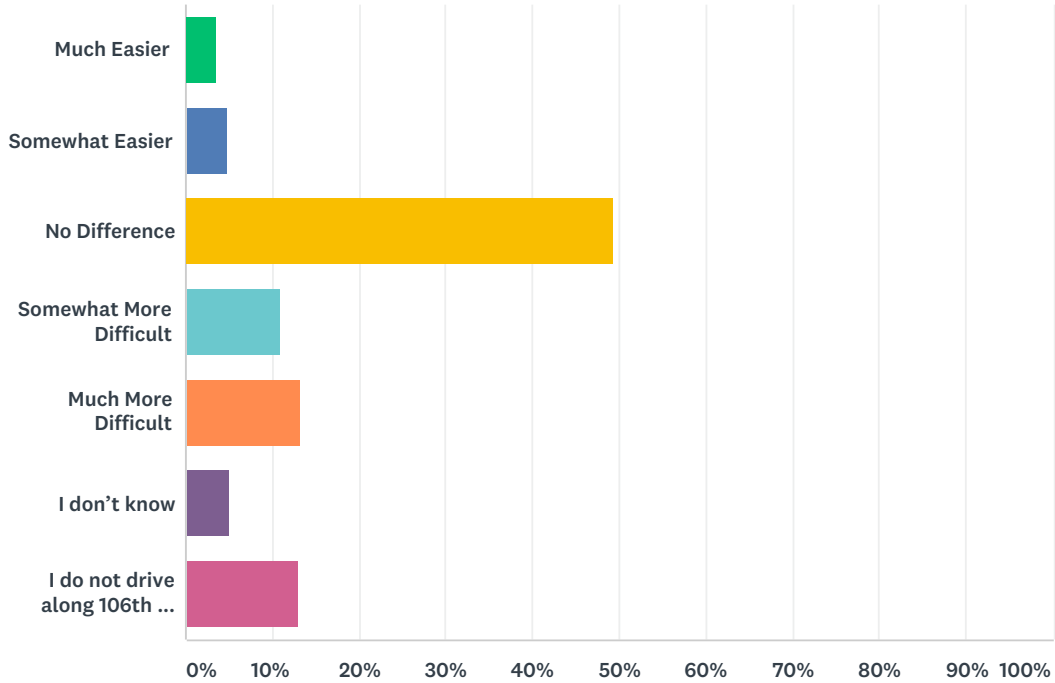


ANSWER CHOICES	RESPONSES	
Very comfortable	8.82%	51
Somewhat comfortable	16.61%	96
Somewhat uncomfortable	29.24%	169
Very uncomfortable	33.91%	196
I don't know	3.11%	18
I do not walk along 106th Ave NE	8.30%	48
TOTAL		578

Downtown Demonstration Bikeway Project Survey

Q39 How would these changes to on-street parking impact your ability to get to the places you want to go along 106th Ave NE?

Answered: 576 Skipped: 676



ANSWER CHOICES	RESPONSES	
Much Easier	3.65%	21
Somewhat Easier	4.86%	28
No Difference	49.31%	284
Somewhat More Difficult	10.94%	63
Much More Difficult	13.19%	76
I don't know	5.03%	29
I do not drive along 106th Ave NE	13.02%	75
TOTAL		576

Downtown Demonstration Bikeway Project Survey

Q40 Do you have any other comments or concerns you would like to share about the 106th Ave NE demonstration bikeway concept?

Answered: 163 Skipped: 1,089

#	RESPONSES	DATE
1	the city should conduct public meetings and hearings on this subject, not rely on feedback from only bicycle supported organizations that represent 1-2% of the population. Talk with the residents of downtown and ask if that's why they chose downtown Bellevue to retire. Talk with the shoppers in the downtown area and ask if they can carry home their purchases on a bike Ask how many bike riders ride in inclement weather.	1/1/2018 6:17 PM
2	Again i would love to see your study on how many people drive, dilever and walk on this street compaired to how many bike. Are we trying to accomidate a few by compromising the many.	1/1/2018 10:55 AM
3	Current discomfort for biking are frequent and long traffic lights, not a lack of bike lanes	12/29/2017 10:45 PM
4	No bike lanes. Don't ruin Bellevue. Bellevue is not Seattle	12/29/2017 10:42 PM
5	Concern that current traffic and enforcement of laws needs to be addressed. I walk the city daily and do not feel safe given drivers running red lights and ignoring pedestrian walk lanes. Bike lanes on any new streets will only work when the behavior of drivers is addressed.	12/29/2017 9:46 PM
6	This street is surprisingly not travelled with car. Much better option	12/29/2017 6:24 PM
7	Pick either 106th or 108th, which ever one currently has the less traffic. They both seem to be about the same. Also, pick the one that "connects" to currently used bike "paths". You only need one N-S bike "lane".....	12/29/2017 5:23 PM
8	Please do not take away traffic lanes to create bike lanes.	12/29/2017 4:37 PM
9	Pedestrians should be given the highest priority, then cars and bikes. Cyclists need to follow the rules of the road, wear helmets and protect themselves since they have chosen to ride a fast moving, less visible means of transportation. They are a danger to themselves, pedestrians and drivers. The missing element here is the future light rail, that will take away more surface space for pedestrians, cars and cyclists. I will never ride the light rail but I'm imaging cyclists will because they can bring their bike with them and avoid being on the crowded roadway. From all transit points, we currently have plenty of bike lanes for cyclists. Cyclists should NEVER share a lane with pedestrians! Too fast moving and no one expects something that fast moving on a sidewalk or pedestrian corridor.	12/29/2017 10:28 AM
10	There are many more cars than bicyclists. Public transportation from the outlying residential areas is poor, so cars are a necessity in accessing downtown. To lose a lane does not serve the greatest number.	12/29/2017 12:36 AM
11	no keep the traffic lanes no bike lanes	12/28/2017 9:26 PM
12	You are pandering to the rich white males of Bellevue, the 0.01 percent, who are few in number and not worth the public deployment of capital and time. Stop it.	12/28/2017 8:58 PM
13	Any additional bikeways in downtown Bellevue would be helpful.	12/28/2017 5:40 PM
14	The more PBLs the better. I feel safe when these are used.	12/28/2017 5:25 PM
15	See prior comments	12/28/2017 4:44 PM
16	I've already shared. Other priorities first. Bellevue will become gridlock with reduction in parking and vehicle lanes.	12/28/2017 4:42 PM
17	It is a poor idea for most people and would only serve a few even on dry days.	12/28/2017 4:36 PM
18	I do not feel that usability of the roads for drivers should be traded off for bicyclists. Road congestion and traffic is already terrible, and accommodating bicycles will only make things overall worse	12/28/2017 3:26 PM
19	Again, what is the demand versus the population?	12/28/2017 3:02 PM

Downtown Demonstration Bikeway Project Survey

20	106th seems a better choice, less conflict points and less transit service to compete with. Seems less heavily traveled by vehicles in general.	12/28/2017 2:54 PM
21	Nice concept but too early in the growth of downtown to consider. Wait to see if light rail removed traffic. Right now, we need to focus on making it easier for cars and walking.	12/28/2017 2:14 PM
22	NOooooo	12/28/2017 11:25 AM
23	No	12/28/2017 9:34 AM
24	bad priority for traffic	12/28/2017 9:32 AM
25	Looks Good!	12/27/2017 10:30 PM
26	Please don't use sharrows	12/27/2017 10:17 PM
27	If the city wants to promote bike as mode of transportation, then do not make other modes of transportation (already heavily utilized or over-utilized) more congested, leading to more pollution, more accidents, and More stressed people.	12/27/2017 9:45 PM
28	Taking out one parking space for a bicyclist is stupid. People that ride bikes don't spend money downtown Bellevue	12/27/2017 8:26 PM
29	See previous comments.	12/27/2017 8:04 PM
30	Bike lanes are a pain in the ass for drivers.	12/27/2017 6:55 PM
31	There is so little street parking. Please don't take it away.	12/27/2017 1:01 PM
32	A protected/striped lane is great but partial sharrows is a deal-breaker. The infinite number of driveways along this stretch also makes it very dangerous for cyclists to ride up behind slower cars that might be turning.	12/19/2017 10:50 PM
33	no.	12/19/2017 9:08 PM
34	Do not reduce roadway capacity for the sake of a few. Vehicle/bike mix is not safe. Bike lanes will increase cyclist collisions.	12/19/2017 12:59 PM
35	No room with traffic patterns as is. It is insane to chip away further from available temp. delivery and parking to accommodate a very minority group.	12/16/2017 4:56 PM
36	I prefer 106th to 108th but would like to see these lanes protected using some type of barrier between the cars and bicycles. Perhaps removing the turn lane could create the room necessary to add this safety feature.	12/13/2017 12:10 PM
37	106th is a good alternative to 108th for this project. I prefer 108th because it continues on to 24th where 106th ends at 12th	12/12/2017 11:45 AM
38	As with 108th, don't include any raised barriers in the bikeway. Raised barriers (curbs, burms, bumps, posts) make it MORE dangerous for cyclists, not safer. Stick with paint markings (and make sure the paint doesn't get icy-slick when wet).	12/12/2017 10:56 AM
39	n/a	12/11/2017 2:20 PM
40	I like this, but I think the other alternatives may be better locations overall.	12/11/2017 12:06 PM
41	Bellevue Way would be a more useful route and would make the heart of downtown Bellevue that much more accessible, beautified and engaging, not to mention a significant boost to the walkability score/index and makes a great link to downtown Kirkland, which is also awesome.	12/9/2017 10:02 AM
42	This is only a viable demonstration if all vehicle traffic is also banned from the avenue as well	12/8/2017 9:13 PM
43	I do not feel like "sharrows" are comfortable and safe for most bicyclists. Many motorists ignore them.	12/8/2017 5:22 PM
44	See my comments about 108th.	12/7/2017 9:41 PM
45	I think the bigger question is the North South linkages to this bike lane, as well as Eastbound options.	12/6/2017 10:54 AM
46	Same as above	12/6/2017 2:10 AM
47	106th Ave would only be an acceptable bike boulevard thru downtown if all vehicle traffic were curtailed/diverted and it became a designated thruway for cycling	12/5/2017 4:43 PM
48	not at this time	12/5/2017 12:15 PM

Downtown Demonstration Bikeway Project Survey

49	Since this bikeway would not interconnect with other bikeways it would be less useful and would not be a good demonstration project.	12/4/2017 10:50 PM
50	You are taking away lanes of travel for vehicles and making more backup for vehicle travel.	12/4/2017 10:40 PM
51	Bellevue's main concern should be to promote business. There is a place for bikes but not in down town Bellevue with our weather.	12/4/2017 9:13 PM
52	Require bike riders/drivers to walk their bicycles on the sidewalks.	12/4/2017 7:20 PM
53	Adding bike lanes is a solution looking for a problem. I've never had any trouble biking on 106th and I've never seen anyone have trouble biking on 106th. Please please please focus on the automobile traffic problems we have. Synchronize the lights, add sensors, add more car lanes instead of bike lanes!	12/4/2017 2:17 PM
54	Better connectivity to other N/S bike routes/corridors.	12/2/2017 2:14 PM
55	Because it is calmer than 108th, I would support this street being a demonstration bikeway concept.	12/1/2017 5:10 PM
56	This is my preferred route.	12/1/2017 11:52 AM
57	Bike lanes should not be planned in such small piecemeal fashion. You should plan for bike riding as you would for cars—in an overall grand plan based on a philosophy that bike riding is an alternative transport system that needs arteries and local pathways. What is this change trying to accomplish?	12/1/2017 10:03 AM
58	how does theater affect long term impact of this implementation	12/1/2017 9:59 AM
59	No	12/1/2017 8:36 AM
60	We need bikeways,that are safe, from all traffic.	12/1/2017 12:22 AM
61	I prefer the 108th solution, but north-to-south routes are more important for regional connectivity.	11/30/2017 10:48 PM
62	Too confusing	11/30/2017 9:37 PM
63	Bicycle riders are unsafe and shouldnt be on the road	11/30/2017 9:17 PM
64	Downtown Bellevue has an extremely high amount of off-street parking. There is absolutely no need to waste precious street space for something that benefits few people. Please open that part of the street for better uses - whether it be bike lanes or wider sidewalks! I live right on 106th and 2nd and fully support this.	11/30/2017 4:44 PM
65	More bike lanes on any street is good for walkability in an urban setting. Even if this road doesn't make much sense as a choice to me.	11/30/2017 3:42 PM
66	I like the 108th corridor for N-S travel a little better, but either would be an improvement.	11/30/2017 1:06 PM
67	Protected bike lanes in downtown Bellevue will improve access to cyclists and benefit businesses and restaurants and general liveability in Bellevue	11/30/2017 10:44 AM
68	I prefer 108th for a North-South route, but 106th is a good second choice.	11/30/2017 1:16 AM
69	Bicyclist should pay ALL costs associated with this project!	11/30/2017 12:38 AM
70	If there is no east-west connectivity, this will get limited use.	11/29/2017 9:36 PM
71	I like this over 108th because busses and bikes aren't on the same road	11/29/2017 5:57 PM
72	In all these areas of eliminated parking - 108th/106th/etc - taxis and rideshares will simply use bike lanes to pull over for drop offs/pickups - so solving for that would be good	11/29/2017 4:56 PM
73	See previous comments. This is the PNW. It rains a lot and it gets dark early in the winter. And our population is getting more sedentary and obese. Most people will not ride bikes to work but many would rather use mass transit rather than sit in traffic in our cars. Bike lanes cater to a naive, altruistic fantasy. Bikes would be perfectly fine in the road with cars if there were less cars on the road.	11/29/2017 4:32 PM
74	The 108th concept with protected lanes is much better.	11/29/2017 4:04 PM
75	I have yet to see any bike along this street in my 10 years of working in DT Bellevue. Waste of taxpayer money.	11/29/2017 11:58 AM
76	Implement now.	11/29/2017 10:55 AM

Downtown Demonstration Bikeway Project Survey

77	The lighter traffic (few buses, smaller trucks. etc.) will make this route safer. The topography is more gentle on 106th. And as a north-south connector through downtown Bellevue, 106th would be best.	11/28/2017 4:53 PM
78	Any north/south solution would be beneficial and have a smaller impact on drivers than heavily-trafficked east/west streets, but 108th makes for sense for anyone cycling into downtown from the north or south.	11/28/2017 2:09 PM
79	We need bike lanes N/S down Bellevue Way that take us to the turn-off behind the nursery which will then connect to the I-90 trail. My wife bike-commutes to DT Seattle and currently feels that is the most dangerous section. Patchwork bikeways are better than nothing but the need is to connect the I-90 trail to the new 520 trail.	11/28/2017 10:55 AM
80	This is a better test bed for a bike lane than 108th.	11/28/2017 8:09 AM
81	This is by far the least disruptive of the choices and has closer proximity to the center of downtown	11/27/2017 4:42 PM
82	Dumb idea to put bike lanes in Bellevue. Solves nothing, only creates conflict and divisiveness. Your best course of action is to quit hiring bicycle zealots and leave this City alone.	11/27/2017 4:14 PM
83	106th or 108th. But only one and make it as loud as possible. Bikes need as much help with visibility in car favoring DT BE to be safe.	11/27/2017 3:48 PM
84	106th is vital to traffic to avoid Bellevue Way. This would limit car traffic.	11/27/2017 12:24 PM
85	Like the other, exceptionally well thought out.	11/27/2017 9:26 AM
86	better than what you are showing for 108th because there is more protected lane. However, I think 108th is a better route.	11/26/2017 9:34 PM
87	same comments as 108th	11/26/2017 5:53 PM
88	Please don't ask cars and cyclists to share lanes, or to figure out painted barriers while driving/cycling. It's distracting and dangerous. Please don't eliminate dedicated delivery truck areas. We have enough of them blocking traffic as it is. Do you really want DT Bellevue to be like DT Seattle? Ugh, I don't.	11/26/2017 3:11 PM
89	I actually take this route from 12th to 8th each morning. Again, even simple stripes would make this safer.	11/26/2017 2:14 PM
90	Prefer 108th Ave NE for the demo project.	11/26/2017 12:58 PM
91	What is also needed is some east to west corridors also. having a great north to south is not enough....	11/25/2017 11:06 AM
92	Adding bike lanes to 106th would work but 108th might be a better choice because it connects with the routes to the I-90 bridge and points north.	11/23/2017 12:02 PM
93	Delivery trucks already park in the center median on 106th Ave NE, making it difficult and dangerous to turn left out of the Bellevue Towers driveway onto 106th Ave NE southbound (in order to make a lefthand turn onto NE 4th Street eastbound to the 405. Adding bike lanes on 106th Ave NE would worsen the situation considerably. What should really be done is to limit truck deliveries to early morning and evening, when traffic is lighter.	11/22/2017 1:21 PM
94	There's not much room for loading/unloading.	11/22/2017 1:21 PM
95	you don't seem to have solved the problem of what cyclist should do once they hit Main...	11/22/2017 11:36 AM
96	I think 108th is a better option.	11/22/2017 4:24 AM
97	Do not even think 106th would be a safe and wise decision for a bike lane.....it already is extremely difficult to navigate and the visibility is extremely poor when trucks are unloading in the left turn lane.....that would be an accident waiting to happen.	11/21/2017 9:55 PM
98	Looks like parking will be lost and none added. Consideration should be given to making the bike lanes seasonal as the demand would be reduced from Nov-Apr	11/21/2017 3:44 PM
99	As stated before, I prefer 108th because it is more centrally located and adding one additional point it connects to the Bellevue transit center.	11/21/2017 3:26 PM
100	prefer 108th	11/21/2017 3:21 PM

Downtown Demonstration Bikeway Project Survey

101	All of these bike lanes also depend on the connectivity from the new 520 bike lane into downtown. That is really what will get me riding more in Bellevue - the ability to ride my bike over 520 and then have a safe way to ride into downtown to my office.	11/21/2017 2:53 PM
102	106th Ave NE is already congested. Bicycles can share the roadway with vehicles since speeds are already slow.	11/21/2017 2:20 PM
103	Yay for more PBL, nay for less connectivity compared to 108th	11/21/2017 12:29 PM
104	The image render with the street parking and the bike lane to the right will need to be carefully considered, especially for the downhill segment. If the door zone for the right door is too close to the bike lane, it'll be dangerous because passengers will unload into the bike lane and the sight lines will be worse.	11/21/2017 12:20 PM
105	Absolutely a bad idea.	11/21/2017 10:46 AM
106	On street parking is not a good idea. WE need streets to move cars. Stupid drivers trying to park will just further slow traffic.	11/21/2017 10:34 AM
107	There are not nearly enough current or even potential bicyclists to warrant the cost and impact of this project. Sidewalks and/or "sharrows" are more than sufficient for not only the tiny current bicycle use, but would be adequate even for a significant increase over current use. If and when there is such capacity that would warrant separate facilities/lanes for bicycles, it could be considered, but not until then. As a comparison, Metro buses have been operating for decades, and the share of bus ridership as compared to private automobile use has remained the same or decreased over that time, despite the massive incentives and marketing to try to increase transit use. A similar result is likely for bicycle ridership. In addition, better enforcement of traffic laws on bicycles needs to be enacted. Bicycles frequently act as cars, but then choose to act like pedestrians and/or ignore traffic laws when on roads around cars. This is very dangerous and appears to be all but ignored by the City.	11/21/2017 10:19 AM
108	Between 108th and 106, 106 makes more sense. However, 116th in my mind still makes the most sense or how about 100 NE. where traffic speeds are slower?	11/21/2017 10:16 AM
109	This design seems to provide less separation between bicycles and autos than does the 108th Ave design, making it, therefore, less desirable.	11/20/2017 8:57 PM
110	Consistency of the bike lane is key for predictability and safety for both bikers and drivers.	11/20/2017 9:26 AM
111	Stop forcing bike lanes for Bellevue. It would mean street parking would be reduced, not that many people bike, and it is a waste of money for the return on investment. Bellevue's first priority should be to make the crosswalks safer for pedestrians.	11/19/2017 8:13 PM
112	What are the safe connection points? This is a very small area. Need more information.	11/19/2017 7:26 PM
113	Eliminating any street parking to create bike lanes is not a good trade-off for the vast majority of people who do not bike at all or seldom bike. Please stop forcing the idea of creating bike lanes will ease Downtown congestion because it is likely to make it worse.	11/19/2017 9:28 AM
114	Increasing bus service makes more sense than meeting a limited (if outspoken) number of bikers	11/18/2017 11:44 PM
115	A buffered bike lane is not enough, it needs to be protected. Drivers in Bellevue have ZERO respect for pedestrians and bicyclists.	11/18/2017 9:34 PM
116	It is good improvement. However, I believe bike lanes must be designated only. It is still unsafe to bike near vehicles while you do not have any physical barrier between you and cars.	11/18/2017 7:06 PM
117	Consider the ease/complexity of turning left onto it from NE 12th. Same applies to the 108th Ave proposal.	11/18/2017 9:49 AM
118	This has more protected bike lanes. This is better, but sharrows are useless and unsafe - please correct.	11/17/2017 7:38 PM
119	I feel 106th has darker areas which can be dangerous with bikes. Lighting improvements are important to consider with how early it gets dark.	11/17/2017 6:00 PM
120	Seattle bike lanes on city streets are a total disaster for both cars and bikes. Totally unsafe for all vehicles! Do not do this to Bellevue. If you want bike lanes develop bike only paths away from automobiles and tax bikers for the cost of building them!	11/17/2017 4:32 PM
121	106th has pretty narrow sidewalks, don't think they should qualify as multi use trails. there's also a bunch of parking lots and businesses on the side, which would be a lot of people and cars going and out, and interfering with bike traffic.	11/17/2017 3:13 PM

Downtown Demonstration Bikeway Project Survey

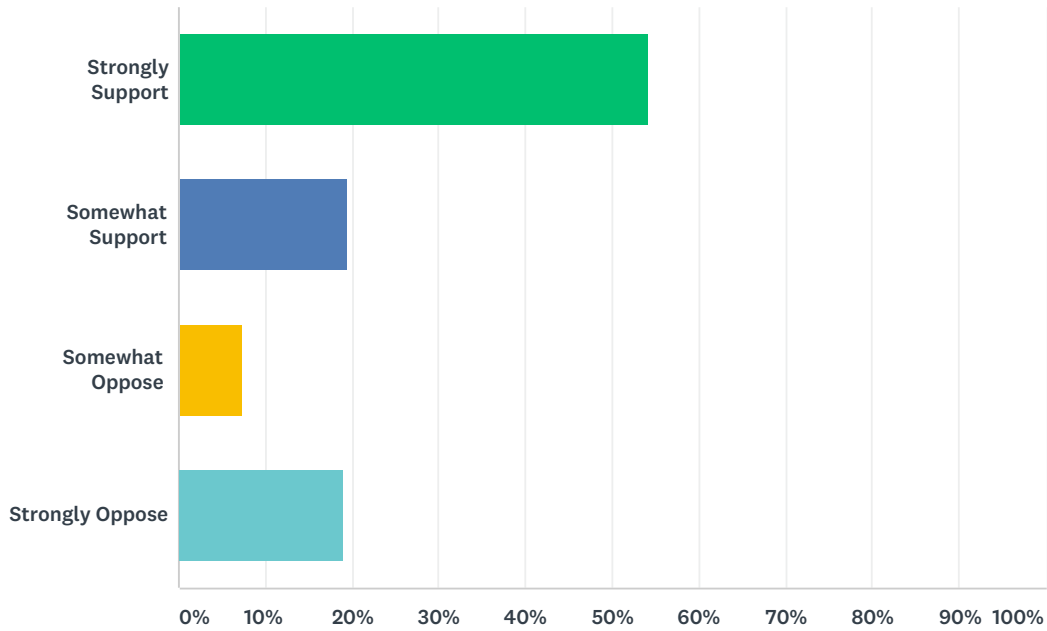
122	Would like 108th first, then this. Please have beautiful planter boxes maintained by Master Gardeners showcasing their PNW plants. Then have youth paint the boxes. The more community involved, the better.	11/17/2017 2:57 PM
123	106th is a good route, as long as it is able to connect to other major routes	11/17/2017 2:08 PM
124	I bike from the 271 stop on ne 8th st and 106th to Bungie in the morning. This would help a little bit, but it's really only one block, so it's wouldn't make a huge difference. But I support bike lanes everywhere.	11/17/2017 1:53 PM
125	Need physical separation/barrier from car traffic. People are in an extreme 4pm-7pm RUSH throughout Bellevue with a "close your eye and step on the gas attitude"....sidewalk riding is the only safe way today.	11/17/2017 1:28 PM
126	Bike facilities only accommodate users who are comfortable with the weakest link on their journey. It doesn't matter if most of the bike facility is protected, if the design at the intersection has people on bikes merging with people in cars and trucks, all ages and abilities will not feel comfortable with that. I am a proponent of protected bike lanes and protected intersection. Bikes should be grade or barrier separated from cars at all points OR be signalized to share space at different times. This in the only way that vision zero will be approached.	11/17/2017 12:30 PM
127	Make sure the bike lanes continue and don't just dead end.	11/17/2017 12:01 PM
128	The sharrow from NE 8th to NE 10th is problematic. Cars are not used to bikes suddenly merging into their lane. A dedicated bike lane would be preferred here instead of sharrow.	11/17/2017 11:41 AM
129	People don't bike in downtown Bellevue. Pandering to such a tiny/minuscule amount of people by making the majority of people more frustrated is not the answer.	11/17/2017 11:38 AM
130	abolish street parking, more bike lanes and bus only lanes	11/17/2017 11:29 AM
131	I do not support PBL as this creates more debris (leaves, sticks, etc.) that does not get cleaned up or worn down by other traffic and street cleaners. Wet slimy leaves for example are more frequently dangerous than cars if you are a safe rider. It also blocks avoidance paths for emergencies. Buffered paint solves this problem and still increases safety.	11/17/2017 10:17 AM
132	i dont think you need to change both 108th and 106th. i think 106th would be a better location for the bike changes	11/17/2017 9:24 AM
133	It would be better that loading zone off of 4th should be expanded instead of adding a bike lane.	11/17/2017 7:04 AM
134	Doesn't have the potential 108th does to connect downtown with the areas to the north and south of the CBD. For just riding between Main & 112th, 106th could work about as well as 108th.	11/17/2017 1:42 AM
135	Do not add bike lanes on 106th Ave.	11/17/2017 12:16 AM
136	Stupid idea. Please don't do this.	11/16/2017 11:11 PM
137	Protected bike lanes, please!!	11/16/2017 6:54 PM
138	When cycling through downtown Bellevue (as opposed to merely arriving here for my work day) this road is my first choice for N-S travel.	11/16/2017 10:57 AM
139	The idea of a north-south corridor is important to me because I approach downtown Bellevue from the south, since I ride my bike from West Seattle.	11/16/2017 9:00 AM
140	If it comes to a choice between 106th & 108th, 106th would probably be better as any changes would have less of an impact on overall traffic flow, though there would need to be a good way for bikes to get up to the transit center	11/16/2017 8:23 AM
141	This one doesn't connect to any other real bike lane, so how do people get here on their bikes to begin with?	11/16/2017 12:37 AM
142	106th has pretty low north-south foot and car traffic so I already feel pretty safe on the road or sidewalks. There is however a lot of east-west foot traffic from the Transit Centre to Bellevue Square, fortunately visibility at that spot is pretty good and there are traffic lights so I am not too concerned about the impact of bike lanes on 106th. It gets more sketchy towards Main, which would be helpful to improve, especially for less confident riders.	11/15/2017 7:53 PM
143	I typically walk to businesses on 106th, but short-term on-street parking appears to be well used and benefits adjacent businesses used by all (not just parkers).	11/15/2017 7:30 PM

Downtown Demonstration Bikeway Project Survey

144	There are many construction projects planned for 106th that would block paths. This street does not have direct access to the Bellevue transit center. People often bring their bikes on buses. 108th is a better option due to access to transit center.	11/15/2017 6:48 PM
145	This concept is an improvement as well but I would encourage the consideration of the same type of bike lanes as the 108th Ave NE improvements.	11/15/2017 4:35 PM
146	Same concerns as previously noted.	11/15/2017 4:25 PM
147	There is already jams of cars there, bikes can share sidewalks. In places other than Bellevue Transit Center there is little foot traffic. So we could keep streets for cars, and then use space more efficiently on sidewalks.	11/15/2017 4:20 PM
148	Get people biking in Bellevue and discourage cars.	11/15/2017 3:26 PM
149	Same as with 108th. Most people who like bicycling don't want to go through downtowns. They like parks, trails, bridges, etc. What's the point of riding through any downtown? If you want to go to a movie or restaurant, you're not going to bicycle from Renton to downtown Bellevue to do that. If you already live downtown, you'll just walk to Bell Square or Lincoln Square.	11/15/2017 3:00 PM
150	i liked the bike lane buffered by planters and stuff better than just the stripes	11/15/2017 2:35 PM
151	This is a better location than 108th	11/15/2017 2:07 PM
152	Stop proposing unprotected bike lanes. The industry standards everywhere except Bellevue has long agreed that these are substandard facilities. Remove parking lanes, narrow lane widths to 10' (yes, you can - stop saying you can't) and provide protection.	11/15/2017 1:05 PM
153	As noted with the installation of bike lanes in downtown Seattle, bike lanes have eliminated a lot of on street parking forcing business, retail and restaurant patrons into expensive garages. Also traffic flow is restricted in areas where bike lanes reduce the number of traffic lanes. There are many retired folk in Bellevue who are not able to bike. Traffic slowdowns in Bellevue have increased with the recent growth. It used to take 10 minutes to drive across town - now it is 20 - 25 minutes. Reducing lanes to establish bike lanes would cause further congestion. The effect of this would damage merchants as many would turn to online shopping. When merchants are damaged jobs are lost. There is a serious lack of enforcement for bikers in respect to traffic laws in Seattle and in Bellevue. Many bikers run red lights and stop signs, make unauthorized turns endangering pedestrians and drivers as well as other aggressive and dangerous habits. I respect bikers I encounter on the road and treat them with consideration for their safety and mine.	11/15/2017 12:59 PM
154	WHAT / WHO drove this biased survey. It obviously has been designed to get certain favorable responses. Why don't you do one for cars?	11/15/2017 12:39 PM
155	Parking turnover is so rare on 106th, proposed parking changes make no difference.	11/15/2017 12:11 PM
156	Since 106th is already only 2 lanes, if narrowing of existing lanes is required to put in the bikeway, then doing so will make things LESS SAFE for everyone. Space for the bikeway has to come from something....don't narrow the general purpose lanes to accomplish it.	11/15/2017 11:47 AM
157	much less desirable than 108th!	11/15/2017 11:40 AM
158	City should try closing off vehicle traffic in one direction one day a week from June - Sept. See if that encourages bike usage.	11/15/2017 11:16 AM
159	Honestly 108th and 1076th are already fairly safe north south its again only Bellevue Way- But could you look at a east west upgrade on NE 10th?	11/15/2017 10:59 AM
160	I used to be a bike rider but now hardly anyone rides bikes in downtown Bellevue. There is no need to put in bike lanes anywhere in Bellevue. You would be taking away street space from busses and cars and would be making crosswalks more dangerous for pedestrians.	11/15/2017 10:19 AM
161	How many apartment condo buildings from main up on 106th avenue have to get out of high rise buildings with cats? How are they going to be able to clearly see bikers going fast down the street when you creep out onto the street from our high rise buildings? Anyone thought of that? I sure don't need any more driving stress downtown.	11/14/2017 7:49 PM
162	It needs to be a separated bike lane otherwise this is a 90's bike facility - it's not the 90's anymore, sorry. Grow a pair and make it real or the rest of the region will crush you. The train is coming, be prepared.	11/14/2017 7:34 PM
163	106th "dead ends" at both ends of downtown (at Main and at NE 12th) - so this lane doesn't have the connectivity of the other candidate corridors.	11/14/2017 6:54 PM

Q41 Do you support the idea of bike lanes on Main St to improve safety for people who bicycle?

Answered: 580 Skipped: 672



ANSWER CHOICES	RESPONSES	
Strongly Support	54.14%	314
Somewhat Support	19.48%	113
Somewhat Oppose	7.24%	42
Strongly Oppose	19.14%	111
TOTAL		580

#	PLEASE EXPLAIN WHY OR WHY NOT.	DATE
1	bikes are traffic obstructions that create hazards for both themselves and the walking and motoring public.	1/1/2018 6:20 PM
2	I would love to see the question added how will these bike lanes help consumers, business owners and neighborhoods.	1/1/2018 10:58 AM
3	Increased safety	12/30/2017 8:44 PM
4	Please see previous comments about 106th and 108th. These schemes are the height of idiocy. The focus on limited resouces should be spent on enhancing public transit. Having been raised back east, the lack of public transit on the west coast is appalling.	12/30/2017 7:35 PM
5	Current discomfort for biking are frequent and long traffic lights, not a lack of bike lanes	12/29/2017 10:46 PM
6	No bike lanes needed. I rarely see bicyclist in Bellevue why are we spending on .05%	12/29/2017 10:45 PM
7	Concern that current traffic and enforcement of laws needs to be addressed. I walk the city daily and do not feel safe given drivers running red lights and ignoring pedestrian walk lanes. Bike lanes on any new streets will only work when the behavior of drivers is addressed.	12/29/2017 9:47 PM
8	this area, E of Bellevue Way, is targeted for construction and high density apt/condo living. I just see more traffic on this stretch of road.	12/29/2017 6:26 PM

Downtown Demonstration Bikeway Project Survey

9	You need one E-W route. Main St doesn't seem to be too congested for cars now so it may be a good choice. However, what I see in all this are routes that seem to be disconnected. When one gets to the end of a bike corridor, then where do they go? Out into regular traffic lanes, to sidewalks, or ????? How does a biker even get to the corridors? You need to address the overall bike commuting routes. And be mindful of hills.	12/29/2017 5:28 PM
10	West of 108th is a corridor to the beautiful Downtown park and to Old Main businesses, Meydenbaur, etc. which was specifically developed with inadequate street and garage parking so this would be conducive to bike lanes along with the high pedestrian traffic in this area.	12/29/2017 10:38 AM
11	It is currently a very heavily traveled area. To lose a lane here is unacceptable. I have rarely seen a bicycle here, but I've seen hundreds of cars. Priorities on this street need to be cars, not bicycles.	12/29/2017 12:42 AM
12	Main Street is much too narrow to implement protected bike lanes. I do not shop at merchants along Main St. often, due to lack of street parking.	12/28/2017 9:30 PM
13	no keep the traffic lanes no bike lanes	12/28/2017 9:27 PM
14	You are pandering to the rich white males of Bellevue, the 0.01 percent, who are few in number and not worth the public deployment of capital and time. Stop it.	12/28/2017 8:58 PM
15	Main St is already a traffic disaster in downtown. Adding more elements to the mix may cause even more congestion.	12/28/2017 8:36 PM
16	No need for bike lanes there, and no room for them.	12/28/2017 6:57 PM
17	Total lack of traffic law enforcement for bicycle riders. They ignore auto traffic and often try to impede it.	12/28/2017 5:41 PM
18	What are the number of cyclists in downtown? Are they more important than pedestrians who are squeezed into small crosswalks? Is it worth taking a bad traffic situation and making it awful?	12/28/2017 5:07 PM
19	See prior comments	12/28/2017 4:45 PM
20	Street is already over utilized by cars and buses.	12/28/2017 4:44 PM
21	Main is a busy street and would not be safe for anyone.	12/28/2017 4:39 PM
22	Road is too narrow as it is	12/28/2017 3:45 PM
23	it would make Main Street look cluttered and industrial, and would ruin the charm of the street and old Bellevue.	12/28/2017 3:42 PM
24	I do not feel that usability of the roads for drivers should be traded off for bicyclists. Road congestion and traffic is already terrible, and accommodating bicycles will only make things overall worse	12/28/2017 3:26 PM
25	Nice concept but too early in the growth of downtown to consider. Wait to see if light rail removed traffic. Right now, we need to focus on making it easier for cars and walking.	12/28/2017 2:15 PM
26	You are going to dramatically impact traffic congestion on Main and make commute times worse!	12/28/2017 12:11 PM
27	you've already taken a lane away - this is a route to i405 FOR MANY - HOW STUPID	12/28/2017 11:28 AM
28	This will make vehicular traffic even more difficult.	12/28/2017 9:36 AM
29	Not a good location to add a different mode at expense of others	12/27/2017 9:47 PM
30	If I find out what city council members are supporting this I will make sure I vote against them in the next election	12/27/2017 8:30 PM
31	Again - the majority of people visiting this stretch of Bellevue are driving/walking to get there. This area's weather does not encourage enough riders to warrant making this level of changes that impact the majority of vehicle traffic and the primary method of folks doing business and bringing money in to support this areas businesses.	12/27/2017 8:08 PM
32	One should focus on projects for riders of all confidence levels	12/27/2017 6:40 PM
33	Expensive and I don't see enough bikers to make it worth the cost.	12/27/2017 1:03 PM
34	I support all of the bike lane proposals, but I think that the one on 108th would be most effective. However, I feel that Main Street would be the second best place to put the demo lane. Riding up that hill I'm often forced to ride in parking spaces, and it's a steep hill, so I have to stop and wait for moving vehicles so that I can keep climbing the hill past the parked cars.	12/27/2017 10:44 AM

Downtown Demonstration Bikeway Project Survey

35	I live on Main Street--there are many other residential buildings here with lots of people who bike. I would bike more during the day if there was a safe place for me to do so.	12/26/2017 2:04 AM
36	Currently so congested with cars and is a high pedestrian area.	12/21/2017 9:02 AM
37	Needs connection to common commute routes from the south.	12/19/2017 10:53 PM
38	Right now, Main street is impossible to impassable. Parking is nearly nonexistent, so being able to bike to a restaurant or business would be a much more viable option.	12/19/2017 9:11 PM
39	This street is busy enough, and there is very little parking. People with children need more access to close parking spaces to their destinations.	12/19/2017 3:21 PM
40	Connector to parks by the water - there may be some logic to it - but we already have road lanes they can travel in.	12/16/2017 4:57 PM
41	An east/west protected corridor seems important to improve cycling accessibility downtown and I think Main St makes sense for that.	12/16/2017 10:54 AM
42	allows better connection to cross 405	12/15/2017 3:24 PM
43	Main Street is one of the major streets connecting Medina and downtown Bellevue with Bellevue Way, I-405, 112th Ave NE and all points north and south. Narrowing it to install bike lanes would terribly impact automobile traffic which now at certain hours already strained. Also, cars tend to be moving quickly down this street.	12/14/2017 1:22 PM
44	I support, but it is not as valuable to me as 108th	12/12/2017 11:48 AM
45	Busy area, need to make cyclists as visible as possible.	12/12/2017 10:58 AM
46	Love to see buffers.	12/11/2017 8:54 PM
47	With hills, I'm not sure there would be the ridership for a good pilot. Doesn't seem like it creates good connectivity.	12/11/2017 8:09 PM
48	This is a quieter street, I think a better choice for bikes, but parking is terrible as it is. I'd hate to lose more space.	12/11/2017 5:54 PM
49	NE 2nd might be a better option.	12/11/2017 1:55 PM
50	I hate sharing the road with bikers because they rarely follow the rules	12/11/2017 1:50 PM
51	This is a corridor where I have bicycled frequently. Currently it is not safe but it is the best route there is. This would be a great thing for commuters.	12/11/2017 12:08 PM
52	I *think* 2nd would probably be a better option because of its termination at the park. Today we generally take 2nd as our primary east/west bike route.	12/11/2017 10:55 AM
53	This is only worthwhile for providing a separated/protected bike lane for dealing with the serious inclines of Main St.	12/8/2017 9:17 PM
54	I have already stated these reason before.	12/7/2017 9:44 PM
55	Road seems narrower than other routes. The visual corridor is condensed meaning drivers and peds/bikes need to be hyper villigent as room for error is minimal	12/7/2017 10:24 AM
56	Getting from 112th to Bellevue Way is currently not safe.	12/6/2017 6:28 PM
57	It gives an east/west route out of traffic. However, the bike lanes need to be extended to a major connector 114th Ave SE to north south traffic to I 90 bike path, and the primary route to Renton.	12/6/2017 4:38 PM
58	better location, away from high business areas for bikes	12/6/2017 2:08 PM
59	East/West connection helps connect to roads towards 520 bridge. However, the plan seems to stop at Bellevue Way, which limits the impact.	12/5/2017 5:04 PM
60	Second best corridor choice, but trial section needs to be extended East to 116th Ave across I-405 and West to 100th Ave/end of 'Main St' new commercial/residential zone	12/5/2017 4:49 PM
61	Again, would prefer more PBL's, particularly on segments closer to the highway, where cars tend to still be in the HWY mindset.	12/5/2017 1:02 PM
62	The bike lanes would provide a more distinct 'buffer' for bikes from the cars.	12/5/2017 12:21 PM
63	Because of the hill grade I doubt many bike riders would use this route.	12/4/2017 10:53 PM

Downtown Demonstration Bikeway Project Survey

64	What is the cost? Is the city concerned about families and children using these lanes and liability?	12/4/2017 10:48 PM
65	How many bikes have you seen on Main Street. That is the roadway I drive to work and back. Haven't seen any bikes on Old Main Street but have seen more vehicle back-ups.	12/4/2017 10:43 PM
66	Same as above	12/4/2017 9:15 PM
67	Bicycles are an impediment to automobile/truck mobility. In highly congested areas like Main Street, the bicycle riders/drivers should be required to walk their bicycles on the sidewalks.	12/4/2017 7:23 PM
68	Didn't you already do this???	12/4/2017 5:32 PM
69	Traffic already crawls on Main Street. Today cars slow down for people parallel parking, people crossing the street, people doing anything. The traffic speed is so slow on Main Street. Adding a bike lane will only make things worse.	12/4/2017 2:19 PM
70	Same answer again...	12/4/2017 1:01 PM
71	DO NOT RUIN MAIN STREET FOR A FEW AT THE SACRIFICE OF MANY.	12/4/2017 12:51 PM
72	Main st is extremely congested already. During bellevee highschool opening hours and closing hours, it is impossible to turn right or left from 105th Ave ne to Main street. Traffic is back up and residents who live up the hill cannot get out. The traffic from old bellevee (Main Street) is extremely back up too! We need 2 lanes facing east.	12/4/2017 9:48 AM
73	East-west route is essential for making downtown accessible for cyclists. Main Street already has more human dimensions than other downtown streets, and many shops and restaurants.	12/4/2017 9:13 AM
74	Good separation of cars and people on bikes.	12/3/2017 1:09 AM
75	This is a significant arterial, the closest next one being NE 8th. Don't make it more complex!	12/2/2017 2:18 PM
76	Main Street is a major arterial for cars (local residents) going east and west. The loss of one lane for drivers who now have two lanes along this stretch of road would be a major disaster. Many cars go east in order to get to I-405, the Club, to Richards Rd, the Lake Hills Connector, or to shopping or medical care on 116th. Many cars head west to get home using this street. Main St. is also a hub of restaurants and shops so people travel on this street to get there.	12/1/2017 5:21 PM
77	I ride the segment from 106th to 112th frequently and that is one of the most dangerous parts of my commute. I strongly support improvements here. This section, more than any other, impacts my decision to ride on dark or low visibility days.	12/1/2017 11:54 AM
78	Main Street would be a good candidate if it could also solve crossing 405. I don't think it should only end at 112th. Going through Old Bellevue would be useful as well but I suspect that would be a much more difficult endeavor.	12/1/2017 11:11 AM
79	You are removing a lane of traffic in each direction on a primary E/W arterial. Please don't make a 50% reduction in traffic capacity on major arterials for a small percentage of other users.	12/1/2017 11:09 AM
80	I like the east-west nature of it and that it is not the main drag for cars	12/1/2017 10:07 AM
81	could connect over to other side of freeway	12/1/2017 10:01 AM
82	Safer	12/1/2017 8:37 AM
83	Lose traffic lanes, slows traffic	11/30/2017 9:40 PM
84	This will just ruin the charm of old bellevee.	11/30/2017 9:19 PM
85	I think it will create an awesome corridor to the 520 trail	11/30/2017 5:34 PM
86	It would be good to connect to old main and beyond, which is a good cycling route.	11/30/2017 3:45 PM
87	Main st is a beautiful place to be outside of a car. Bike lanes would make that more inviting. That said, you have to get the bike there somewhere, and this location doesn't offer a lot of connectivity to starting or ending points on any of my trips.	11/30/2017 3:45 PM
88	Street may be too hilly and busy for bike lanes.	11/30/2017 12:34 PM
89	This street is too steep for most people to comfortably ride up it. Especially coming east to west. I doubt it would see much use.	11/30/2017 12:30 PM
90	There are businesses on Main Street that I frequent and accessibility is important. Currently, this stretch of Main Street is very unfriendly for cyclists.	11/30/2017 10:48 AM

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91	Good east-west connection, with possibilities to extend in both directions to meaningful termini. Better than 2nd St.	11/30/2017 1:18 AM
92	desperately need an E-W route to downtown shops.	11/30/2017 12:50 AM
93	Bicyclist should pay ALL costs associated with this project!	11/30/2017 12:41 AM
94	This needs to connect all the way down to 114th as 114th is a heavily used bicycle route. Otherwise you are just dumped into the street with the cars.	11/29/2017 9:39 PM
95	Doesn't open up through routes to or from primary employers or shopping	11/29/2017 7:50 PM
96	Would exasterbate traffic on Main Street and further impede entrance to Surry Downs, which already has lost other entrances and exits due to sound transit. Furthermore, unable to use Bellevue way southbound on 108th from 4-7pm forces neighborhood traffic onto Main, where further lane restriction would cause severe congestion.	11/29/2017 5:11 PM
97	Traffic already backs up on Main Street. This idea will just make traffic worse. This will be the nail in the coffin of Main Street businesses.	11/29/2017 4:37 PM
98	Main Street is quaint and somewhat out of the way and it's proximity to the park make biking here more realistic. Not for commuters but for families.	11/29/2017 4:35 PM
99	This is mostly protected and buffered bike lanes. Bicycles and cars do not safely mix in practice, so any good solutions should have mostly protected and buffered lanes.	11/29/2017 3:18 PM
100	Too busy and a main most used street. It's enough to look out for pedestrians let alone bikes	11/29/2017 12:07 PM
101	Main Street is one of the major thoroughfares in downtown Bellevue, carrying large volumes of traffic. Improvements to the safety of cyclists on this road would be encourage more people to bike along this road.	11/29/2017 11:50 AM
102	A bit outside of the downtown core. It does connect more residential locations, but may not be as useful as a N/S corridor	11/29/2017 11:18 AM
103	Main street has too much traffic, there needs to be a safe way for cyclists and pedestrians to move about.	11/29/2017 10:57 AM
104	This helps people get into and near the park and Old Bellevue while staying away from 8th and the bulk of driving traffic	11/28/2017 6:04 PM
105	Any bike lanes downtown would be an improvement, but bike commuting would benefit more from lanes that go through the heart of downtown rather than along the outskirts.	11/28/2017 2:12 PM
106	Next best option to 108th in my opinion. This would be an ideal corridor to include with 108th to create a N-S and E-W nucleus for a bike network.	11/28/2017 12:31 PM
107	There is no even a sidewalk in places - even walking there isn't comfortable. Riding is hard too - there is no bike lane and whichever way you ride you have to climb a hill, while riding in one of 2 car lanes. Not comfortable at all.	11/28/2017 12:32 AM
108	It's not a major road so put them in please, and its a good W-E route.	11/27/2017 6:04 PM
109	This is a pretty short stretch, and so doesn't make much difference to my overall safety on my 12 mile one-way commute.	11/27/2017 5:49 PM
110	Main is crowded enough and difficult to navigate. These lanes will add confusion and headaches for everyone.	11/27/2017 5:35 PM
111	If changes need to be made, it should make everyone safer, not just confident riders (they're the ones who already ride anyway as they are confident). Also I'm concerned about reduced car lanes on Main as there is already a lot of traffic on it.	11/27/2017 5:18 PM
112	The street is already too crowded and with very limited parking for visitors, this would wreck the business climate there	11/27/2017 4:45 PM
113	see previous comment	11/27/2017 4:33 PM
114	It looks like the bike lanes are already on the road. I don't like it. It congests traffic in an already congested area. It looks like the bike lanes are marked on the road, then they disappear into nowhere. Very dangerous. I see an accident waiting to happen. Bikers do not own the road like they think they do.	11/27/2017 4:30 PM

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115	I like Main better than 2nd but only marginally. I like the through street...being able to cross with minimum of turns. The hills will slow cyclists so 2nd might be OK.	11/27/2017 3:51 PM
116	Any bike lanes in Bellevue would help in general, but I think one of the North/South options would be a lot more useful to commuters (especially 108th).	11/27/2017 3:39 PM
117	Adding bike lanes to any street with retail on it ends up being good for the retailer with higher sales and new customers.	11/27/2017 2:37 PM
118	It already has a lot of people walking around for restaurants and downtown park, on top of the number of cars going through that street. I don't think it's a good location to add bicycle traffic.	11/27/2017 12:48 PM
119	Bellevue needs a good east-west path for bicycles.	11/27/2017 12:40 PM
120	Main street has been a congestion mess with full streets and busy sidewalks, people cutting quickly through to bypass traffic in northern streets, leading to unsafe bicycling conditions, specifically if wishing to encourage bicycling for all ages and abilities. Fully protected bicycle lanes are needed to encourage bicycling for all ages and abilities.	11/27/2017 10:14 AM
121	It's (aside from Bell Sq./ L. Sq.) THE walking (slow mo) retail mecca on the Eastside. This area, from Main to 6th, and from at least 112th to 100th should be bike friendly.	11/27/2017 9:30 AM
122	I support this one but if you're only doing one don't do this one. No one wants to be routed to the bike path only to find a gigantic hill in the middle. Do one of the flat ones.	11/27/2017 7:37 AM
123	need more biking facilities	11/26/2017 5:55 PM
124	PBL would be the safest option, but have you seen the traffic backup on Main lately? it's a parking lot at rush hour, and car traffic is spilling over into residential side streets. It would be better to route bike lanes through side streets and let cars have the main arterials.	11/26/2017 3:16 PM
125	Any extra bike lanes will be an improvement.	11/26/2017 2:16 PM
126	This is a decent street to ride east - west south of downtown from 112th Ave NE, which I ride southbound through the city towards parks and the core of downtown Bellevue. It also connects Bellevue Way, where Gregg's Cycles is, with 108th Ave NE, which I prefer for northbound bicycling. You can also cross I-405 to reach 116th Ave NE then bike north to REI at NE 4th.	11/26/2017 1:11 PM
127	Most flow is easy westro get in and out. Bellevue is not a place to ride around for fun	11/26/2017 10:04 AM
128	My main bike route into Bellevue from my house.	11/25/2017 8:57 PM
129	To busy and doesn't connect.	11/25/2017 5:07 PM
130	regularly use this route when cycling around lake washington	11/25/2017 1:18 PM
131	Yes, it's about time!	11/25/2017 11:09 AM
132	Main Street is too narrow & too heavily trafficked to be a good solution.	11/25/2017 10:38 AM
133	I'm OK with this plan, just think 2nd street would be safer. I could be wrong, but it seems like much less traffic on 2nd than is seen on Main.	11/25/2017 9:44 AM
134	Main Street has a lot of pass through traffic heading to I90 & 405	11/25/2017 1:43 AM
135	Overall i agree with mobility and future connectivity to light rail station East Main.	11/23/2017 4:40 PM
136	Dedicated bicycle lanes would make things much safer for cyclists but cutting the car capacity of Main Street by half would be too great a sacrifice. Main Street moves a lot of traffic including cars coming to and from Lake Washington Boulevard.	11/23/2017 12:18 PM
137	This seems less productive for a first-time demo. Lots of shops and restaurants there, but not much in the way of commuting business. A good place for bike lanes, but not top on the list.	11/22/2017 3:55 PM
138	This would be a major impact on automobile traffic.	11/22/2017 1:24 PM
139	It ties into the bike system going around Lk WA, It has the potential to provide a level grade path from 520's bike path to downtown Bellevue if Lk WA Blvd to 84th (via 12th) were improved as well.	11/22/2017 1:17 PM
140	While Main Street needs improvement for bicycles badly, you plan is bad. That picture show you plan to remove a car lane to put on street parking. This is stupid, the area is already congested enough as it is.	11/22/2017 11:41 AM
141	While it would be useful, I think another road like NE 2nd or NE 12th would be a better east-west connection.	11/22/2017 4:27 AM

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142	I've never seen another cyclist on that section of Main. It is a bad place to test a bikeway since there are alternative East/West routes that are already much better. Too many turning cars and parked cars. This is a bad place for a bike lane.	11/22/2017 12:33 AM
143	Too busy a route, 2nd is a better street	11/21/2017 10:44 PM
144	Not as comfortable for bike riders with the hill to climb.	11/21/2017 9:58 PM
145	Not a priority	11/21/2017 7:31 PM
146	Main street is really doesn't go anywhere so not that useful.	11/21/2017 5:02 PM
147	Absolutely not. Elimination of vehicle lanes on street as busy as Main would not be an acceptable solution. Impact to vehicle traffic would be too severe.	11/21/2017 3:50 PM
148	Needs to be extended to 100th Ave NE and 116th Ave NE to be fully functional in downtown. The second destination would deal with crossing I-405.	11/21/2017 3:31 PM
149	with the hill on Main Street, it is practically impossible to be in a lane because as a bicyclist, I am traveling less than 10mph up the hill. Sidewalks are a poor alternative because it endangers pedestrians but it also endanger bikers because cars often turn into driveways without noticing there there is a biker on the sidewalk.	11/21/2017 3:24 PM
150	I like any new bike facility, but think 108 is a higher priority than main	11/21/2017 12:27 PM
151	This is a major thoroughfare from the bike friendly frontage road just west of I405	11/21/2017 11:51 AM
152	This location would be of little benefit to me.	11/21/2017 11:28 AM
153	I rode this last weekend, and while I don't mind taking the full lane on the four lane street, I can always tell that this makes some drivers very mad. While removing a lane could slow traffic, I think doing so will really help as this is one of the key ways to get across town, especially if coming from south (or even east) Bellevue and heading for the 520 bridge trailhead via Main, Lake Wa Blvd and 84th.	11/21/2017 11:26 AM
154	Same answer as 108th, but the traffic capacity on E/W roads is far more important than N/S roads. Prove how this isn't going to negatively impact traffic congestion if you convert a road lane that was intended to carry traffic into a bike lane.	11/21/2017 10:51 AM
155	Main Street is an arterial. Traffic moves fast.	11/21/2017 10:49 AM
156	Sound Transit is a cancer that will ghetto this city fast. These changes are not wanted nor needed.	11/21/2017 10:36 AM
157	There are not nearly enough current or even potential bicyclists to warrant the cost and impact of this project. Sidewalks and/or "sharrows" are more than sufficient for not only the tiny current bicycle use, but would be adequate even for a significant increase over current use. If and when there is such capacity that would warrant separate facilities/lanes for bicycles, it could be considered, but not until then. As a comparison, Metro buses have been operating for decades, and the share of bus ridership as compared to private automobile use has remained the same or decreased over that time, despite the massive incentives and marketing to try to increase transit use. A similar result is likely for bicycle ridership. In addition, better enforcement of traffic laws on bicycles needs to be enacted. Bicycles frequently act as cars, but then choose to act like pedestrians and/or ignore traffic laws when on roads around cars. This is very dangerous and appears to be all but ignored by the City.	11/21/2017 10:20 AM
158	This makes sense, because it comes off of a scenic drive and Main Street isn't as busy as lanes going north south	11/21/2017 10:19 AM
159	Main street bike lanes would better allow cyclists who come from Enatai or Seattle connect with downtown buildings.	11/20/2017 9:03 PM
160	we need a good east corridor to connect lake Washington trails	11/20/2017 10:50 AM
161	Stop forcing bike lanes for Bellevue. It would mean street parking would be reduced, not that many people bike, and it is a waste of money for the return on investment. Bellevue's first priority should be to make the crosswalks safer for pedestrians.	11/19/2017 8:14 PM
162	Main St. has tons of shops that will make it easier for cyclists to access.	11/18/2017 11:34 PM
163	It is already very congested. I don't see how you can fit in a bike lane. given the density of both vehicles and pedestrians, i think bikers could either ride on the sidewalk, or take alternate routes.	11/18/2017 11:34 PM

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164	I like this design but care more about a north-south route through Bellevue than an east-west route.	11/18/2017 10:44 PM
165	2nd would be a better choice, the hill on Main is harder than the one on 2nd.	11/18/2017 9:35 PM
166	Main street is on the hill. To be honest it is tough to bike there due to incline.	11/18/2017 7:14 PM
167	Where is it that you think the vehicle traffic will go? There's not enough capacity now. Main Street is already difficult to drive down many times of the day.	11/18/2017 10:09 AM
168	Any project that improves Bellevue's lack of bike-friendliness gets my vote :)	11/18/2017 9:52 AM
169	I'd rather that bike lanes be on NE 2nd since that's a less traveled road for cars	11/17/2017 10:50 PM
170	Protected bike lanes are preferred.	11/17/2017 6:28 PM
171	Don't take away car lanes on Main. It's one of the best E/W alternatives from congestion.	11/17/2017 6:09 PM
172	And maybe someday we can make it to 116th, though 4th would probably be ideal (unless that's where the light rail ultimately ends up)	11/17/2017 3:51 PM
173	main st goes to a very nice place of the city with restaurants and waterfront. I biked on it on quite a few occasions, heavy traffic and construction work, combined with all the pedestrians crossing the street at random times past Bellevue way in the old city makes it somewhat challenging.	11/17/2017 3:19 PM
174	BUT all lanes need to connect in a network. They can not STOP leaving people in a scared position. ALL intersections must have painted lanes showing the throughs and turns so cars know predictable routes and can not ignore that this is shared transportation route.	11/17/2017 3:02 PM
175	The small parkway is already a mess and I avoid it due to the way Bellevue allowed for the smaller lanes.	11/17/2017 2:16 PM
176	I would rather see bike connections going east of 108th such as along NE 6th street. These connection would feed into the bike route along 114th Ave SE. This is a commuter route and also part of the bike route around Lake Washington. Main street is not a good connector street and might upset more businesses than running the protected bike lane east along NE 6th. This street is changing due to light rail. Please consider!	11/17/2017 2:14 PM
177	Main street is already busy enough. Adding those bike lanes would make it even crazier.	11/17/2017 2:10 PM
178	This is another major arterial in downtown Bellevue. Eliminating existing vehicle lanes will NOT help with current rush hour congestion.	11/17/2017 2:05 PM
179	More bike lanes everywhere!	11/17/2017 1:54 PM
180	Not really a thoroughfare to pass through the city.	11/17/2017 1:45 PM
181	Has physical separation from traffic.	11/17/2017 1:30 PM
182	I strongly support bike lanes on 108th. There is a mountain of evidence as to why having bike infrastructure is better for everyone. Lower levels of pollution, lower levels of obesity, higher average speeds, fewer fatalities, fewer injuries, higher community resilience, cheaper infrastructure etc. The list goes on.	11/17/2017 12:31 PM
183	Currently it is a public safety issue with no bike lanes.	11/17/2017 12:04 PM
184	it would provide good east west movement and the proximity to the park and shopping would make it very handy for cyclists particularly when combined with the proposed improvements on 108th	11/17/2017 11:43 AM
185	This route has more available road space due to the lower traffic volumes, and yet has numerous destinations that would make it appealing to cyclists.	11/17/2017 11:42 AM
186	NO. I live off Main St and the roads are tight enough with the traffic we have. There is NO possible way to accommodate bikers nor do people bike on this road anyway!	11/17/2017 11:41 AM
187	I do not support PBL as this creates more debris (leaves, sticks, etc.) that does not get cleaned up or worn down by other traffic and street cleaners. Wet slimy leaves for example are more frequently dangerous than cars if you are a safe rider. It also blocks avoidance paths for emergencies. Buffered paint solves this problem and still increases safety.	11/17/2017 10:18 AM
188	It's only 4 blocks long, not enough to change bicyclists behavior.	11/17/2017 10:09 AM

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189	Main street is a major route for cyclists getting west though Bellevue to Lake Washington Blvd and points north to Medina. Main street is currently congested and bike traffic can hold up traffic. Although this stretch is not particularly dangerous for cyclists given the number of lights and slow traffic movement, it would be better for all to have a bike lane.	11/17/2017 9:27 AM
190	NE 2nd street is a better choice	11/17/2017 8:54 AM
191	This provides a direct route to the parks, old downtown, and a back door into the rest of the city. This would provide more users with access to the variety of choices in the city. This would prove valuable if there was a north/south trunk line that got people into the city. There should still be an extension to the east too.	11/17/2017 8:53 AM
192	Make it much safer for bikes with the separate bike lane	11/17/2017 8:35 AM
193	This idea makes the most sense of the three and yet, still makes little sense. Nobody is going to climb Main from 112th to 108th unless they are working out, or have a place to shower at their destination. The climb from Bellevue Way to 108th will keep recreational riders away, along with the fact that there is nothing pleasing to look at.....Otherwise, it's a link between 112th and Bellevue Way. But how do you get your bicycle to 112th? How do you get your bicycle to Bellevue Way?	11/17/2017 7:16 AM
194	From the experience of both biking and driving on Main and on NE 2nd, Main seems like it carries a lot bigger car traffic volume (therefore, not as good a choice as 2nd if only one of them is going to have bike lanes). Unless it's a BBL, eastbound bikes and cars on Main are going to compete or interfere with each other because of the heavy car traffic turning right on 112th. The little branch of Main that bears right off Main between 112th and 114th could be a nice way for bikes to get onto 114th southbound (which then connects with the I-90 Trail, Mercer Slough, the north-south trail between Newport Shores and Newcastle Beach Park, etc. Main also might have the advantage of enabling bikes to get across I-405; but unless 116th is also given PBLs, I don't know how much good it will do. In terms of connecting downtown to Bellevue/Medina/Clyde Hill west of Bellevue Way, Main provides a more direct connection by flowing directly into Lake Wash Blvd; but 2nd accomplishes the same thing (a little less directly) via 100th.	11/17/2017 2:03 AM
195	NO WAY. DON'T TAKE AWAY OUR LANES!!!!!!!!!!!!!!	11/16/2017 11:12 PM
196	I rarely go to main Street	11/16/2017 10:04 PM
197	Main St should be closed to vehicles completely and should be open to pedestrians and bicycle riders only.	11/16/2017 9:03 PM
198	I'm a general supporter of bike lanes throughout Bellevue. Downtown is particularly devoid of them right now and yet there are numerous cyclists that ride there. Also, Main St. is a major route to get to the Lake Washington Loop --- big win for doing this.	11/16/2017 6:38 PM
199	Especially nice would be improvements on the steep hill on the east end near the highway. Going up that, I usually duck onto the sidewalk because I'm going very slowly and don't want to hold up traffic or get hit by a car. Also, generally speaking it is harder to get east-west in Bellevue than North-South. I think that is fair.....	11/16/2017 5:19 PM
200	This does seem like a good street for a bike lane for residents bordering the south side of Bellevue, people who live/work along Lk WA Blvd, or people riding from 116th across 405. However, I am not one of these people and 2nd would provide me personally a better solution.	11/16/2017 4:59 PM
201	I would use this.	11/16/2017 4:40 PM
202	I think reducing general travel lanes here will increase gridlock - I think there are better roads for a cycle lane.	11/16/2017 11:00 AM
203	Main Street is an important east/west corridor that provides connection to the east and west of Downtown - access to the 520 Trail, the Lake Washington Loop Route.	11/16/2017 9:50 AM
204	I prefer the north-south options, but I would welcome bike lanes on Main St.	11/16/2017 9:01 AM
205	Main is my main route out to 520 and it would be soooo nice to be able to get around the cars who want to turn left off of WB Main St in the afternoons.	11/16/2017 8:28 AM
206	Provides a good corridor to travel East/West through downtown.	11/15/2017 9:45 PM
207	Main could certainly be improved for bike safety, it is kinda terrible right now in peak hours.	11/15/2017 8:01 PM

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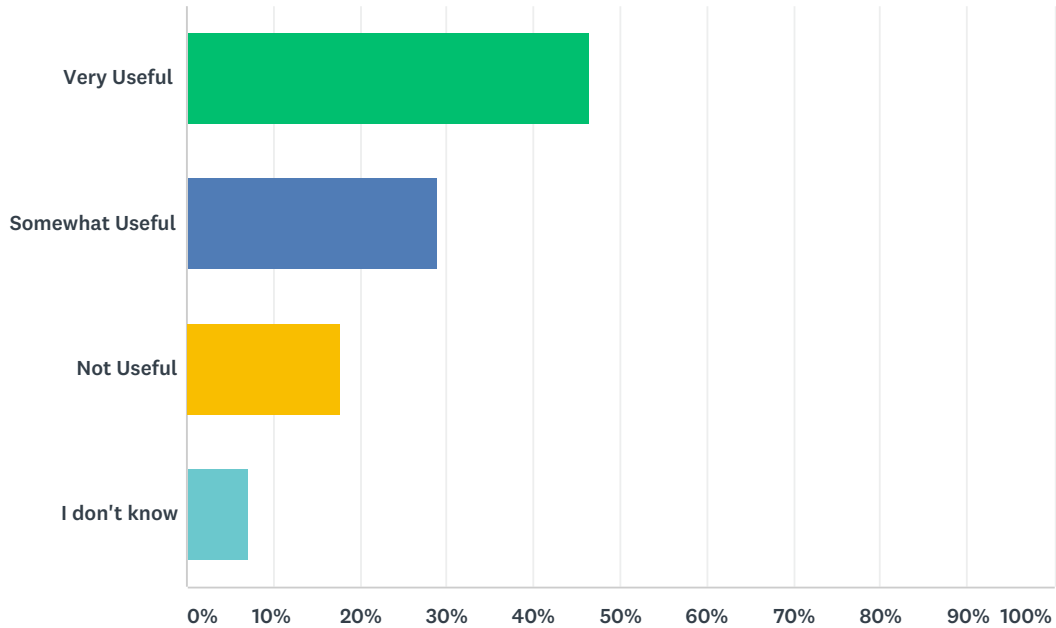
208	Would be improved with bike connections across I-405 (with upcoming WSDOT Main St. Bridge Replacement?); not clear what balance point is between motorized (4-lane) and bike need (vs. use of 2nd corridor that picks up bike traffic to/from south).	11/15/2017 7:34 PM
209	This road is highly congested already!	11/15/2017 5:12 PM
210	Bike lanes will encourage more people to bicycle, and the more people who bicycle, the safer it becomes for all people bicycling.	11/15/2017 5:04 PM
211	At least by using this street it would connect directly to the Waterfront Park that the city is building, which makes more sense than other options. Still not a good use of tax dollars for so few people out and about on a Saturday or Sunday for a bike ride.	11/15/2017 4:58 PM
212	Same concerns as previously noted. This bike route specifically seems even less likely to help cyclists unless connected with one of the two previous routes. Being able to go from the upcoming light rail tunnel to locations on Main Street only is not very helpful.	11/15/2017 4:27 PM
213	This section of the street is already crowded. The left lane on Main St to turn onto Bellevue Way SE is horrendous.	11/15/2017 4:19 PM
214	It's a busy bike corridor already and it needs safety improvement.	11/15/2017 3:28 PM
215	Too hilly, and cars east of Bellevue Way on Main Street are often speeding. I would never consider riding on this section.	11/15/2017 3:04 PM
216	I wouldn't personally use, also seems a bit short to be extremely useful.	11/15/2017 2:59 PM
217	It makes sense that there be an extensive pathway from Meydenbauer to Wilburton area since that's the planned development. Many families might take Main Street to go from the Downtown Park or Meydenbauer beach to the buses or over to Wilburton area that's being developed. I think you should consider a bike tram or something for that steep climb to the Botanical Gardens.	11/15/2017 2:39 PM
218	links to Lk. Wa Blvd, for access across SR 520 and DT Bellevue	11/15/2017 2:32 PM
219	If it connects people so they can head out East toward Lake Hills Trail then great.	11/15/2017 2:22 PM
220	As I have stated before, the restriction of flow for cars will be worse than the upgrade to biking lanes. Bellevue is a great city because it has plenty of parking and has a reasonable amount of traffic. Adding bicycles to the mix will continue to slow the city down.	11/15/2017 2:19 PM
221	More safety for all traffickers, having individual lanes will minimize the cross over of different traffic (foot, bike, bus, car, ect.) and hopefully diminish possible accidents. Connecting the other bike paths makes the most sense!	11/15/2017 1:53 PM
222	See previous comments Regarding bicycles on sidewalks, a bike lane on the outside of congested sidewalks would protect pedestrians from aggressive bikers. On sidewalks with lighter pedestrian use, bikers would pose no issue as long as they respect any pedestrian they encounter.	11/15/2017 1:08 PM
223	We need more than Main. We also need something farther north along 6th or 8th or 12th, ideally two of those.	11/15/2017 1:07 PM
224	no easy way to get west/east in downtown Bellevue. I live in Lochleven and want to bike to an appointment at Virginia Mason 114th & 4th, just not easy especially during business hours.	11/15/2017 12:56 PM
225	I know you are trying to drive people out of their cars but some of us prefer/need driving our cars.	11/15/2017 12:50 PM
226	I think it will be important to connect bike lanes to rail	11/15/2017 12:32 PM
227	The hill climb makes Main less than desirable but having a protected lane would help somewhat	11/15/2017 12:29 PM
228	Main Street East of 108th is already always crowded with traffic. Narrowing or removing general purpose lanes there would be a disaster.	11/15/2017 11:54 AM
229	1. connectivity to existing bicycle routes east and west 2. most direct route 3. easier hill between 112th and 108th riding westbound/uphill and safer riding eastbound/downhill	11/15/2017 11:46 AM
230	Main Street is a mess already for cars — adding bikes would make it even worse.	11/15/2017 11:31 AM
231	Main street is chaos, and bike lanes would add to the dysfunction. Existing flow of traffic is bad with stop lights, and cars waiting for parallel parking.	11/15/2017 11:18 AM
232	See previous comments	11/15/2017 10:35 AM

Downtown Demonstration Bikeway Project Survey

233	YES! Main Street feels unsafe all the time - even for pedestrians. This street always has someone going way too fast and others cutting people off. It's very unsafe for bicycles at the moment. Adding the buffer and the poles between the bike lane and cars is a must.	11/15/2017 10:19 AM
234	People drive extremely fast on this road, so bike lanes are definitely needed. But I think that taking out driving lanes in order to make parking spaces is not a good idea... because commuters will get frustrated.	11/14/2017 10:47 PM
235	These bike lanes are unnecessary and dangerous. Bikers WILL get injured or killed. They create a false sense of security.	11/14/2017 8:11 PM
236	The best solution is to allow bikes share sidewalk with pedestrians as the number of actual pedestrians is exceptionally low	11/14/2017 8:07 PM
237	Better than going up 108th or 106th	11/14/2017 7:52 PM
238	Ditto, all streets in downtown Bellevue NEED to have bike facilities - and the maximum speed limit in downtown should be 20. It's a small city, about to become enormously pedestrian because of the train (and horrible traffic forcing people out of cars) so it needs to be extremely safe for pedestrians.	11/14/2017 7:40 PM
239	A comfortable east/west bicycle connection is currently nonexistent.	11/14/2017 7:16 PM
240	Any street with a name "Main Street" should be a vibrant place for people, not a queuing line for cars. Anecdotally Main Street has a lot of excess vehicle capacity (besides queuing left-turns towards southbound Bellevue Way and queuing right turns onto 112th Ave SE) which leads to unsafe vehicle speeds, weaving between lanes, etc. So this project would be a great way to calm traffic. Somehow need to connect this corridor for people coming into Downtown from 114th Ave SE.	11/14/2017 6:58 PM

Q42 How useful would these new bike lanes be to help people on bikes get where they want to go in or through Downtown Bellevue?

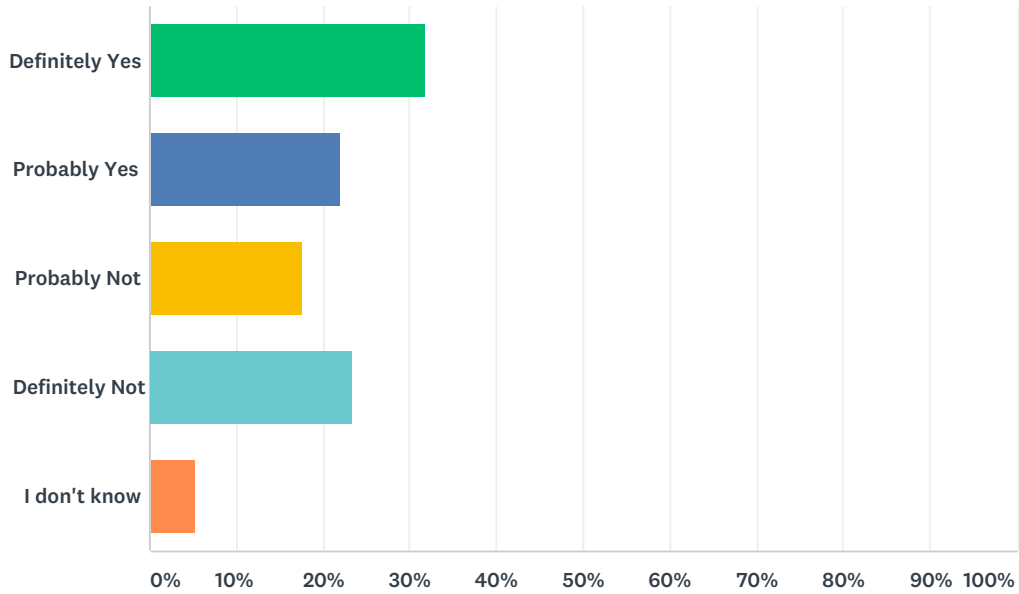
Answered: 570 Skipped: 682



ANSWER CHOICES	RESPONSES	
Very Useful	46.49%	265
Somewhat Useful	28.77%	164
Not Useful	17.72%	101
I don't know	7.02%	40
TOTAL		570

Q43 Do you think you would bike in Downtown Bellevue more often because of these bike lanes?

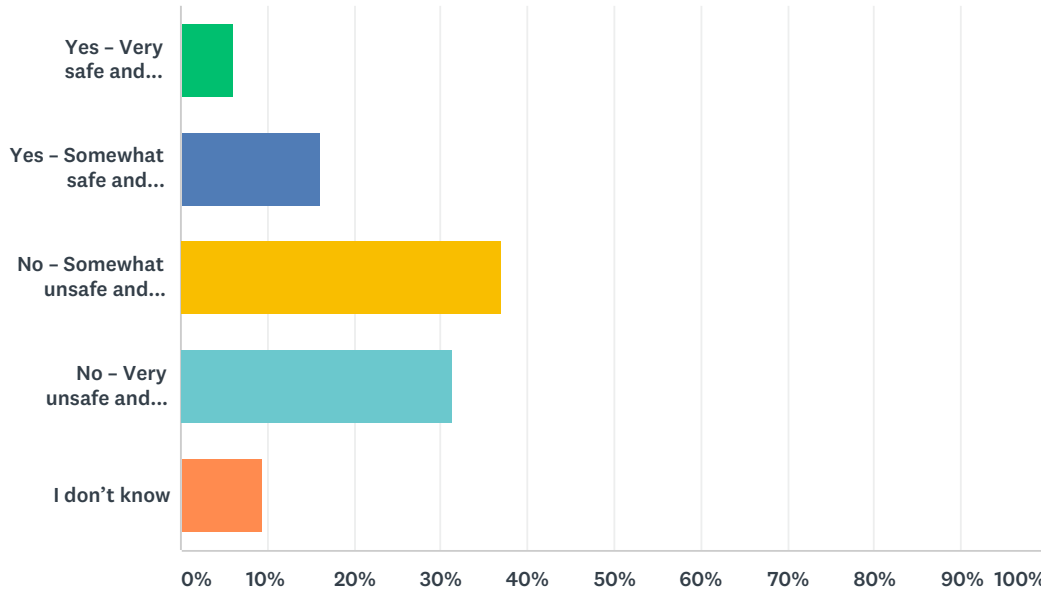
Answered: 577 Skipped: 675



ANSWER CHOICES	RESPONSES	
Definitely Yes	31.72%	183
Probably Yes	22.01%	127
Probably Not	17.68%	102
Definitely Not	23.40%	135
I don't know	5.20%	30
TOTAL		577

Q44 Do you feel that Main St is a safe and comfortable street for people bicycling today?

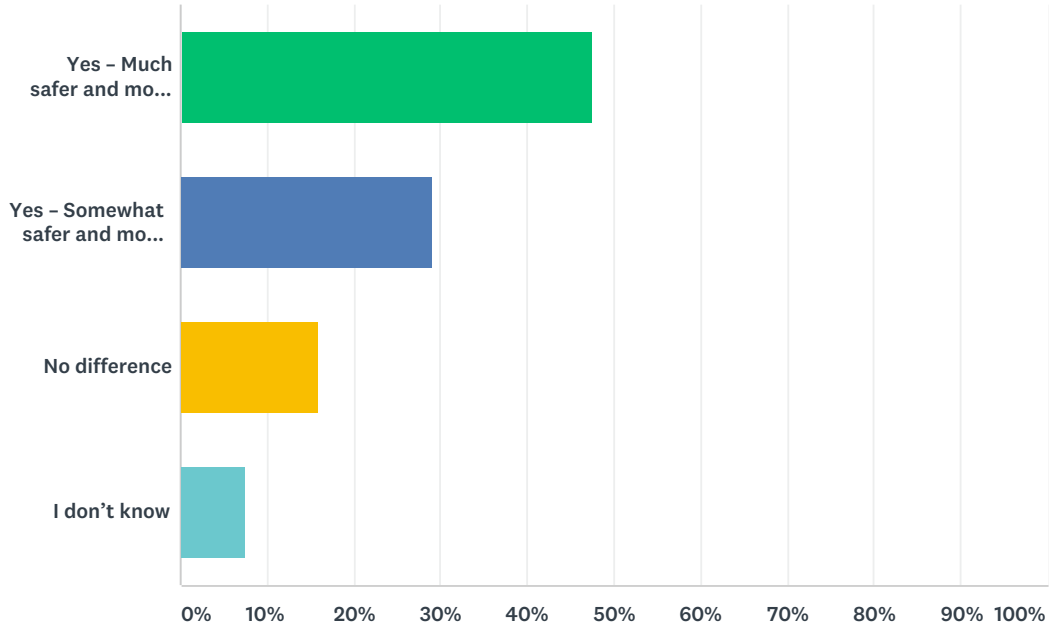
Answered: 575 Skipped: 677



ANSWER CHOICES	RESPONSES	
Yes – Very safe and comfortable	6.09%	35
Yes – Somewhat safe and comfortable	16.17%	93
No – Somewhat unsafe and uncomfortable	37.04%	213
No – Very unsafe and uncomfortable	31.30%	180
I don't know	9.39%	54
TOTAL		575

Q45 If implemented, do you think this demonstration bikeway would make it safer and more comfortable to bike on Main St?

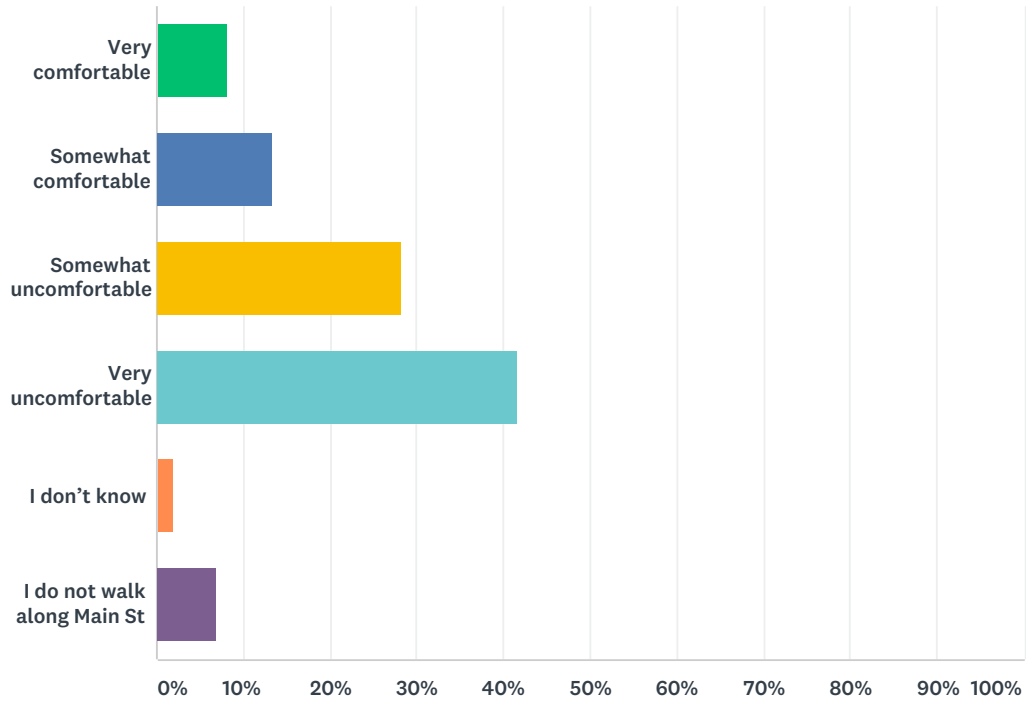
Answered: 568 Skipped: 684



ANSWER CHOICES	RESPONSES	
Yes – Much safer and more comfortable	47.54%	270
Yes – Somewhat safer and more comfortable	29.05%	165
No difference	15.85%	90
I don't know	7.57%	43
TOTAL		568

Q46 When walking along Main St, how comfortable are you with people on bicycles sharing the sidewalk?

Answered: 571 Skipped: 681

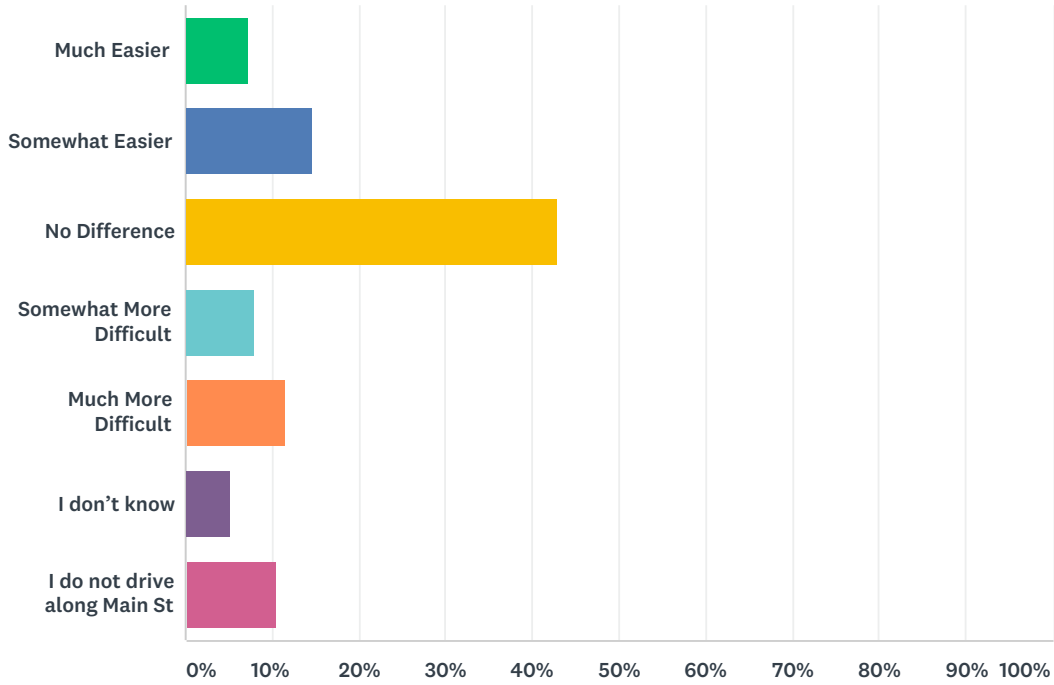


ANSWER CHOICES	RESPONSES	
Very comfortable	8.06%	46
Somewhat comfortable	13.31%	76
Somewhat uncomfortable	28.20%	161
Very uncomfortable	41.68%	238
I don't know	1.93%	11
I do not walk along Main St	6.83%	39
TOTAL		571

Downtown Demonstration Bikeway Project Survey

Q47 How would these new on-street parking spaces impact your ability to get to the places you want to go along Main St?

Answered: 574 Skipped: 678



ANSWER CHOICES	RESPONSES
Much Easier	7.32% 42
Somewhat Easier	14.63% 84
No Difference	42.86% 246
Somewhat More Difficult	8.01% 46
Much More Difficult	11.50% 66
I don't know	5.23% 30
I do not drive along Main St	10.45% 60
TOTAL	574

Downtown Demonstration Bikeway Project Survey

Q48 Do you have any other comments or concerns you would like to share about the Main St demonstration bikeway concept?

Answered: 167 Skipped: 1,085

#	RESPONSES	DATE
1	I see no advantages to the general public with the addition of designated bike lanes in downtown Bellevue	1/1/2018 6:20 PM
2	Bicycles don't belong on sidewalks	12/30/2017 4:54 PM
3	Current discomfort for biking are frequent and long traffic lights, not a lack of bike lanes	12/29/2017 10:46 PM
4	No bike lanes	12/29/2017 10:45 PM
5	Concern that current traffic and enforcement of laws needs to be addressed. I walk the city daily and do not feel safe given drivers running red lights and ignoring pedestrian walk lanes. Bike lanes on any new streets will only work when the behavior of drivers is addressed.	12/29/2017 9:47 PM
6	Please do not take away busy traffic lanes to put in bike lanes.	12/29/2017 4:39 PM
7	Cyclists and pedestrians should NEVER share the sidewalk. This is a recipe for disaster for all involved, especially for the many dog walkers and their dogs on leashes.	12/29/2017 10:38 AM
8	I don't know the area well enough to know whether main would be better than 2nd, and whether 108th would be better than 106th. Connections to points of interest and other routes are important, but also spreading out the bike lanes rather than clumping them together.	12/29/2017 10:34 AM
9	no keep the traffic lanes no bike lanes	12/28/2017 9:27 PM
10	You are pandering to the rich white males of Bellevue, the 0.01 percent, who are few in number and not worth the public deployment of capital and time. Stop it.	12/28/2017 8:58 PM
11	Why do you want to penalize the small businesses along Main? Parking is already at a premium and bicycle riders disregard traffic laws impeding flow of cars and endangering pedestrians.	12/28/2017 5:41 PM
12	The more PBLs are used, the safer I feel.	12/28/2017 5:26 PM
13	See prior comments	12/28/2017 4:45 PM
14	Get the pass through cars off downtown Bellevue streets first.	12/28/2017 4:44 PM
15	Absolutely NO bikes on sidewalks.	12/28/2017 3:49 PM
16	I do not feel that usability of the roads for drivers should be traded off for bicyclists. Road congestion and traffic is already terrible, and accommodating bicycles will only make things overall worse	12/28/2017 3:26 PM
17	Nice concept but too early in the growth of downtown to consider. Wait to see if light rail removed traffic. Right now, we need to focus on making it easier for cars and walking.	12/28/2017 2:15 PM
18	NO	12/28/2017 11:28 AM
19	Really bad priority	12/28/2017 9:33 AM
20	Please don't use sharrows	12/27/2017 10:19 PM
21	If the city wants to promote bike as mode of transportation, then do not make other modes of transportation (already heavily utilized or over-utilized) more congested, leading to more pollution, more accidents, and More stressed people.	12/27/2017 9:47 PM
22	When is the last time you saw a person on a bike going downtown to spend money. People ride bikes don't spend money don't waste money on them.	12/27/2017 8:30 PM
23	As long as the parking spaces are clearly separated from the bike lanes, I think it would solve my biggest issue of being forced to ride my bike in the parking spaces to avoid traffic.	12/27/2017 10:44 AM

Downtown Demonstration Bikeway Project Survey

24	As a resident of Main Street, I am very excited about the idea of protected bike lanes on my street. However, as a driver during heavy traffic, I am less excited. However, a dedicated bike lane would be ideal if we want to make the city more resident-friendly.	12/26/2017 2:04 AM
25	Do not reduce roadway capacity for the sake of a few. Vehicle/bike mix is not safe. Bike lanes will increase cyclist collisions.	12/19/2017 1:01 PM
26	I don't particularly value on-street parking in downtown Bellevue; there's no way that it could scale to the full demand of any area of Bellevue and there are plenty of transit options to get downtown if you park elsewhere.	12/16/2017 10:54 AM
27	probably not as much call for this as the N/S routes but helpful in connecting to points south and west	12/12/2017 11:48 AM
28	No raised obstacles as part of the bikeway. Raised obstacles (curbs, burms, bumps, posts) make it MORE dangerous, not less, for cyclists. MOST important is to make cyclists more visible. ALSO, be mindful of car doors opening when you do the design. Include a buffer so that opening car doors don't protrude into designated bike lanes.	12/12/2017 10:58 AM
29	Putting bikes on sidewalks is not the solution. People are idiots and would make it unsafe for people walking. As a cyclist, I would never bike on sidewalks as walkers are not expecting cyclists and they are unpredictable. I use my bike to get around as I don't have a car. Speed and safety are important to me and riding on a sidewalk would slow me way down and frustrate me.	12/12/2017 9:00 AM
30	n/a	12/11/2017 2:21 PM
31	This is really very necessary. Having one east-west and one north-south corridor for bikes would be optimal. There are a lot of people who bike commute through Bellevue. It is inappropriate (and a bit unsafe) to have them go on the sidewalk, but the current situation without a bike lane is not safe.	12/11/2017 12:08 PM
32	Try to extend it through old Bellevue to the road to the west of Bellevue Square and extend it east to 116th to increase functionality, even if it is a compromised bike lane which would seem more compelling than no assistance.	12/9/2017 10:06 AM
33	This is a very insufficient corridor if not extended West thru new development beyond Bellevue Way or East over I-405 to 116th Ave	12/8/2017 9:17 PM
34	This is a very redundant survey.	12/7/2017 9:44 PM
35	I like this. Good concept.	12/6/2017 7:57 PM
36	Would be great to extend the bike lane to across I 405 to 116th Ave NE / SE.	12/6/2017 4:38 PM
37	West of Bellevue way the sidewalks are pretty narrow, but east they are fairly unused. the challenge with biking on sidewalks is visibility and rider safety (cars seeing us from traffic and parking lots)	12/6/2017 10:56 AM
38	Same as above	12/6/2017 2:12 AM
39	Grades up Main St are not particularly bike-friendly, which is why separate and/or protected bike lanes make this corridor much more bike-able. Also why sharing passage with pedestrians would be much more dangerous.	12/5/2017 4:49 PM
40	If this served to temper car traffic speed along Main, I'd consider that a positive.	12/5/2017 1:02 PM
41	not at this time	12/5/2017 12:21 PM
42	don't use planter boxes or similar obstacles for separation. They are just another distraction I need to pay attention to.	12/5/2017 12:04 PM
43	This is a good choice for east-west traffic, but I don't think it would be a highly-utilized route.	12/4/2017 10:53 PM
44	Have you seen the back-up on Main Street. You have already made bike lanes here and I haven't seen a bike on them. There are more cars than bikes.	12/4/2017 10:43 PM
45	same as above	12/4/2017 9:15 PM
46	Protected bike lanes on steep hills are dangerous and uncomfortable for cyclists. Going uphill, it is difficult to pass someone who is riding slowly unless the bike lane is wide enough. Going downhill, it means you have to ride your brakes to safely avoid obstacles like planters and posts, potential overheating your brakes and causing a blowout.	12/4/2017 4:00 PM

Downtown Demonstration Bikeway Project Survey

47	This section of downtown Bellevue is not as difficult to navigate as 106th and 108th, so impact of bike lanes would not be as great.	12/4/2017 11:45 AM
48	No on street parking space in Main Street please. It is congested already. We need 2 lanes. If we have parking spaces, we need to wait for people to parallel park. It will be very back up with busy traffic and traffic light. There is also sound transit construction at the same time on Bellevue way. Traffic will be so back up. It will be a disaster! More parking spaces should be made available on side streets. Bike way on MAIn street is a very bad idea. The temporary bike lane is seldom used. High school student doesn't bike up that way since there is a steep slope. It is very dangerous for student to walk in that area because of bikes. We should not sacrifice a whole drive lane for a handful of cyclists who bike there.	12/4/2017 9:48 AM
49	Traffic has always been slower on Main, so minimal adjustment for motorists.	12/4/2017 9:13 AM
50	Use lesser traveled E/W street than Main to create E/W connections.	12/2/2017 2:18 PM
51	see above	12/1/2017 5:21 PM
52	Per my points above, it should also solve how to get across 405.	12/1/2017 11:11 AM
53	Bike lanes should not be planned in such small piecemeal fashion. You should plan for bike riding as you would for cars—in an overall grand plan based on a philosophy that bike riding is an alternative transport system that needs arteries and local pathways. What is this change trying to accomplish?	12/1/2017 10:07 AM
54	parking isn't a priority in this part of town because many business have their own lots, it's more critical in other parts especially for tall SUV's or cars with racks	12/1/2017 10:01 AM
55	No	12/1/2017 8:37 AM
56	The north-to-south routes are more important for regional connectivity. I prefer the 2nd St option for east-to-west as it gets you from the park toward 114th in the direction of the southern connections around Lake WA.	11/30/2017 10:50 PM
57	Stupid idea	11/30/2017 9:40 PM
58	I dont believe you will add parking. The city dot lies	11/30/2017 9:19 PM
59	Construction areas is a concern.	11/30/2017 3:45 PM
60	Currently, this stretch of Main Street is very unfriendly for cyclists. Protected bike lanes would be very helpful.	11/30/2017 10:48 AM
61	Can you drill a gently-sloping tunnel from 405 to Bellevue Way? Please?	11/30/2017 1:18 AM
62	Bicyclist should pay ALL costs associated with this project!	11/30/2017 12:41 AM
63	Connect to 114th. Do it in conjunction with the 108th project to provide full N/S and E/W connectivity through Bellevue.	11/29/2017 9:39 PM
64	Again, further lane restriction for vehicles will cause the existing traffic issues to get much worse. Bad idea to place these lanes here.	11/29/2017 5:11 PM
65	This would be fine, not as an alternative for commuters but as a recreational biking path serving the little shops and restaurants along Main as well as the park.	11/29/2017 4:35 PM
66	Protected lanes are very important on the uphill portions of Main St	11/29/2017 4:06 PM
67	Very dumb idea to put on Bell Way!!!	11/29/2017 12:07 PM
68	Have yet to see anyone on bikes using this street.	11/29/2017 12:00 PM
69	I already bike in downtown Bellevue 5 days per week. If these improvements were made I would feel much safer but would not increase the biking I do as I already bike Monday through Friday in downtown Bellevue.	11/29/2017 11:50 AM
70	Any way Bellevue can reduce the number of cars on Main street would be a great service to the area.	11/29/2017 10:57 AM
71	This would be good second step after completing a project on 106th.	11/28/2017 4:57 PM
72	Main Street is one of my key bike routes, and this section is dangerous, esp. eastbound from Bellevue Way, up the hill.	11/28/2017 1:53 PM

Downtown Demonstration Bikeway Project Survey

73	Main Street should be a target for traffic calming and improved pedestrian experience and this would help achieve that goal.	11/28/2017 12:31 PM
74	We need bike lanes N/S down Bellevue Way that take us to the turn-off behind the nursery which will then connect to the I-90 trail. My wife bike-commutes to DT Seattle and currently feels that is the most dangerous section. Patchwork bikeways are better than nothing but the need is to connect the I-90 trail to the new 520 trail.	11/28/2017 10:56 AM
75	Worst possible place to put bike lanes	11/27/2017 4:45 PM
76	Dumb idea - see previous comments. No bike lanes in Bellevue!	11/27/2017 4:15 PM
77	We need an E/W option to improve cycling safety.	11/27/2017 3:51 PM
78	I often ride Main...it is narrow but the traffic is relatively slow so bikes are essentially travelling at the speed of traffic. It's doable now...better if there were a bike lane.	11/27/2017 3:16 PM
79	The sidewalks are too narrow for peds and bikes to share.	11/27/2017 1:00 PM
80	I might actually ride my bike back down here again if there are bike lanes	11/27/2017 11:31 AM
81	Not Main, but just the 3 screens I've seen thus far....this is a surprisingly well thought out plan. VERY nice!	11/27/2017 9:30 AM
82	I don't normally bike Main Street but I am sure it is not one of the best places to ride. But seriously, with the hill in the middle this is a terrible place to do a demonstration.	11/27/2017 7:37 AM
83	striping at Bellevue Way should be protected. striping just gives drivers license to turn right across bikers - feels like less protection than the rest of what is shown.	11/26/2017 9:37 PM
84	similar to others	11/26/2017 5:55 PM
85	Please don't put bike paths of any kind on Main. Put them on other, nearby residential streets so it's safer for cyclists and more efficient for car traffic. It is a silly idea to put bikes on pedestrian sidewalks. Do you really want to have cyclists mowing down pedestrians who can't jump out of the way? Are there no concerns for the disabled or people who simply want to walk in peace?	11/26/2017 3:16 PM
86	this would be preferred option as it connects with lake Washington BLvd which people use with new bike path up I-520	11/25/2017 1:18 PM
87	any of the proposed improvements would be great, but there needs to be a connected complete design that would make them useful.	11/25/2017 11:09 AM
88	not sure on street parking is needed on Main, but losing traffic lanes would be a problem.	11/22/2017 1:24 PM
89	Main Street is already too narrow. Parking is very difficult there. Please don't make it worse.	11/22/2017 1:22 PM
90	The on street parking is a dumb idea, there's plenty of congestion already. If you felt that area needed additional public parking you should have required the new constructions at that location to provide said public parking on the properties they were building.	11/22/2017 11:41 AM
91	I'd be much happier with NE 12th or NE 2nd as an east-west connector.	11/22/2017 4:27 AM
92	Main street isn't really needed nor would it be used much by most bicyclist.	11/21/2017 5:02 PM
93	Interesting how none of the information provided informs people that the existing vehicle traffic lanes would be replaced with the bike lanes. Tradeoff of much increased vehicle traffic on Main Street would be unacceptable. Let's not turn this into Seattle, lots of people have left Seattle and some avoid travel to Seattle due to these kinds of issues.	11/21/2017 3:50 PM
94	No.	11/21/2017 3:31 PM
95	a north south route is needed more than an east west route	11/21/2017 3:24 PM
96	Bad idea.	11/21/2017 10:49 AM
97	STOP!!! Please see previous comments.	11/21/2017 10:36 AM

Downtown Demonstration Bikeway Project Survey

98	There are not nearly enough current or even potential bicyclists to warrant the cost and impact of this project. Sidewalks and/or "sharrows" are more than sufficient for not only the tiny current bicycle use, but would be adequate even for a significant increase over current use. If and when there is such capacity that would warrant separate facilities/lanes for bicycles, it could be considered, but not until then. As a comparison, Metro buses have been operating for decades, and the share of bus ridership as compared to private automobile use has remained the same or decreased over that time, despite the massive incentives and marketing to try to increase transit use. A similar result is likely for bicycle ridership. In addition, better enforcement of traffic laws on bicycles needs to be enacted. Bicycles frequently act as cars, but then choose to act like pedestrians and/or ignore traffic laws when on roads around cars. This is very dangerous and appears to be all but ignored by the City.	11/21/2017 10:20 AM
99	I like the idea of trying Main Street over the others, but again it should be a temporary try as biking in downtown Bellevue still isn't a very popular activity and those who do it do it with confidence and I would hate to see somebody who isn't confident think they can take a path that wasn't well accepted by drivers. Bike sharing the street with traffic takes a certain skill level in any city	11/21/2017 10:19 AM
100	This is by far the best design for bicyclists. However, on it's own it doesn't really go anywhere. Coupling this demonstration with either the 108 or 106 demonstration might actually attract more cyclists by making useful connections. You've already constructed half a block of this one, just finish it and to 108 too.	11/20/2017 9:01 PM
101	Stop forcing bike lanes for Bellevue. It would mean street parking would be reduced, not that many people bike, and it is a waste of money for the return on investment. Bellevue's first priority should be to make the crosswalks safer for pedestrians.	11/19/2017 8:14 PM
102	Main Street has become one of the most congested streets in Downtown. The businesses on Main Street are mostly restaurants. People are not likely to bike for a business lunch or business/family dinners. Eliminating any street parking to create bike lanes is not a good trade-off for the vast majority of people who do not bike at all or seldom bike. Please stop forcing the idea of creating bike lanes will ease Downtown congestion because it is likely to make it worse.	11/19/2017 9:34 AM
103	Too limited a demand to restructure major parts of the city. Again, Seattle has demonstrated that despite making lanes on 2nd Ave. available - VERY few bikers use them. I travel 2nd Ave. a great deal and find the situation totally without logic.	11/18/2017 11:48 PM
104	As long as you're not taking out a driving lane for vehicles. Main Street is already very congested, so am not sure if a bike lane can help.	11/18/2017 11:34 PM
105	My concern is that drawing lines is not very helpful. I wish city could invest more in building kerbs between road and bike lanes. Ideally, that must be like : sidewalk, bike like, kerb plus some lawn plus kerb, road for cars. In this case physical barrier will not let hit a bicyclist and also walking sidewalks will be much more pleasant.	11/18/2017 7:14 PM
106	I like to ride east and west on Main Street then north / south on 108th or 106th. Please connect these roads with bike pathways.	11/18/2017 2:03 PM
107	100% against.	11/18/2017 10:09 AM
108	Main St is a bit out of way relative to the core downtown commercial area, but at redoing it would nevertheless be a big plus.	11/18/2017 9:52 AM
109	Bike lanes need to go north/south through the downtown corridor. Not East/West	11/18/2017 9:46 AM
110	Main street traffic is super tight already -- adding bike lanes would make it horribly worse	11/17/2017 10:50 PM
111	Concerned about a bike lane between parked cars and sidewalk. Bike lanes tend to collect debris like broken glass. Also pedestrians crossing the bike lane to get to their parked car could be dangerous.	11/17/2017 10:06 PM
112	Please convert buffered lanes to fully protected lanes.	11/17/2017 7:39 PM
113	Don't take away car lanes on main Street. This will create problems elsewhere and I promise to be one of the many people writing angry letters.	11/17/2017 6:09 PM
114	Seattle bike lanes on city streets are a total disaster for both cars and bikes. Totally unsafe for all vehicles! Do not do this to Bellevue. If you want bike lanes develop bike only paths away from automobiles and tax bikers for the cost of building them!	11/17/2017 4:34 PM

Downtown Demonstration Bikeway Project Survey

115	Main street has very narrow sidewalks in the downtown area. the section between 106th and 108th does not even have a continuous side walk. Further down past bellevue way there's restaurants which tables outside during the summer, and there's always many people walking in and out if shops. it's a mess to bike there, I usually take the road.	11/17/2017 3:19 PM
116	It is so fun to bike and get something from a shop on Main Street and go to the park. As a person that bikes, I enjoy exercising and rewards and need to be able to SAFELY get there. That is what I want to do. Driving my car is so tedious in stop and go traffic. I want to be alive!!	11/17/2017 3:02 PM
117	I work in Bellevue but very rarely go on main street. I could see how adding bike lanes would get more local residents to shop and eat on main street since you don't have to deal with driving/parking... but I'm not the target audience.	11/17/2017 2:25 PM
118	Main is already a cluster. You have allowed this to become ridiculously over crowded.	11/17/2017 2:16 PM
119	Think NE 6th for protected bike lanes.	11/17/2017 2:14 PM
120	Make it ultra safe to bike and people will ride. Parking is already bad, so remove the lack of Safety excuse for not riding.	11/17/2017 1:30 PM
121	Bike facilities only accommodate users who are comfortable with the weakest link on their journey. It doesn't matter if most of the bike facility is protected, if the design at the intersection has people on bikes merging with people in cars and trucks, all ages and abilities will not feel comfortable with that. I am a proponent of protected bike lanes and protected intersection. Bikes should be grade or barrier separated from cars at all points OR be signaled to share space at different times. This in the only way that vision zero will be approached.	11/17/2017 12:31 PM
122	Make sure on all projects to put in separated bike lanes. Also DO NOT put in sharrows. they are ineffective and confusing to cyclists and motorists.	11/17/2017 12:04 PM
123	Since Main St is hilly, it is important for bike lanes to be wide enough that bikes can pass other bikes on the bike lanes (so cyclists with different abilities can climb or descend at their own pace). Please take this into account.	11/17/2017 11:43 AM
124	Nobody bikes in downtown Bellevue.	11/17/2017 11:41 AM
125	doesn't connect.	11/17/2017 11:30 AM
126	I oppose the new parking. please invest in bike lanes and bus lanes and hov lanes and wider sidewalks instead.	11/17/2017 11:29 AM
127	I do not support PBL as this creates more debris (leaves, sticks, etc.) that does not get cleaned up or worn down by other traffic and street cleaners. Wet slimy leaves for example are more frequently dangerous than cars if you are a safe rider. It also blocks avoidance paths for emergencies. Buffered paint solves this problem and still increases safety.	11/17/2017 10:18 AM
128	Routing any bike traffic onto sidewalk is dangerous and not advised. Cycling on sidewalks is a major cause of cyclist injuries from right turning traffic.	11/17/2017 9:27 AM
129	More Parking? For Jack in the Box? Sports Authori.....oh yes....that's closed.....Are you really thinking this out clearly?	11/17/2017 7:16 AM
130	As I tried to describe in response to Q #37, I think Main has both advantages and disadvantages compared with NE 2nd St, if only one of them is going to have bike lanes. 2nd seems more promising to me (except for not helping bikes get over I-405), mainly because Main seems like it has heavier car traffic now; I don't know if bike lanes on Main would cause some of that car traffic to move over to 2nd or other east-west streets.	11/17/2017 2:03 AM
131	Don't do this.	11/16/2017 11:12 PM
132	Main St should be closed to vehicles completely and should be open to pedestrians and bicycle riders only.	11/16/2017 9:03 PM
133	Protected bike lanes, please!	11/16/2017 6:55 PM
134	Please do this! Main St. is a main route from downtown to the Lake Washington Loop.	11/16/2017 6:38 PM
135	I don't think this would help much eastbound given that it's uphill at a grade sufficient to discourage inexperienced cyclists. I do ride it socially, turning left at 108th. I would not support any solution that would prevent access to the left turn lane, making it take longer to get through the intersection than it would driving a car; i.e. I do not support solutions that require the use of two crosswalks to make a left turn.	11/16/2017 6:33 PM

Downtown Demonstration Bikeway Project Survey

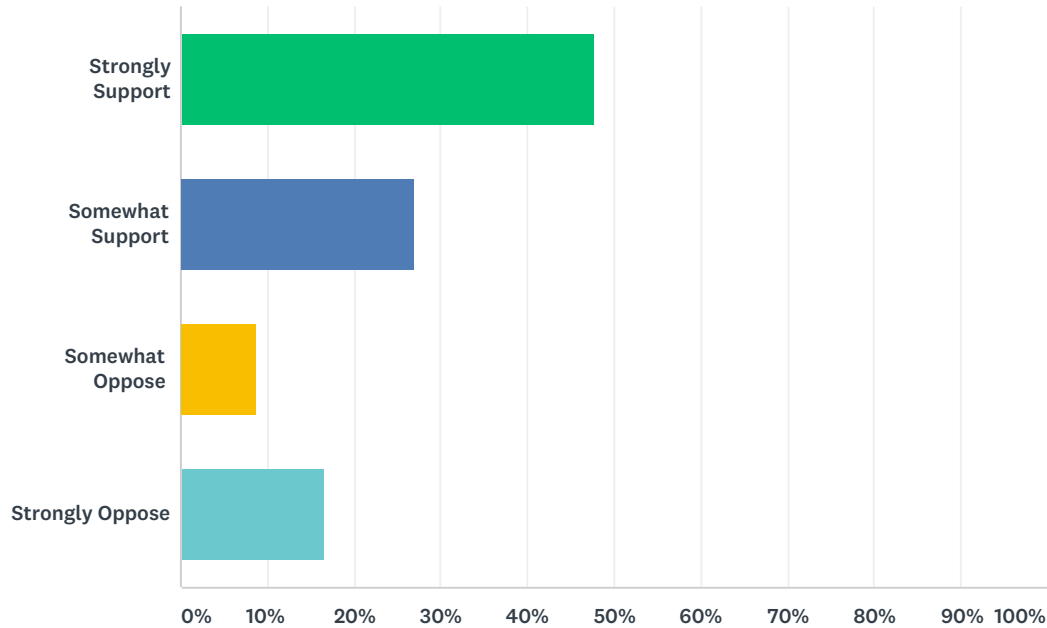
136	Not enough info on the parking situation. Will some parking be lost and new put in, will it be parking in addition to the little that is already there, how much is lost? Also, Main Street is already tight and difficult for cars and this would make it more so.	11/16/2017 4:57 PM
137	Sidewalks along Main St in downtown need major improvements. What is affect of construction (schedule) on Main (near 105th/106th) on demo bikeway - is it useful until construction is complete?	11/16/2017 4:53 PM
138	Wrong road for a cycle lane (and one of many in downtown Bellevue with tragically awful sidewalks - though of course Bikes don't belong on sidewalks...)	11/16/2017 11:00 AM
139	I think of Main Street as two distinct segments - between Bellevue Way and 108th, and between 108th and 112th. The existing and intended land use character is different, and bike facilities can make for a much more livable Main Street west of 108th where an "Old Bellevue" character could be created/enhanced..not so much east of 108th	11/16/2017 9:50 AM
140	The lanes that are there currently could use some imporvement, specifically approaching Bellevue Way westbound. The bike lane appears for a block and a half on the right curb, then moves without any warning to the left side of the right hand lane to accomodate the right-turn car lane, then when it returns to curb side on the other side of the intersection, it vanished almost immediately, forcing us into a choke point with the cars.	11/16/2017 8:28 AM
141	I think if you also built the 108th lane, and made this option connect east to 114th, you'd have a great connection from the 520 trail to the I-90 trail.	11/16/2017 12:39 AM
142	Towards the west-end of Main St it is narrow and relatively low traffic. The grade there isn't too horrible, but still a challenge for weaker riders. I'd actually be in favor of making that Old-Bellevue part of Main St closed to cars with just shared foot/bike access, but that probably isn't realistic. The foot paths on Main aren't very wide or even in places, it isn't particularly bike and pedestrian friendly at the moment. The east end of Main is steep and a cluster of traffic during peak hour. That does seem to reduce the value of bike lanes on Main.	11/15/2017 8:01 PM
143	Big paradigm shift for Main Street, but compatible with "Main Street" environment west of Bellevue Way. Bonus if connection across I-405 is in the near-term I-405 program.	11/15/2017 7:34 PM
144	I do not think the loss of two vehicle travel lanes is worth the trade off.	11/15/2017 5:38 PM
145	Expand the width of Main St or don't do it. Too much congestion as-is.	11/15/2017 4:19 PM
146	Make all of Bellevue bike safe.	11/15/2017 3:28 PM
147	There is no way you can share those existing sidewalks on Main St. with bikes due to all the sidewalk dining and elevation differences. Bikes belong on the road anyway.	11/15/2017 3:13 PM
148	The hills are the main problem with this proposed section. Cyclists would be riding slower and more erratically going uphill, and probably going too fast (or too slow) going downhill. Don't forget, for half the year it's dark and cold and wet here...	11/15/2017 3:04 PM
149	I don't like on street parking. I think since Main Street has an incline (yes, I'm a wimp) the bikeway should be wide and spacious and have planters and resting areas.	11/15/2017 2:39 PM
150	The short segment of bike lane from Blvu Way to the east is very effective, but it currently just ends. Need to extend it further east, and provide a means for EB bikes to get into left lane to turn north, onto 108th or 106th.	11/15/2017 2:32 PM
151	This is the best option so far.	11/15/2017 2:19 PM
152	Main street is too congested with transit and cars to add bike lanes.	11/15/2017 2:09 PM
153	This absolutely must be done. The parking protection is great. Seattle has proven this, and they copied numerous other cities that already proved it too. Do it.	11/15/2017 1:07 PM
154	The issue here is like it is all over Bellevue - it varies by time of day. Try going West downhill on Main St. a little after 5:00 PM.	11/15/2017 12:50 PM
155	Need an east west bicycle route further north too, maybe on tenth or twelfth?	11/15/2017 12:13 PM
156	Make sure to engage with residents near Main street because they stand to benefit most from this project.	11/15/2017 11:59 AM
157	Narrowing Main St East of 108th would be a disaster. It is already full of cars most of the day. It needs to remain 4 lanes for safety and traffic flow, and lanes should not be made narrower.	11/15/2017 11:54 AM

Downtown Demonstration Bikeway Project Survey

158	Main Street far more preferable than 2nd.	11/15/2017 11:46 AM
159	City should try and restrict street parking on one side of the street one day a week from June - Sept. See if that encourages bike usage.	11/15/2017 11:18 AM
160	Main Street needs help- Too much cut through traffic- makes it not pleasant to bike on and parking always an issue so would prefer to bike to Main St	11/15/2017 11:01 AM
161	I used to be a bike rider but now hardly anyone rides bikes in downtown Bellevue. There is no need to put in bike lanes anywhere in Bellevue. You would be taking away street space from busses and cars and would be making crosswalks more dangerous for pedestrians.	11/15/2017 10:20 AM
162	Please use lots of poles along the entire bike lane	11/15/2017 10:19 AM
163	THIS is the most important project you can tackle. The E-W corridor in downtown is terrifying to navigate on a bicycle. Connecting to current N-S "routes" adjacent 405 and along the lake will have the biggest, most immediate impact to people trying to access downtown who do not live there.	11/15/2017 8:09 AM
164	Adding a bike lane through Old Main from Lake Washington Blvd to Bellevue Way could create an excellent continuous strip from the lake through to the bike lane on 114th Ave SE, and would be extremely beneficial to making Bellevue more bike friendly.	11/14/2017 10:07 PM
165	There are only 4 total demonstrations bikeways, how could there be any issue. Bellevue is already crisscrossed with roads for cars - why is there even a survey?	11/14/2017 7:40 PM
166	Would NE 4th be a better route because of the connection east past Home Depot? The hill on Main is steep.	11/14/2017 7:16 PM
167	In the future this corridor would be more attractive as a connection between East Main light rail station and Old Bellevue. But some of the other candidate corridors are more promising.	11/14/2017 6:58 PM

Q49 Do you support the idea of bike lanes on NE 2nd St to improve safety for people who bicycle?

Answered: 562 Skipped: 690



ANSWER CHOICES	RESPONSES	
Strongly Support	47.69%	268
Somewhat Support	27.05%	152
Somewhat Oppose	8.72%	49
Strongly Oppose	16.55%	93
TOTAL		562

#	PLEASE EXPLAIN WHY OR WHY NOT.	DATE
1	they will get little to no use, and create obstacles tfor pedestrians, and autos	1/1/2018 6:25 PM
2	It would increase safety	12/30/2017 8:46 PM
3	See comments I made about the same topic on Main street.	12/30/2017 7:36 PM
4	Current discomfort for biking are frequent and long traffic lights, not a lack of bike lanes	12/29/2017 10:47 PM
5	Concern that current traffic and enforcement of laws needs to be addressed. I walk the city daily and do not feel safe given drivers running red lights and ignoring pedestrian walk lanes. Bike lanes on any new streets will only work when the behavior of drivers is addressed.	12/29/2017 9:49 PM
6	See cmments regarding Main St and 106th and 108....Seems disconnected to anything else, disjointed, need consistent approach along entire length.	12/29/2017 5:31 PM
7	This road is less busy than Main, so it is possible less harm would be done by removing traffic lanes, but there would still be an effect on car traffic, particularly where the bikes have to squeeze into the "sharrows." In general, I prefer that traffic lanes not be replaced with bike lanes.	12/29/2017 4:43 PM
8	I would prefer more separation than this plan seems to call for. I'm not sure if this is too close to the existing pedestrian east/west corridor to the transit center.	12/29/2017 10:36 AM
9	This is the least disruptive of the choices presented. But to access it is problematic.	12/29/2017 12:47 AM

Downtown Demonstration Bikeway Project Survey

10	no keep the traffic lanes no bike lanes	12/28/2017 9:28 PM
11	You are pandering to the rich white males of Bellevue, the 0.01 percent, who are few in number and not worth the public deployment of capital and time. Stop it.	12/28/2017 8:59 PM
12	Seems better than on Main St.	12/28/2017 8:38 PM
13	Too busy already, not enough room.	12/28/2017 6:59 PM
14	2nd is too narrow and steep.	12/28/2017 4:46 PM
15	Not much traffic.	12/28/2017 4:42 PM
16	too far away from most of what is interesting in downtown Bellevue	12/28/2017 3:34 PM
17	I do not feel that usability of the roads for drivers should be traded off for bicyclists. Road congestion and traffic is already terrible, and accommodating bicycles will only make things overall worse and will not increase overall capacity	12/28/2017 3:27 PM
18	You are going to dramatically impact downtown traffic congestion and make my commute time worse!	12/28/2017 12:15 PM
19	Less traveled than other parallel option	12/27/2017 9:49 PM
20	Won't improve much	12/27/2017 6:41 PM
21	Expensive and not enough bikers to make the expense worth it.	12/27/2017 1:04 PM
22	I feel pretty similarly to this as to Main Street. Because of the hill, there are the same issues of being pushed off into parking spaces or into the gutter of the road because of vehicle traffic while I'm trying to push up the hill.	12/27/2017 10:46 AM
23	This is a great way to safely link to other main streets.	12/21/2017 1:02 PM
24	Seems unnecessary if Main is done	12/19/2017 11:00 PM
25	this is a great cross-town corridor with access to the park.	12/19/2017 9:13 PM
26	This is a hilly area with a two lane road, congested as is.	12/16/2017 4:59 PM
27	Prefer Main	12/15/2017 3:25 PM
28	It is very steep for bicycles where the picture was taken. This street is also a fairly high use automobile road.	12/14/2017 1:25 PM
29	Prefer Main St	12/13/2017 12:20 PM
30	Make cyclists as visible as possible to increase safety for everyone - cyclists, drivers, pedestrians.	12/12/2017 11:00 AM
31	I like the idea of the connectivity to Downtown Park, but if it won't be safe for children, it defeats the purpose a little. Not sure it connects other places in the city very well.	12/11/2017 8:12 PM
32	This street seems to have less auto traffic, making it easier to absorb changes without impacting drive-ability.	12/11/2017 5:55 PM
33	This seems like a good east/west option.	12/11/2017 1:56 PM
34	This is too close to where I live	12/11/2017 1:50 PM
35	I think this is a better option than Main... a) less traffic, b) good termination at the Downtown Park	12/11/2017 10:56 AM
36	Useless corridor for bicycling. No signal coordination, unreasonable inclines, insufficient destinations along the route.	12/8/2017 9:19 PM
37	The lead in to this second part of the survey was very misleading, as it has already taken more than ten minutes. If you are an ideologue you could do it in 10, but if you are giving thoughtful answer it takes longer.	12/7/2017 9:53 PM
38	Good to link to/from downtown park	12/7/2017 10:25 AM
39	Recent painted bike lanes help but there are spots a long this street where I do not feel safe on a bike.	12/6/2017 6:31 PM
40	Somewhat support because I currently don't use this route due to cars trying to get by me and having a couple of harrowing experiences. It is a pretty big hill to climb from 108th AVE NE or 106th AVE NE.	12/6/2017 4:40 PM

Downtown Demonstration Bikeway Project Survey

41	only support as you will put this somewhere regardless of citizen input, this is best E/W route	12/6/2017 2:10 PM
42	I'm less excited about this street as without connecting lanes from other routes, the impact and value are limited. Connect to the mall, transit center, or other spots first.	12/6/2017 10:59 AM
43	East/West corridor to allow people to get to/from the transit center, as well as access to roads to 520 bridge, plus existing southbound bike lane to I-90 bridge.	12/5/2017 5:07 PM
44	Not bike-friendly grades and should not be encouraged as shared roadways. Only if all vehicle traffic were removed from 2nd Ave and bikeways could be constructed a la SF Lombard St switchbacks.	12/5/2017 4:52 PM
45	I do prefer this option over Main. Second is a cosier, more bike-friendly street over all. (As before, I'd prefer more PBL's than shown.)	12/5/2017 1:10 PM
46	The buffer lanes for bikes would help ensure safety for the cyclists.	12/5/2017 12:23 PM
47	More bike lanes everywhere is a good idea, but this route would only be useful to riders going to the downtown park.	12/4/2017 11:03 PM
48	Making it more difficult for vehicles to get around Bellevue. How many bikes have you seen on the roadways?	12/4/2017 10:46 PM
49	same as above	12/4/2017 9:15 PM
50	Main street is already identified as a Bike friendly street, keep it there instead of shifting to SE 2nd	12/4/2017 5:33 PM
51	Nobody is going to bike on NE 2nd street due to the hills. It's lunacy if you think that people are going to bike more if you create bike lanes on this street which has hills going both East and West.	12/4/2017 2:21 PM
52	Same answer again...	12/4/2017 1:02 PM
53	It doesn't have as much traffic as other arterials.	12/4/2017 9:15 AM
54	No shared bike area's not safe for our youngest riders	12/3/2017 1:11 AM
55	Seems less practical than Main St	12/1/2017 10:36 PM
56	separated bike lanes are nice	12/1/2017 3:51 PM
57	links to bike route around lake washington	12/1/2017 3:44 PM
58	I ride the segment from 114th to 105th each day I ride in the city. I choose this route because of the low traffic volume and relative space compared to Main St. If NE 2nd or Main st. had significant improvements, I would alter my route to ride on the road with the better cycling path.	12/1/2017 11:57 AM
59	If placing bike lanes on downtown streets, this seems like one of the better options.	12/1/2017 11:19 AM
60	I use NE 2nd St 99% of the time I ride to Bellevue. The implementation of the SBL has already helped a lot from 112 to 110.	12/1/2017 11:18 AM
61	Like the east-west nature of it it steep hills isn't great for bikes.	12/1/2017 10:11 AM
62	nice protected area off the major arterial traveled by cars.	12/1/2017 10:03 AM
63	The 2nd St option for east-to-west gets you from the park toward 114th in the direction of the southern connections around Lake WA.	11/30/2017 10:53 PM
64	Anticar	11/30/2017 9:42 PM
65	Seems better and less crowded than Main St	11/30/2017 7:15 PM
66	2nd isn't what I consider a major through road in DT Bellevue	11/30/2017 5:41 PM
67	Great corridor to i-90 trail	11/30/2017 5:35 PM
68	It seems to be the best route.	11/30/2017 3:48 PM
69	NE 2nd is not a very used street at this time so good for bikes	11/30/2017 1:30 PM
70	Better roadway vs. Main Street	11/30/2017 12:37 PM
71	Sames as Main St - this road is too steep for most people to ride it. Don't think it would get much use.	11/30/2017 12:31 PM
72	I currently use NE 2nd as an east/west bike route and additional bike safety is important.	11/30/2017 10:51 AM

Downtown Demonstration Bikeway Project Survey

73	I think Main St. is a touch better. This is a close second.	11/30/2017 1:22 AM
74	probably better than Main St., as it is a quieter street	11/30/2017 12:51 AM
75	Bicyclist should pay ALL costs associated with this project!	11/30/2017 12:42 AM
76	Done by itself, this is a bunch of bike lanes to nowhere.	11/29/2017 9:40 PM
77	Wouldn't encourage more biking. Doesn't connect much, and sharrows and hills are a limitation.	11/29/2017 7:51 PM
78	This is my favorite because I think we need the east-west route, although any would need to connect to the east side of 405. This is also closer to the new businesses on NE 4th	11/29/2017 6:00 PM
79	Same reason as Main. Maybe better as I believe there is less traffic on 2nd.	11/29/2017 4:38 PM
80	Not enough PBL and BBL. Too much SLM and SBL. There needs to be far more separation of bicycles and cars for safety.	11/29/2017 3:20 PM
81	The bicycling facilities already in place on NE 2nd St are already satisfactory, with the exception of the section between 106th Ave NE and Bellevue Way, which is currently heavily impacted by the construction activity happening on the south side of NE 2nd St between 106th Ave NE and Bellevue Way. Even once the construction is complete, this section of NE 2nd St strongly requires changes to improve bicyclist safety. In comparison to Main Street, however, I think Main Street is more in need of improvements as that road carries a higher volume of traffic.	11/29/2017 12:02 PM
82	A bit closer to downtown, however still not as useful as a N/S connector	11/29/2017 11:19 AM
83	This is a very important bike corridor that needs to be set up to cross town.	11/29/2017 11:19 AM
84	This route has steep hills both ways that may discourage riders.	11/29/2017 10:59 AM
85	See previous comment for Main	11/28/2017 6:05 PM
86	The grade is very steep here on 2nd.	11/28/2017 5:00 PM
87	Any bike lanes downtown would be an improvement, but either north/south proposal would benefit more bike commuters and the steep hill on 2nd would discourage more casual cyclists.	11/28/2017 2:14 PM
88	Not a good candidate street	11/28/2017 8:46 AM
89	This is a pretty short stretch, and so doesn't make much difference to my overall safety on my 12 mile one-way commute.	11/27/2017 5:50 PM
90	There are much less "PBL" than the other projects, and I think they are the ones that are safer. There are the most "SLM" which don't seem to increase safety for riders to me.	11/27/2017 5:22 PM
91	another location that is less disruptive	11/27/2017 4:46 PM
92	same reason congested traffic. Bellevue needs to improve the flow of traffic in the downtown area before worrying about bikes. And no, more bikers will not decrease the amount of traffic.	11/27/2017 4:32 PM
93	I like Main better than 2nd but only marginally. I like the through street...being able to cross with minimum of turns. The hills will slow cyclists so 2nd might be OK.	11/27/2017 3:51 PM
94	Any bike lanes in Bellevue would improve safety, but I think one of the North/South options would be a lot more useful to commuters (especially 108th).	11/27/2017 3:41 PM
95	2nd links two bike trails in the downtown which I think is important. It would link the trail from the I-90 trail through Enatei to the downtown and 114th on the East side of the Slough to the downtown. I often use those trails so 2nd would provide the most benefit to me allowing me to connect when heading east or west.	11/27/2017 3:23 PM
96	Adding bike lanes is good for the economy.	11/27/2017 2:37 PM
97	There's a really steep hill between 114th and 112th.	11/27/2017 12:44 PM
98	I use 2nd street to get through downtown almost on a daily basis and with the current construction it is already extremely difficult to get around.	11/27/2017 12:25 PM
99	Inconsistent facility won't really do much to improve ridership	11/27/2017 12:01 PM
100	Dark (lack of light) corridor. Need to be certain the material used is absolutely non skid. Paint won't do the trick here. (Grooves?)	11/27/2017 9:32 AM
101	Again, east west has the hill and you're not going to encourage newbie bikers is that's the first thing they run into.	11/27/2017 7:41 AM

Downtown Demonstration Bikeway Project Survey

102	need biking facilities	11/26/2017 6:01 PM
103	PBL only, see previous comments re: other streets.	11/26/2017 3:19 PM
104	Prefer Main Street as an east-west corridor for travel because it can be used to cross I-405 while NE 2nd St cannot.	11/26/2017 1:15 PM
105	Best to keep cars and bikes apart - as a rider prefer to be away from drivers and cars	11/26/2017 10:06 AM
106	Cars parked next to cyclists create hazards for cyclists (door zones). Would prefer to see no parked cars and buffered or striped bike lanes	11/25/2017 11:28 PM
107	The hill climb to the east and descent west would make this option little used during the demonstration period.	11/25/2017 5:11 PM
108	Shared lane markings do not work! end of story.	11/25/2017 11:12 AM
109	I believe that the bike lane should be in a north/south direction to link up with bike lanes in adjacent cities in both directions.	11/25/2017 10:42 AM
110	I believe this is better alternative than Main St	11/25/2017 9:45 AM
111	@nd doesn't have on ramps to 405, it has less pass through traffic	11/25/2017 1:46 AM
112	Nothing special in my opinion.	11/23/2017 4:41 PM
113	Using NE 2nd as an east-west cycling corridor is ideal because it is not a major thoroughfare and there would be no need to take travel lanes away from cars. There would be a loss of parking spaces but it is not possible to add cycling infrastructure without some adverse effects.	11/23/2017 12:25 PM
114	I think the north/south options of 108th and 106th are both more broadly useful as first-time demos.	11/22/2017 3:57 PM
115	this would give an east/west bicycle path.	11/22/2017 1:25 PM
116	The hill between 106th and 108th is pretty steep which might discourage use.	11/22/2017 1:18 PM
117	Get rid of that street parking we need the roads for both bikes and cars (the ones that move).	11/22/2017 11:44 AM
118	The auto traffic on NE 2nd is already terrible at certain times of the day and with so much ongoing construction blocking the existing traffic lanes. Removing even more traffic lanes would produce gridlock.	11/22/2017 11:32 AM
119	This street or NE 12th St is what I prefer in an east-west connection.	11/22/2017 4:30 AM
120	This is the most logical East/West corridor, but I think most cyclists are headed North/South, so I would rather see 108th or 106th as I think they would get much more cycling traffic.	11/22/2017 12:35 AM
121	Least used vehicle route in Bellevue	11/21/2017 10:46 PM
122	I am not familiar with NE 2nd.	11/21/2017 10:01 PM
123	Not a priority	11/21/2017 7:32 PM
124	Not sure this would be a route most bicycles would use since it doesn't really connect any major route that bicyclist use.	11/21/2017 5:05 PM
125	Support the idea of bike lanes but not at the expense of losing vehicle traffic lanes	11/21/2017 3:52 PM
126	I think the NE 2nd St and Main St options are too far south. I would like to see NE 4th St bike lanes because it goes directly through the center of the business district and can be used by workers, shoppers and people recreating. Plus it should be extended to 100 Ave NE and 116 Ave NE which would allow riders to cross I-405 and connect with Bellevue Square.	11/21/2017 3:39 PM
127	the most common south to north bike route is along 114th coming from 118th. That spits you out on NE 2nd which makes this the most common sense east west route through Bellevue.	11/21/2017 3:28 PM
128	I like any new bike facility, but think 108 is a higher priority than 2nd	11/21/2017 12:32 PM
129	SLM is very meh	11/21/2017 12:30 PM
130	typically do not ride on NE 2nd	11/21/2017 11:53 AM
131	This location would be of no benefit to me as a cyclist.	11/21/2017 11:30 AM

Downtown Demonstration Bikeway Project Survey

132	Same as Main. Also keep in mind that the city took private property on the basis of needing it for an additional GP lane. Later turning the property into a bike lane is certainly questionable from an ethical, if not legal standpoint.	11/21/2017 10:53 AM
133	If you must, this is a better option than Main St.	11/21/2017 10:52 AM
134	See previous comments.	11/21/2017 10:37 AM
135	Northeast second is the least congested of all these alternatives. It makes the most sense for a bike lane. Although it really doesn't go anywhere. Not sure how well it would be used	11/21/2017 10:21 AM
136	There are not nearly enough current or even potential bicyclists to warrant the cost and impact of this project. Sidewalks and/or "sharrows" are more than sufficient for not only the tiny current bicycle use, but would be adequate even for a significant increase over current use. If and when there is such capacity that would warrant separate facilities/lanes for bicycles, it could be considered, but not until then. As a comparison, Metro buses have been operating for decades, and the share of bus ridership as compared to private automobile use has remained the same or decreased over that time, despite the massive incentives and marketing to try to increase transit use. A similar result is likely for bicycle ridership. In addition, better enforcement of traffic laws on bicycles needs to be enacted. Bicycles frequently act as cars, but then choose to act like pedestrians and/or ignore traffic laws when on roads around cars. This is very dangerous and appears to be all but ignored by the City.	11/21/2017 10:20 AM
137	Bellevue could benefit from adding bike lanes everywhere. This location would be another step in the right direction.	11/20/2017 9:05 PM
138	The Main St design is better	11/20/2017 9:02 PM
139	I think between 2nd and main street, 2nd is probably better, less impact, and right by downtown park	11/20/2017 10:51 AM
140	Stop forcing bike lanes for Bellevue. It would mean street parking would be reduced, not that many people bike, and it is a waste of money for the return on investment. Bellevue's first priority should be to make the crosswalks safer for pedestrians.	11/19/2017 8:16 PM
141	More biking infrastructure is a win!	11/18/2017 11:35 PM
142	As long as you're not taking out a driving lane for vehicles	11/18/2017 11:34 PM
143	I care more about a north-south route than an east-west route. I also think this route is less useful than the east-west route on main.	11/18/2017 10:46 PM
144	2nd quieter by far than Main, much safer for cycling.	11/18/2017 9:36 PM
145	a) We can't lose road capacity b) I see no evidence of demand that would justify these lanes	11/18/2017 10:10 AM
146	Sharrows suck. I'd suggest trying to avoid those.	11/18/2017 9:53 AM
147	Protected bike lanes are good.	11/17/2017 6:30 PM
148	I'm generally against bike lanes downtown. If you need one going east/west, 2nd probably is the least bad option.	11/17/2017 6:12 PM
149	Seattle bike lanes on city streets are a total disaster for both cars and bikes. Totally unsafe for all vehicles! Do not do this to Bellevue. If you want bike lanes develop bike only paths away from automobiles and tax bikers for the cost of building them!	11/17/2017 4:35 PM
150	Usually do my shopping at the safeway in downtown Bellevue. it would be convenient to go there by bike and carry my groceries back on it. but the way back is uphill on 2nd and there's always heavy traffic. having a dedicated bike lane means I can go at my own pace, without interfering with car traffic.	11/17/2017 3:24 PM
151	This road leads to nothing in particular. It might be good for people walking, but not really for biking to any destination.	11/17/2017 2:20 PM
152	NE 2nd isn't a main thoroughfare so I like the idea of pushing bikes to a lesser used street.	11/17/2017 2:11 PM
153	More bike lanes!!!	11/17/2017 1:55 PM
154	physical separation	11/17/2017 1:31 PM

Downtown Demonstration Bikeway Project Survey

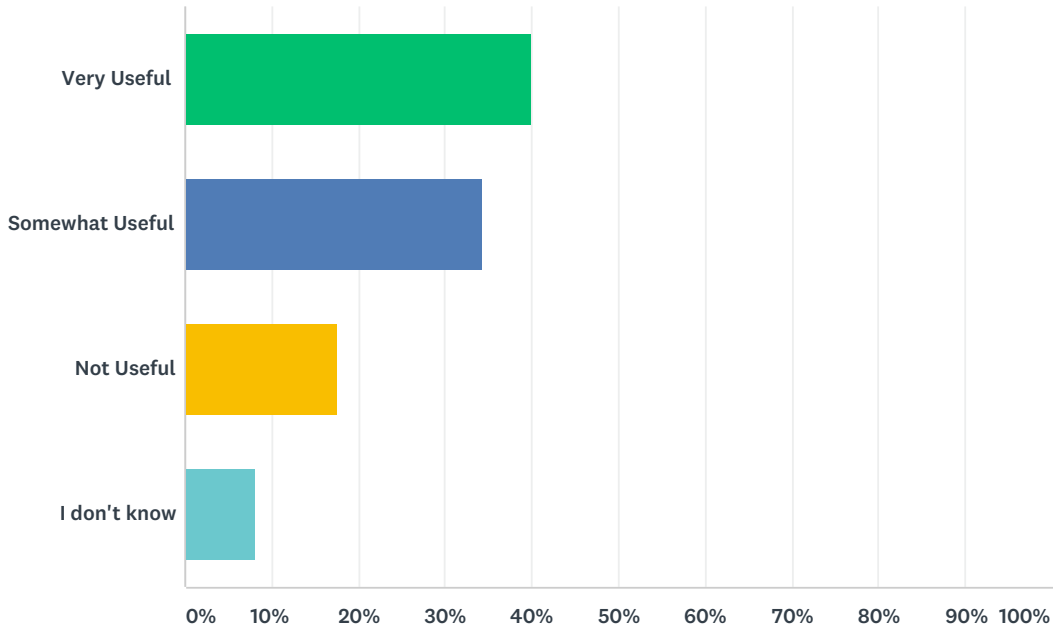
155	I strongly support bike lanes on 108th. There is a mountain of evidence as to why having bike infrastructure is better for everyone. Lower levels of pollution, lower levels of obesity, higher average speeds, fewer fatalities, fewer injuries, higher community resilience, cheaper infrastructure etc. The list goes on. I am not a big fan of sharrows though and would recommend against installing them here. They are not a replacement for bike lanes, they just remind people in cars not to kill people on bicycles.	11/17/2017 12:33 PM
156	this route doesn't have as many destinations as Main St and 108th Ave NE, and seems more hilly than others as well- given that it's also not as connected to other bike facilities, I would prefer other routes over this.	11/17/2017 11:44 AM
157	I do not support PBL as this creates more debris (leaves, sticks, etc.) that does not get cleaned up or worn down by other traffic and street cleaners. Wet slimy leaves for example are more frequently dangerous than cars if you are a safe rider. It also blocks avoidance paths for emergencies. Buffered paint solves this problem and still increases safety.	11/17/2017 10:18 AM
158	At only 4 blocks long, it's too short to make a difference in how people on bikes will choose to get around.	11/17/2017 10:10 AM
159	It is always good to have bike lanes.	11/17/2017 9:29 AM
160	good connectivity to the downtown core and expandable to points beyond - including SR 520	11/17/2017 8:56 AM
161	I like the protected bike lanes idea to make it much safer when riding bikes.	11/17/2017 8:37 AM
162	On second thought, I apologize. This is a better idea than the Main Street idea as 2nd avenue has less auto traffic. Still, the drawbacks are the same. Hill climb. Access to the bike lanes from.....where?	11/17/2017 7:20 AM
163	My answers to #37 & #41 (related to Main) also respond to this question, because they compare the advantages and disadvantages of Main relative to NE 2nd St. Currently I use 2nd a lot more than Main because it seems relatively safer right now (without good bike lanes) - less car traffic, and maybe not moving quite as fast as on Main.	11/17/2017 2:13 AM
164	Street too steep for bicycles	11/17/2017 12:17 AM
165	best of the terrible options. Don't do any of these options.	11/16/2017 11:13 PM
166	I'm a general supporter of bike lanes throughout Bellevue. Downtown is particularly devoid of them right now and yet there are numerous cyclists that ride there. Also, 2nd St. is a major route to get to the Lake Washington Loop --- big win for doing this.	11/16/2017 6:38 PM
167	This is not a heavily used route for cyclists now or potentially	11/16/2017 5:26 PM
168	Not as good as Main because the hills are steeper, and also doesn't connect into corridors on either end quite as well, but would still be a big improvement over nothing.	11/16/2017 5:23 PM
169	This is an ideal solution for me, as I bicycle up 114th Ave SE from south of Bellevue, which turns right into 2nd St.	11/16/2017 5:00 PM
170	I would use this.	11/16/2017 4:42 PM
171	Does connect to Downtown Park, but not much else.	11/16/2017 2:08 PM
172	NE 2nd is a little tangential for most Bellevue users, but it seems like a suitable road.	11/16/2017 11:02 AM
173	Typically my errands are at the mall so going up second is preferable to main street.	11/16/2017 10:23 AM
174	Not a particularly inviting street for bicycling, or any other non-motorized use. Bike lanes here would certainly create a better/safer space for bicyclists, and would better utilize the available curb-to-curb space and maybe could help enhance neighborhood character.	11/16/2017 9:53 AM
175	I prefer the north-south options but would welcome bike lanes along any downtown street.	11/16/2017 9:02 AM
176	2nd is better located for an east-west bike interconnect than Main, it meets up with the park but it is steep in the east, I generally try to only ride down it towards the west.	11/15/2017 8:05 PM
177	Good regional bike route connections to south via 114th. Lower traffic street.	11/15/2017 7:36 PM
178	Loss of parking areas and possibility of collision with cars at the many driveways there.	11/15/2017 6:52 PM
179	Eh	11/15/2017 5:13 PM
180	This route seems the least useful, it doesn't connect to the light rail directly, nor does it go anywhere particularly helpful, with the possible exception of the Park.	11/15/2017 4:29 PM

Downtown Demonstration Bikeway Project Survey

181	Same answers as on Main. Too hilly for most riders.	11/15/2017 3:05 PM
182	Personally don't use, also seems too short to be extremely useful. Any improvement is good though.	11/15/2017 3:00 PM
183	2nd avenue is an important road from the Downtown Park.	11/15/2017 2:42 PM
184	Not a bad option, but Main St connects to Lk WA Blvd better. Consider Main St for EB bike lanes, 2nd St for WB bike lanes. (topography makes climbing Main St. easier, 2nd St is better for descending. There is no room for a bike lane around DT Park, which is unfortunate. That short section can be dangerous.	11/15/2017 2:36 PM
185	Though it might add some relative safety to the cyclists, by adding these lanes you're decreasing the traffic flow and the availability of parking. The areas of Seattle that have taken away parking for bike lanes are much less visited than before. Not to mention the local business' will most likely suffer due to people not having quick access to their storefronts.	11/15/2017 2:25 PM
186	This seems like a better street then Main due to traffic volume. It also connects to the park and loops easier into 114th	11/15/2017 2:23 PM
187	More safety for all traffickers, having individual lanes will minimize the cross over of different traffic (foot, bike, bus, car, ect.) and hopefully diminish possible accidents.	11/15/2017 1:53 PM
188	Loss of traffic lanes impedes traffic flow.	11/15/2017 1:10 PM
189	In my previous comment, no easy west-east corridor in downtown Bellevue. 2nd would be preferable to main if you had to choose because it is less traveled and closer to core.	11/15/2017 12:59 PM
190	You guys are obvious, today Bellevue, tomorrow the world!	11/15/2017 12:57 PM
191	although I am not crazy about shared lanes especially by Bellevue Way as that can be a very busy intersection	11/15/2017 12:34 PM
192	2nd is probably better than Main due to less traffic	11/15/2017 12:31 PM
193	Too much existing auto traffic uses NE 2nd...where is it supposed to go? With 4 lanes, in the odd case if a car approaches a bike, it can move to the other lane, safely passing, or wait until it is safe to pass. If it ain't broke, don't fix it.	11/15/2017 12:16 PM
194	This would make connecting to the downtown park much easier	11/15/2017 12:00 PM
195	too many drivers turning both north and south across bike lanes	11/15/2017 11:50 AM
196	Useless stretch of road, won't be used, won't learn anything truly actionable.	11/15/2017 11:31 AM
197	Has a hill. Bike lane on NE 2nd only makes sense as part of a larger bike lane network.	11/15/2017 11:20 AM
198	See previous comments. Also concerned that costs to maintain shared roadways are higher than traditional roads.	11/15/2017 10:37 AM
199	2nd street is a great choice for there being less traffic. It does have a major hill, which might be difficult for some people.	11/15/2017 10:20 AM
200	I used to be a bike rider but now hardly anyone rides bikes in downtown Bellevue. There is no need to put in bike lanes anywhere in Bellevue. You would be taking away street space from busses and cars and would be making crosswalks more dangerous for pedestrians.	11/15/2017 10:20 AM
201	1st Choice	11/14/2017 8:43 PM
202	The best solution is to allow bikes share sidewalk with pedestrians as the number of actual pedestrians is exceptionally low	11/14/2017 8:08 PM
203	Same reasons I oppose 106th and 108th. Too many high rises buildings that have frequent cars needing to get in and out of buildings. Unless you plan to force bikers to stop with a gate until the cars pull off the street you are creating an unsafe issue. I don't want to hit a bicyclist!	11/14/2017 7:52 PM
204	Ditto	11/14/2017 7:44 PM
205	This has less car traffic than Main, but no connection on east end. I do like the park on the west.	11/14/2017 7:18 PM
206	Currently there are 0 east/west routes that can get a person on a bike between 112th Ave NE and Bellevue Way. NE 2nd Street connects to 114th Ave SE cyclists all the way to Old Bellevue. For people coming from 108th Ave SE it is just 1 block on one of the calmer sections of 108th Ave NE to get to the corridor. Lower traffic volumes also make this a great corridor.	11/14/2017 7:02 PM

Q50 How useful would these new bike lanes be to help people on bikes get where they want to go in or through Downtown Bellevue?

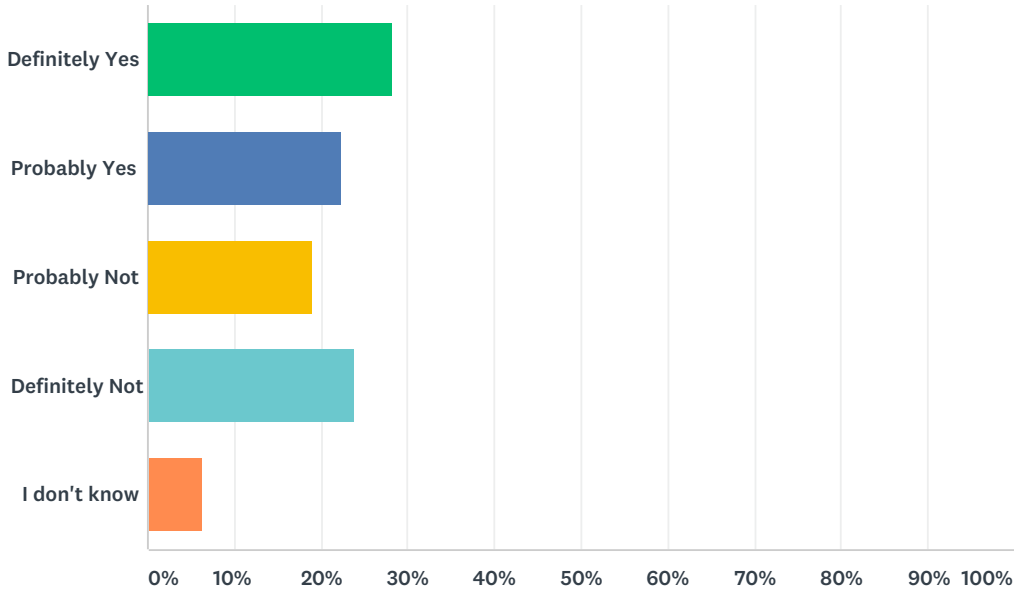
Answered: 558 Skipped: 694



ANSWER CHOICES	RESPONSES	
Very Useful	39.96%	223
Somewhat Useful	34.41%	192
Not Useful	17.56%	98
I don't know	8.06%	45
TOTAL		558

Q51 Do you think you would bike in Downtown Bellevue more often because of these bike lanes?

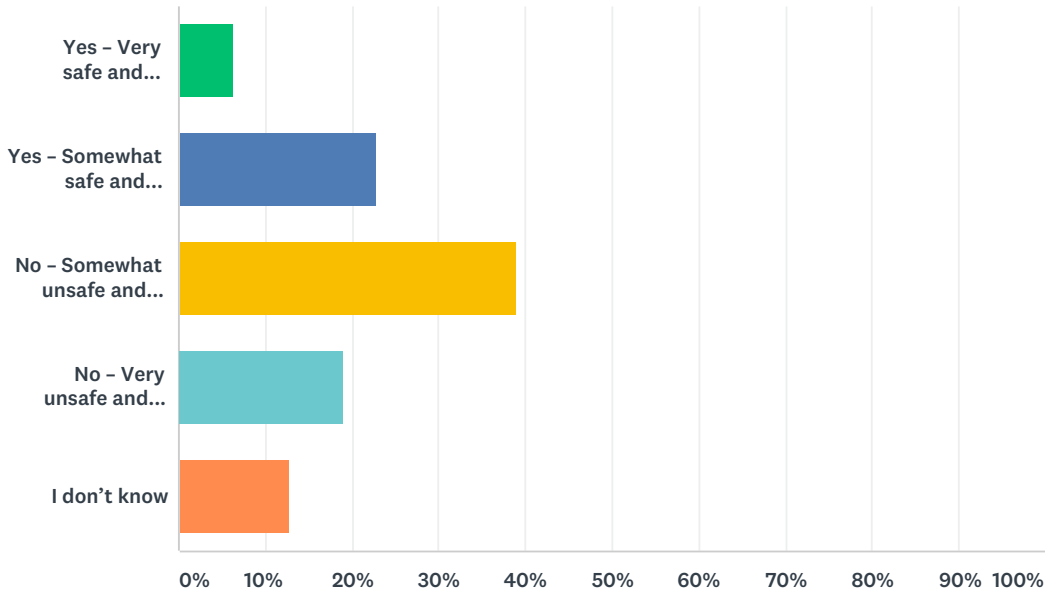
Answered: 561 Skipped: 691



ANSWER CHOICES	RESPONSES
Definitely Yes	28.34% 159
Probably Yes	22.46% 126
Probably Not	19.07% 107
Definitely Not	23.89% 134
I don't know	6.24% 35
TOTAL	561

Q52 Do you feel that NE 2nd St is a safe and comfortable street for people bicycling today?

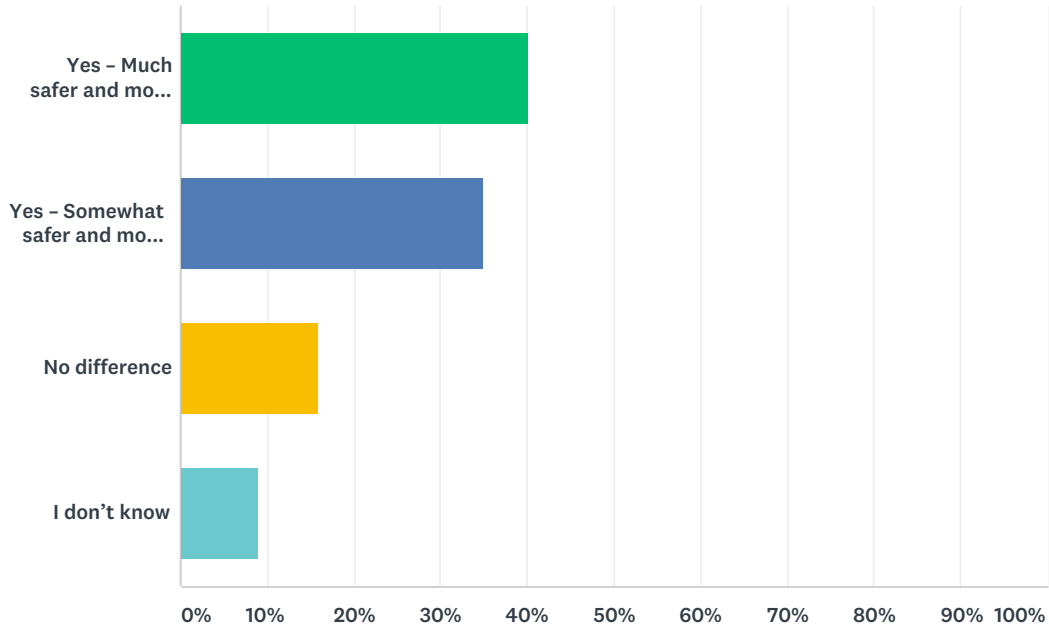
Answered: 555 Skipped: 697



ANSWER CHOICES	RESPONSES	
Yes – Very safe and comfortable	6.31%	35
Yes – Somewhat safe and comfortable	22.88%	127
No – Somewhat unsafe and uncomfortable	38.92%	216
No – Very unsafe and uncomfortable	19.10%	106
I don't know	12.79%	71
TOTAL		555

Q53 If implemented, do you think this demonstration bikeway would make it safer and more comfortable to bike on NE 2nd St?

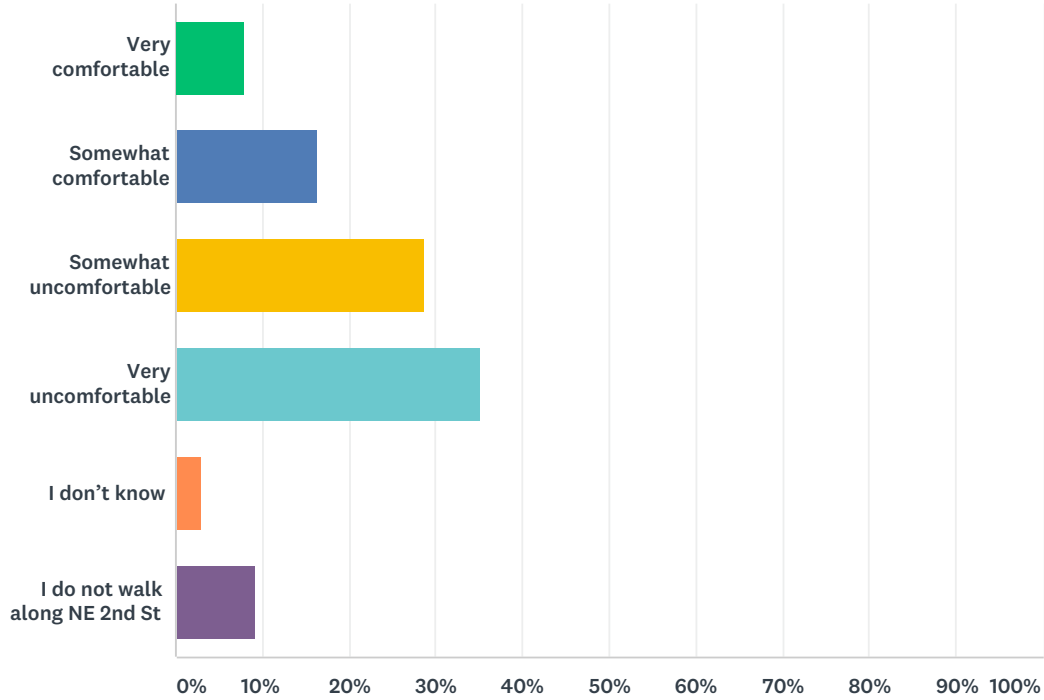
Answered: 553 Skipped: 699



ANSWER CHOICES	RESPONSES	
Yes – Much safer and more comfortable	40.14%	222
Yes – Somewhat safer and more comfortable	34.90%	193
No difference	15.91%	88
I don't know	9.04%	50
TOTAL		553

Q54 When walking along NE 2nd St, how comfortable are you with people on bicycles sharing the sidewalk?

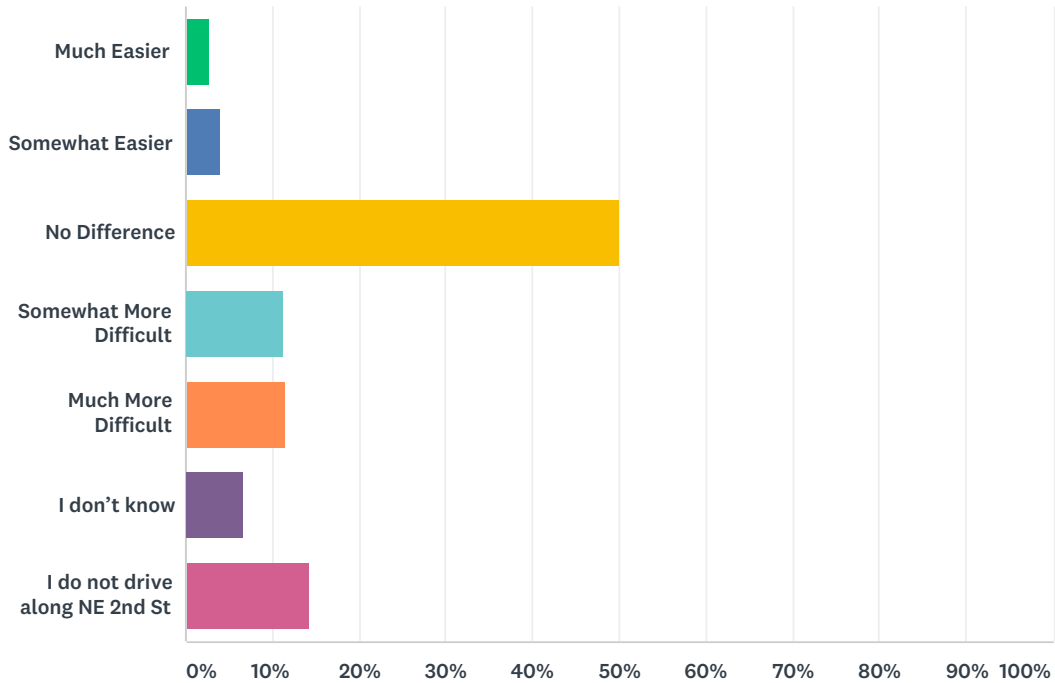
Answered: 559 Skipped: 693



ANSWER CHOICES	RESPONSES	
Very comfortable	7.87%	44
Somewhat comfortable	16.28%	91
Somewhat uncomfortable	28.62%	160
Very uncomfortable	35.24%	197
I don't know	2.86%	16
I do not walk along NE 2nd St	9.12%	51
TOTAL		559

Q55 How would these changes to on-street parking impact your ability to get to the places you want to go along NE 2nd St?

Answered: 559 Skipped: 693



ANSWER CHOICES	RESPONSES	
Much Easier	2.68%	15
Somewhat Easier	3.94%	22
No Difference	49.91%	279
Somewhat More Difficult	11.27%	63
Much More Difficult	11.45%	64
I don't know	6.62%	37
I do not drive along NE 2nd St	14.13%	79
TOTAL		559

Downtown Demonstration Bikeway Project Survey

Q56 Do you have any other comments or concerns you would like to share about the NE 2nd St demonstration bikeway concept?

Answered: 131 Skipped: 1,121

#	RESPONSES	DATE
1	bikes should be restricted to recreational trails used exclusively for bikes, and restricted at high traffic business districts streets.	1/1/2018 6:25 PM
2	Current discomfort for biking are frequent and long traffic lights, not a lack of bike lanes	12/29/2017 10:47 PM
3	No to bike lanes	12/29/2017 10:45 PM
4	Concern that current traffic and enforcement of laws needs to be addressed. I walk the city daily and do not feel safe given drivers running red lights and ignoring pedestrian walk lanes. Bike lanes on any new streets will only work when the behavior of drivers is addressed.	12/29/2017 9:49 PM
5	A lot of construction scheduled here. Right now its a dead area, great for walkers and bikers. That will change.	12/29/2017 6:28 PM
6	There are many alternate driving routes to NE 2nd, so this the best choice for bike focus. Again, cyclists, skateboarders, etc. should NEVER share a designated pedestrian path or sidewalk. Above all, the number of untrained foreign drivers "practicing" in Bellevue needs to be addressed to protect EVERYONE. Just saw a "student" driver hit a car and then continue to drive up onto the sidewalk where people had to run out of the way to avoid being hit. The driver was being "trained" by her husband and then the husband tried to say the elderly driver they hit, 12th and 108th, nearly head-on, was speeding!!! This is out of control, please do something. Please make driver's training MANDATORY for all non-U.S. citizens to obtain a WA driver's license!!!	12/29/2017 10:50 AM
7	no keep the traffic lanes no bike lanes	12/28/2017 9:28 PM
8	You are pandering to the rich white males of Bellevue, the 0.01 percent, who are few in number and not worth the public deployment of capital and time. Stop it.	12/28/2017 8:59 PM
9	Connecting to downtown park is essential for bikeways	12/28/2017 5:43 PM
10	Not enough room for all the cars using Bellevue for a 405 bypass and bikes. Fix traffic flows first	12/28/2017 4:46 PM
11	See prior comments	12/28/2017 4:45 PM
12	I do not feel that usability of the roads for drivers should be traded off for bicyclists. Road congestion and traffic is already terrible, and accommodating bicycles will only make things overall worse without increasing overall transit capacity	12/28/2017 3:27 PM
13	Nice concept but too early in the growth of downtown to consider. Wait to see if light rail removed traffic. Right now, we need to focus on making it easier for cars and walking.	12/28/2017 2:16 PM
14	I like the way you have these plans laid out. One can get a pretty good idea of what is be being proposed.	12/27/2017 10:32 PM
15	Please don't use sharrows	12/27/2017 10:19 PM
16	If the city wants to promote bike as mode of transportation, then do not make other modes of transportation (already heavily utilized or over-utilized) more congested, leading to more pollution, more accidents, and More stressed people.	12/27/2017 9:49 PM
17	Do not reduce roadway capacity for the sake of a few. Vehicle/bike mix is not safe. Bike lanes will increase cyclist collisions.	12/19/2017 1:03 PM
18	More direct connection to downtown park is nice but not a huge call for me personally	12/12/2017 11:52 AM
19	Do NOT include raised obstacles in the bikeway. Raised obstacles (curbs, burms, bumps, or posts) make it MORE dangerous for cyclists, not less. ALSO, create a car-door buffer next to bikeways. Don't position parking spots so opening car doors protrude into the bikeway.	12/12/2017 11:00 AM

Downtown Demonstration Bikeway Project Survey

20	When REI moves to Bellevue, I will commute round trip from north Seattle by bike. If there are safe bike options in Bellevue, I would also shop there before and after work. Please do the right thing and make Bellevue a safe and enjoyable place to not drive!	12/12/2017 9:02 AM
21	n/a	12/11/2017 2:22 PM
22	Would be worse for the bikers - that's a steep hill	12/11/2017 1:50 PM
23	This would be nice but I think Main Street would be a better route if I had to choose.	12/11/2017 12:09 PM
24	The same as 108th. To tack on to my last comment, if I were to give these questions the type of thoughtful answers they deserve, it would take a couple of hours at least. It looks like you are looking for answers from ideologues and bicycle sycophants.	12/7/2017 9:53 PM
25	I prefer bike lands on NE 2nd over Main Street if I had to choose, because it's more central in downtown.	12/6/2017 6:31 PM
26	with the hill and traffic the East-West lanes in Bellevue are not safe or encouraging for bicycling. I'd rather see Main street as it is a wider road with less aggressive drivers (in my observations).	12/6/2017 10:59 AM
27	It's hilly, so may not appeal to people who don't want to go up/down something steep because it's difficult to go up and scary to go down.	12/5/2017 5:07 PM
28	Waste of time to make this corridor a demonstration bikeway	12/5/2017 4:52 PM
29	From a recreational POV, I like that 2nd connects to the park. Also, the narrower, less busy street feels like a better match overall for cyclists.	12/5/2017 1:10 PM
30	not at this time	12/5/2017 12:23 PM
31	don't use planter boxes for separation	12/5/2017 12:06 PM
32	Due to the steep grades on this route and because it does not interconnect with other bikeways I doubt this bikeway would get used very often and would not be a good demonstration project.	12/4/2017 11:03 PM
33	You are proposing to take away lanes for bikes and make it more difficult to get around in Bellevue. Not everyone can ride a bike and I would never ride a bike on the bike lanes.	12/4/2017 10:46 PM
34	same as above	12/4/2017 9:15 PM
35	Again, protected bike lanes on steep hills are a bad idea. Too much stuff to hit. I'd rather ride in traffic on the downhill sections.	12/4/2017 4:03 PM
36	There are so many business that are impacted by the lack of parking and yet there is no benefit to adding a bike lane on this street which has big hills. It's silly to add a bike lane on this street.	12/4/2017 2:21 PM
37	This corridor is further south than what I would need for a bike lane in downtown Bellevue.	12/4/2017 11:47 AM
38	This street is certainly not the major route people use like Main st is. Perhaps it would be safer for bikes.	12/1/2017 5:25 PM
39	NE 2nd connects to 114th. There are many bikers who use this route including myself. We should make it more obvious to cars that bikes need to take the lane from 112th Ave to Main St along 114th. I think this would make the who experience safer. 108th to Bellevue Way improvements suggested is also good. If you can also extend the path e.g. bike takes the lane past Bellevue Way to 102nd Ave NE, it would be perfect as it would connect to another N-S bike friendly road.	12/1/2017 11:18 AM
40	Bike lanes should not be planned in such small piecemeal fashion. You should plan for bike riding as you would for cars—in an overall grand plan based on a philosophy that bike riding is an alternative transport system that needs arteries and local pathways. What is this change trying to accomplish?	12/1/2017 10:11 AM
41	No	12/1/2017 8:38 AM
42	This 2nd St improvement combined with 108th St improvements could become a core part of connecting together the routes to the north and south of downtown Bellevue.	11/30/2017 10:53 PM
43	Anticar	11/30/2017 9:42 PM
44	Your allowed answers contain inherent bias and this survey is a farce	11/30/2017 9:20 PM
45	Again, PBL all the way. No mix of SBL which are often unsafe. And SLM is completely useless in practice.	11/30/2017 4:46 PM

Downtown Demonstration Bikeway Project Survey

46	This is the closest thing to a bike lane connecting the transit center to the west side of the city where people actually live. That said, I would also like a N-S cross street to be bikeable to make getting to 2nd street easier from the Northwest. Currently, the friendliest route from Avalon Towers to the transit center is 10th to 108th, but with this, street I would probably take 100th to 2nd for safety, and then close the gap from 2nd to 6th on 108th (unsafely).	11/30/2017 3:49 PM
47	The only concern for this is that it is a shared bike lane at the stops, which is tough in traffic. Separate bike lane would be best to encourage use.	11/30/2017 3:48 PM
48	Parking along the side of the street and a bike lane can be risky on account of driver's side doors opening. I'm sure you know this, but when adding more parking, something to be aware of.	11/30/2017 1:10 PM
49	It may impact parking a lot more for those who access these businesses/residents.	11/30/2017 12:37 PM
50	NE 2nd is already low traffic street and a bike lane would be a marginal improvement here.	11/30/2017 10:51 AM
51	I prefer Main St.'s connections to I-405 (with bridge) and the run through Old Bellevue Downtown toward the waterfront, over 2nd St.'s drop onto the south end of Downtown Park. But if you're trying to network off-arterial Greenway-style streets, then 2nd St. is the better choice.	11/30/2017 1:22 AM
52	Bicyclist should pay ALL costs associated with this project!	11/30/2017 12:42 AM
53	There has to be connectivity to get in and out of the city otherwise the lanes have much lower usefulness	11/29/2017 9:40 PM
54	This street or Main seem like good areas for recreational bike paths, not intended for commuting into Bellevue but for families visiting the park and shops.	11/29/2017 4:38 PM
55	NE 2nd? Are you kidding? Use 108th. Closer to offices, transit, and wider street. BUT PLEASE NO MORE PLANTERS IN THE MIDDLE OF THE DAMN STREETS!!!! What a waste of real estate.	11/29/2017 12:11 PM
56	The most uncomfortable part of my current bicycle commute is the section just WEST of Bellevue Way on the continuation NE 2nd St just before it transitions to NE 1st St. The traffic furniture (the center dividing concrete strip) prevents/deters motor vehicles from passing cyclists, which in turn creates considerable anxiety for cyclists. This section would also strongly benefit from improvements in bicycle safety.	11/29/2017 12:02 PM
57	Never seen a single bike in DT Bellevue, waste of taxpayer money.	11/29/2017 12:01 PM
58	The hill up to 108th, both directions, will make this route the least used.	11/29/2017 10:59 AM
59	Please don't do this.	11/28/2017 5:00 PM
60	Either Main or 2nd would be great additions to 108th which is my top priority.	11/28/2017 12:33 PM
61	We need bike lanes N/S down Bellevue Way that take us to the turn-off behind the nursery which will then connect to the I-90 trail. My wife bike-commutes to DT Seattle and currently feels that is the most dangerous section. Patchwork bikeways are better than nothing but the need is to connect the I-90 trail to the new 520 trail.	11/28/2017 10:57 AM
62	another less disruptive choice	11/27/2017 4:46 PM
63	Keep Bellevue bike free!	11/27/2017 4:15 PM
64	There aren't details about onstreet parking, but if it is parking that allows for cyclists to be "doored" by cars when riding by, it would not be particularly safe. An example is parking adjacent to the bike trail on 118th heading into the city from the slough.	11/27/2017 3:23 PM
65	NE 2nd St doesn't connect as well as Main Street with other future bike routes (the Eastside Rail Corridor, for example) as Main Street does. I like it that NE 2nd Street is a little quieter than Main Street, though.	11/27/2017 1:07 PM
66	This bike lane ends right next to the downtown park, which means it's likely to introduce many people riding on the park. Would like to see some thought put into handling people walking/jogging there and people riding bicycles there from running into each other.	11/27/2017 12:51 PM
67	NE 2nd is an easy transition from the Lake Washington Loop. It connects to the downtown park and to another north/south concept bicycle path. The hill is a bit of a turnoff though.	11/27/2017 12:44 PM
68	See above re: slipperiness due to lack of sunlight.	11/27/2017 9:32 AM
69	Stick with 108th or 106th. Show people in cars bicyclists safely whizzing past - not huffing up hills. The idea is for people to envision themselves out trying this and hills are not good for that.	11/27/2017 7:41 AM

Downtown Demonstration Bikeway Project Survey

70	protected lane in one block and sharrows in the next - are you kidding me? if that is what you are going to do, save the money.	11/26/2017 9:39 PM
71	Do not make a SLM on an uphill section of lane (EB between 110 the 112th). Shift everything north so that the SLM is for WB traffic, which can go the same speed as cars. I would also prefer all stripes or all separated, but when the designation switches back and forth it makes it harder to keep track of bikes and cars and may be more dangerous.	11/26/2017 6:01 PM
72	Please route bikes through less car-traffic-dense streets. It's asking for disaster (safety, traffic flow efficiency) to try to use up limited space for another form of transport.	11/26/2017 3:19 PM
73	Doesn't connect and wouldn't be used. It would be a waste of time and money.	11/25/2017 5:11 PM
74	give up on shared lane markings (sharrow). they are a joke	11/25/2017 11:12 AM
75	This is the only location where I could be talked into a demonstration bikeway. There isn't nearly as much traffic on NE 2nd as there is on the other possible locations.	11/22/2017 1:24 PM
76	Stop turning car lanes into parking space, it hurts everyone	11/22/2017 11:44 AM
77	If NE 12th St isn't an option I think this is the best east-west connection. NE 6th is already pretty good for the most part.	11/22/2017 4:30 AM
78	Support the idea of bike lanes but not at the expense of losing vehicle traffic lanes	11/21/2017 3:52 PM
79	Build the east-west bike lane on NE 4th St for the reasons stated previously.	11/21/2017 3:39 PM
80	a north south route is better but if there is an east west route too, this is the preferred route	11/21/2017 3:28 PM
81	The survey did not have a picture for question 51. Generally speaking, in a downtown setting, I think it is generally a bad idea to mix bikes and walking on sidewalks	11/21/2017 11:53 AM
82	Please do NOT put the demo project here. It will yield little benefit to bicycle riders.	11/21/2017 11:30 AM
83	Much less vehicle traffic than Main St.	11/21/2017 10:52 AM
84	For the love of Mike, please stop wasting our money on these stupid ideas!!! There is no money in the budget for this, crooked staff come up with these stupid ideas to support their worthless jobs. STOP wasting our tax dollars.	11/21/2017 10:37 AM
85	For doing a demonstration test, Northeast second is your best alternative. It has the least amount of car traffic, goes from the downtown park through the city, and will impact vehicle traffic the least	11/21/2017 10:21 AM
86	There are not nearly enough current or even potential bicyclists to warrant the cost and impact of this project. Sidewalks and/or "sharrows" are more than sufficient for not only the tiny current bicycle use, but would be adequate even for a significant increase over current use. If and when there is such capacity that would warrant separate facilities/lanes for bicycles, it could be considered, but not until then. As a comparison, Metro buses have been operating for decades, and the share of bus ridership as compared to private automobile use has remained the same or decreased over that time, despite the massive incentives and marketing to try to increase transit use. A similar result is likely for bicycle ridership. In addition, better enforcement of traffic laws on bicycles needs to be enacted. Bicycles frequently act as cars, but then choose to act like pedestrians and/or ignore traffic laws when on roads around cars. This is very dangerous and appears to be all but ignored by the City.	11/21/2017 10:20 AM
87	Yup, Main and 108th. That's the plan.	11/20/2017 9:02 PM
88	Stop forcing bike lanes for Bellevue. It would mean street parking would be reduced, not that many people bike, and it is a waste of money for the return on investment. Bellevue's first priority should be to make the crosswalks safer for pedestrians.	11/19/2017 8:16 PM
89	Eliminating any street parking to create bike lanes is not a good trade-off for the vast majority of people who do not bike at all or seldom bike. Please stop forcing the idea of creating bike lanes will ease Downtown congestion because it is likely to make it worse.	11/19/2017 9:36 AM
90	Same concerns as for previous concepts.	11/18/2017 7:15 PM
91	Much worse than main ... a bunch of sharrows again which are useless and dangerous.	11/17/2017 7:39 PM
92	Lighting for the bike path.	11/17/2017 6:12 PM
93	Seattle bike lanes on city streets are a total disaster for both cars and bikes. Totally unsafe for all vehicles! Do not do this to Bellevue. If you want bike lanes develop bike only paths away from automobiles and tax bikers for the cost of building them!	11/17/2017 4:35 PM

Downtown Demonstration Bikeway Project Survey

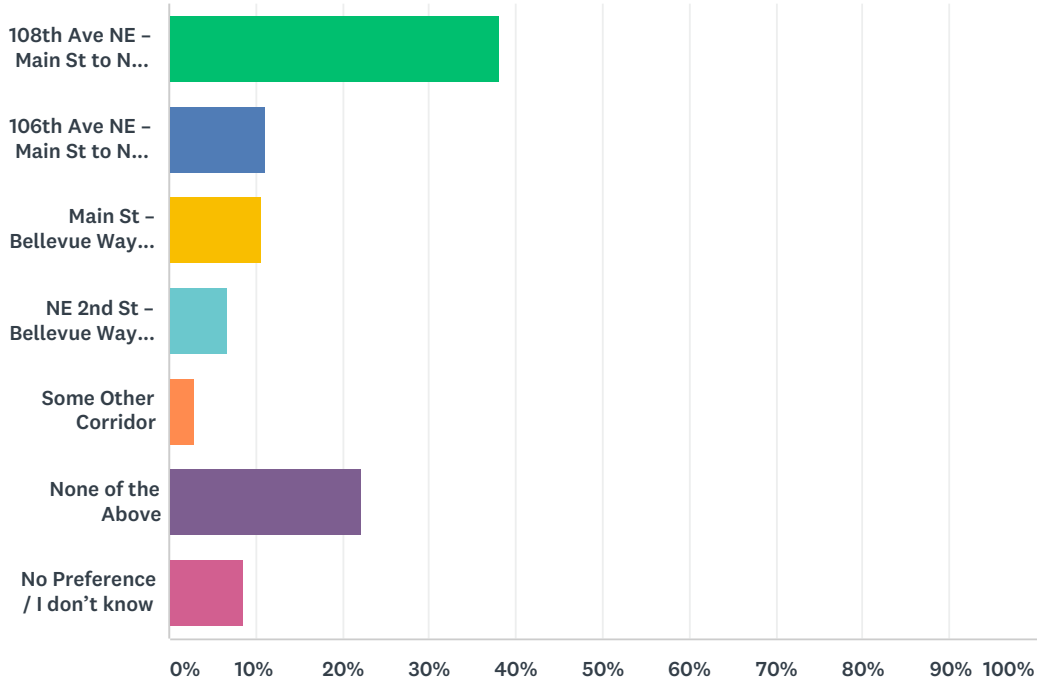
94	many people going to downtown, that live in the area, would be going to the park or the mall. there must be a safe easy way for them to get to a bike parking. once they get to their destination, they must leave the bike somewhere.	11/17/2017 3:24 PM
95	Nice changes to 2nd can conceivably make it easier for people heading to the park. But traversing across Bellevue way always seems to be the odd piece. Since the changes would extend across this would solve a couple questionable intersections. In terms of sharing- cyclists don't like sharing sidewalks, but a multi purpose lane would work fine (12' wide pavement with designated areas.)	11/17/2017 2:20 PM
96	I would bike to work more often and feel safe doing it with this connection.	11/17/2017 2:15 PM
97	Get it going now!!	11/17/2017 1:31 PM
98	Bike facilities only accommodate users who are comfortable with the weakest link on their journey. It doesn't matter if most of the bike facility is protected, if the design at the intersection has people on bikes merging with people in cars and trucks, all ages and abilities will not feel comfortable with that. I am a proponent of protected bike lanes and protected intersection. Bikes should be grade or barrier separated from cars at all points OR be signalized to share space at different times. This in the only way that vision zero will be approached.	11/17/2017 12:33 PM
99	NE 2nd is almost ride able in its current configuration. Please have bike lanes that don't dead end and that connect to other bike ways. Also avoid sharrows at all costs. they are ineffective and confusing to cyclists and motorists!!	11/17/2017 12:06 PM
100	Again, since 2nd St is somewhat hilly, bike lanes should be wide enough so that fast climbers can pass other cyclists	11/17/2017 11:45 AM
101	doesn't connect.	11/17/2017 11:32 AM
102	please redirect parking towards more productive uses, like bike lanes, hov lanes, bus lanes, and bigger sidewalks	11/17/2017 11:32 AM
103	I do not support PBL as this creates more debris (leaves, sticks, etc.) that does not get cleaned up or worn down by other traffic and street cleaners. Wet slimy leaves for example are more frequently dangerous than cars if you are a safe rider. It also blocks avoidance paths for emergencies. Buffered paint solves this problem and still increases safety.	11/17/2017 10:18 AM
104	You know, there are some nice restaurants on 108th and 2nd that will miss those parking spaces. The other lost parking spaces should have no consequence, in my opinion.	11/17/2017 7:20 AM
105	A concern I have with all the demonstration bikeways is the inconsistency in the type of bike lane. I guess that must be to somehow evaluate how bike and car traffic cope with the different types of bike lanes, but I'm concerned that the plan to switch back and forth between different types of bike lanes will be confusing for both drivers and bikers, and therefore less safe (than a consistent lane would be). Inconsistent bike lane types will also be less efficient for cyclists.	11/17/2017 2:13 AM
106	Bikes are not needed here. Cars and buses are sufficient.	11/17/2017 12:17 AM
107	dumb	11/16/2017 11:13 PM
108	Protected bike lanes, please!!	11/16/2017 6:56 PM
109	Please do this! 2nd St. is a main route to and from the Lake Washington Loop.	11/16/2017 6:38 PM
110	Main street would be marginally better for East-West biking, beasuse the hills aren't quite a steep, and Main connects in on either end better.	11/16/2017 5:23 PM
111	Again, difficult to answer the parking question without more details.	11/16/2017 4:58 PM
112	It's unclear what the width of the bike lane will be - and enough hills on 2nd to need space to allow bikes to pass each other.	11/16/2017 4:56 PM
113	I have no thoughts on this part of the plan. I don't currently use NE 2nd.	11/16/2017 8:29 AM
114	I guess 2nd is really the only practical east-west road of practical choice for a bike interconnect experiment. It has less scary traffic than Main, but it is steep. Access to the park is great, but the lights there are one of the slowest in Bellevue.	11/15/2017 8:05 PM
115	See Main Street response.	11/15/2017 3:05 PM
116	Again - make it wide with planter barriers. I like that idea all over town. Think how much that would add to the green feel. Beautiful.	11/15/2017 2:42 PM

Downtown Demonstration Bikeway Project Survey

117	Having a bike lane between two high-rise buildings by eliminating half of the street parking seems unnecessary. If looking to add more visitors to downtown adding bike lanes does not seem to be the answer. So they can travel from 112th to the park?	11/15/2017 2:25 PM
118	NE 2nd is a better route than Main Street for bike lanes.	11/15/2017 2:10 PM
119	Stop prioritizing giant subsidized-by-the-general-population spaces to abandon private vehicles over the safety of vulnerable people on foot and on bicycle. Parking never trumps safety. Ever.	11/15/2017 1:09 PM
120	How much is the bicycle lobby paying you guys to do this biased survey?	11/15/2017 12:57 PM
121	It will cause more problems than it would solve.	11/15/2017 12:16 PM
122	There's a big hill and lots of construction, so hard to determine how well this would work.	11/15/2017 12:15 PM
123	Make sure you're prepared to combat the parking hawks with data that shows Bellevue parking is over-supplied.	11/15/2017 12:00 PM
124	49. due to turning traffic, bike lanes would actually make biking along NE 2nd MORE DANGEROUS!!	11/15/2017 11:50 AM
125	City should try closing off vehicle traffic in one direction one day a week from June - Sept. See if that encourages bike usage.	11/15/2017 11:20 AM
126	I used to be a bike rider but now hardly anyone rides bikes in downtown Bellevue. There is no need to put in bike lanes anywhere in Bellevue. You would be taking away street space from busses and cars and would be making crosswalks more dangerous for pedestrians.	11/15/2017 10:20 AM
127	I can see that the only roads being considered for these facilities will not connect to Bell Square / Lincoln Center. I'm sure this is to avoid the fury of your Grand Overseer, Mr. Freeman. Sad to see the city I grew up in failing to find the gravitas to use public roads to provide a public good to its citizens. Here's to a future where you are not driven by the idols of 1950s Americas.	11/15/2017 8:11 AM
128	People driving extremely fast on this street, so there should definitely be a bike lane.	11/14/2017 10:47 PM
129	I think that NE 2nd St could potentially be a useful alternative to Main St, particularly if bike lanes past Downtown Park were linked through to Lake Washington Blvd, and a good link was provided east to 114th Ave SE.	11/14/2017 10:10 PM
130	Be more aggressive and add 20 protected bike facilities in downtown in 2018. Even as a pedestrian on the sidewalk it's a miracle more pedestrians don't die in downtown Bellevue, it's such a car oriented town in a region where more people are using alternative transportation. Drop the speed limits as well!	11/14/2017 7:44 PM
131	Excess roadway width already exists on 2nd, conveniently on the steepest section (between 106th and 108th), so let's put it to good use! Also appreciate that it is consistent with the vision for the Grand Connection and connects non-motorized vehicle users to Old Bellevue.	11/14/2017 7:02 PM

Q57 On which street would you prefer to see a demonstration bikeway installed in 2018?

Answered: 1,020 Skipped: 232



ANSWER CHOICES	RESPONSES	
108th Ave NE – Main St to NE 12th St	38.14%	389
106th Ave NE – Main St to NE 12th St	11.08%	113
Main St – Bellevue Way to 112th Ave	10.59%	108
NE 2nd St – Bellevue Way to 112th Ave	6.67%	68
Some Other Corridor	2.84%	29
None of the Above	22.16%	226
No Preference / I don't know	8.53%	87
TOTAL		1,020

Downtown Demonstration Bikeway Project Survey

Q58 Do you have any other comments or concerns you would like to share about a potential Downtown demonstration bikeway?

Answered: 430 Skipped: 822

#	RESPONSES	DATE
1	I'm concerned that lanes for cars will be taken away for bike lanes. Downtown has too steep of hills for most people & our weather is not conducive to bike riding most of the year.	1/1/2018 9:48 PM
2	advertise public hearings on this project and don't rely on feedback from the 1% minority that feel they are entitled to ride downtown in dedicated lanes. ask residents, shoppers, and workers if they prefer bikes to cars, busses, and shoe leather, in 90 degree sunshine and pouring rain?	1/1/2018 6:30 PM
3	I would prefer you spend money on improving traffic congestion and travel infrastructure rather than add to the problem	1/1/2018 4:57 PM
4	While bike lanes downtown are fine the inability of the city to concentrate on several areas is a major problem in a city of 130,000 people. We have urgent transportation issues that are not addressed by this initiative. A more comprehensive plan tying areas together would have a greater impact on traffic. Improving bus service would have a much greater impact.	1/1/2018 12:16 PM
5	Although I understand the desire to enhance the biking experience for those who ride, what I don't understand is doing it at the expense of those who don't (most of us). Why would you want to go through the time and expense of all this for a minimal percentage of the population? Seattle has tried to force feed a bicycle culture to its residents and commuters (I work there) and it's been a colossal failure (though they would stubbornly argue otherwise the point man for this nonsense just resigned). So stop the nonsense. Very few people want to see this happen.	1/1/2018 12:16 PM
6	City planners seem to be taking the same actions that Seattle planners have done. This IS NOT Seattle and citizens don't want it to be. That's why we moved here and not Seattle. Seattle government has introduced numerous initiatives to destroy the city in the name of 'progress' and has failed on numerous occasions. Devote your time and energy to solve some of the REAL issues you have created...like the traffic gridlocks you've created with changing zoning, poor contracting, etc all. Get to work doing something beneficial for the people who live here and have been for some time.	12/31/2017 6:50 PM
7	I submitted a preference for 108th at live talk at Bellevue city hall several weeks ago	12/30/2017 8:47 PM
8	The survey is so ridiculous that only bike enthusiasts will bother to complete it. Of course, that was the plan. Come on Bellevue! Get your act together and represent the vast majority of tax payers who neither want, need, or support bike lanes. There are simply not enough bike riders in downtown Bellevue to support downtown bike accommodations. Shame on you for the misleading survey.	12/30/2017 6:24 PM
9	It's a good idea. It's dangerous driving with people on bikes in traffic. I come out of the garage on 110 next to the transit center and it's bad at night in the dark with bicycles in the driving lanes. Maybe this would improve things.	12/30/2017 4:57 PM
10	My experience has shown that when automobile street space is removed, more accidents occur, both between vehicles (cars, trucks, buses, semi trucks, vans, firetrucks, other large delivery trucks and trailers) and with bicyclists. Bellevue is wet for over 60% of the year; only the most hardy bicyclists go out in the rain during the work day, and the rainy conditions are most dangerous for both automobiles and cyclists.	12/30/2017 3:47 PM
11	Don't turn Bellevue into another liberal city like Seattle.	12/30/2017 12:14 AM
12	Current discomfort for biking are frequent and long traffic lights, not a lack of bike lanes	12/29/2017 10:47 PM
13	No bike lanes waste of tax payers money	12/29/2017 10:46 PM
14	Concern that current traffic and enforcement of laws needs to be addressed. I walk the city daily and do not feel safe given drivers running red lights and ignoring pedestrian walk lanes. Bike lanes on any new streets will only work when the behavior of drivers is addressed.	12/29/2017 9:49 PM

Downtown Demonstration Bikeway Project Survey

15	Downtown buses should have bike racks and bike riders should ride buses free in downtown - safety without removing vehicle lanes	12/29/2017 9:09 PM
16	I used to bicycle the area, run errands in Bellevue, etc, from Issaquah. I stopped some years back because there were some rather horrific accidents to other bicyclists, and I had frequent close-calls with vehicles brushing me with their side-view mirrors. I believe that bicyclists should have safe corridors, and that bike paths help.	12/29/2017 7:54 PM
17	Please get real. There will always be very few bike riders here - it's dark and wet much of the year, and biking interests very few people, no matter how warm and fuzzy and "green" you would like to imagine biking is. It's idiotic to compromise the 99% of auto users for the 0.2% of bike riders. This is the kind of stupid PC nonsense I moved from Seattle to Bellevue to avoid.	12/29/2017 7:52 PM
18	Bikes are a good idea, let's do this	12/29/2017 4:45 PM
19	While I support making Bellevue more bike-friendly, I strongly oppose making Bellevue less car-friendly, which all of these proposals do. There are far more car commuters than bicycle commuters and the larger group's travel time should not be lengthened in favor of the much smaller group of cyclists.	12/29/2017 4:45 PM
20	I drive to downtown Bellevue daily to workout. I'd imagine that bike lanes aren't super popular, but I strongly feel that they support solutions to our inevitable increasing long term congestion and traffic issues. Please proceed and expand to connect Bellevue neighborhoods and to the 520 trail.	12/29/2017 3:19 PM
21	Bikers jump off their lanes sometimes to sidewalks Bikers ride too fast People and bikes on sidewalks are dangerous in downtown situations. Not all bikers are pushy or rude, however, only a few could cause a lot of harm Downtown is for shoppers, families with children of all ages, people who live there and those visiting the parks.. Bikeways in downtown proper are just a very bad idea in my opinion. Having been hit by a bike is truly a horrible experience.	12/29/2017 2:00 PM
22	Prefer dedicated bike lanes safely separated from traffic.	12/29/2017 11:39 AM
23	Downtown Bellevue is bustling all the time, I truly believe this is not the place for a bike lane like this. It's hazardous to the cyclists and pedestrians and cars too. I was just there last week and a cyclist almost got hit because he didn't abide by car rules, though he was in the road...this is the kind of thing that would be good to avoid. Safety first for all parties.	12/29/2017 11:13 AM
24	Thank you for considering this!	12/29/2017 10:57 AM
25	I don't believe we need any bike improvements, what we have appears to be addressing the need. Anyone riding in a downtown core area MUST be a skilled and confident cyclist who WEARS A HELMET! TOO MANY WITHOUT HELMETS!	12/29/2017 10:53 AM
26	In Seattle, bicycles represent @ 1% of commuters but take an inordinate amount of available roadway. Because of our hills and weather, bicycle commuting is fools dream. Seattle is killing their downtown. I don't shop there anymore. I would hate Bellevue to repeat Seattle's error.	12/29/2017 8:33 AM
27	it's a nightmare driving in Seattle when bikers do not follow the road rules and constantly cut in and out of traffic, and do not stop at lights, etc. - same thing could happen in Bellevue	12/28/2017 11:03 PM
28	there is not enough current or future bike traffic to warrant this taking of roads!	12/28/2017 10:39 PM
29	no keep the traffic lanes no bike lanes the money needs to be spent on affordable housing based on net income	12/28/2017 9:30 PM
30	You are pandering to the rich white males of Bellevue, the 0.01 percent, who are few in number and not worth the public deployment of capital and time. Stop it.	12/28/2017 8:59 PM
31	I am concerned that picking only 1 corridor will not give the project a fair chance - to provide a safe Downtown for bikers, they need to be able to go N, E, S and W. Only providing safe access to 1 street may not be sufficient motivation for people to bike.	12/28/2017 8:41 PM
32	Protected bike lanes are NOT safer for bikes. Bikes have to merge with regular traffic, there are turn conflicts, ped conflict. It's a false security. And PBLs bitch up every other use of the ROW, for a small percentage of total users.	12/28/2017 8:32 PM
33	I would love for all 4 demonstration plans to be fully implemented. There should be significantly more steps taken to introduce traffic calming in West Bellevue. I have been regularly biking in the Pugetsound for 37 years. I have witnessed a marked increases in aggressive and distracted drivers. Major efforts need to be implemented to calm traffic and dissuade distracted driving.	12/28/2017 7:54 PM

Downtown Demonstration Bikeway Project Survey

34	When the majority of cyclists exhibit THEY can ride safely rather than think they have total right of way I might feel differently. I have seen just the opposite too many times.	12/28/2017 7:39 PM
35	Doing this is putting a minority of people and their needs and costs above the majority. It isn't worth doing except to appease a few	12/28/2017 7:26 PM
36	Is it possible to install a few demonstested bikeways simultaneously to study the effect of the overall connectivity?	12/28/2017 5:44 PM
37	I do not think that bike lanes are safe in a downtown core.	12/28/2017 5:21 PM
38	Bike riders don't follow the rules.	12/28/2017 5:02 PM
39	No bikeways in downtown until traffic flow is fixed. Gridlock is not the answer. Didn't work in Seattle, why would it work here. Waste of money and effort not to mention the inconvenience of more traffic. Good grief!	12/28/2017 4:48 PM
40	I hate the idea of bike lanes.	12/28/2017 4:47 PM
41	See prior comments	12/28/2017 4:45 PM
42	Only a few can ride in inclement weather. Not worth the cost and only serves a few.	12/28/2017 4:43 PM
43	The whole idea of bike lanes should be secondary to pedestrian corridors. We are never going to have very many bicyclists due to (a) our rainy climate, and (b) even if a few streets in downtown Bellevue are made PERFECT for bikers, they still have to get to those streets, and there's no way we're going to install bike lanes on every street in the region. Putting a few bike lanes in downtown Bellevue amounts to the proverbial putting a lipstick on a pig. Plus, it just won't be utilized very much, so it takes up a lot of space that could be devoted to a higher, better use. In contrast, maximizing the walkability of downtown Bellevue would be used massively. People who drive, take the bus, walk, or bike to work ALL walk throughout downtown Bellevue. Making the streets more walkable by focusing on sidewalks that are not right next to cars driving 45 mph (i.e., some parts of NE 8th) would be a significant improvement in the downtown work/life experience. Bottom line: bike lanes seem like they use up a large amount of real estate to serve a small constituency. Better walking paths would serve a constituency that's literally 10-100x larger, and should be the priority.	12/28/2017 4:30 PM
44	Traffic is already a nightmare. Please don't make it worse by further limiting parking and crowding the roads with bikes.	12/28/2017 4:20 PM
45	No bikes on sidewalks	12/28/2017 3:51 PM
46	I am a homeowner and resident of Bellevue and am opposed to the installation of more bikeways	12/28/2017 3:27 PM
47	Would like more connectivity of bike safe lanes throughout Bellevue	12/28/2017 2:56 PM
48	This is such a low priority, I don't know why tax payer money is being spent on this.	12/28/2017 2:34 PM
49	The traffic in Bellevue is already horrible. I would hate to see bike lanes put in and make it worse.	12/28/2017 1:49 PM
50	I strongly believe that adding bike lanes will cause further traffic congestion and parking issues in an already congested area. The number of people using the bike lanes will not justify the cost and inconvenience to the vast majority of other citizens. Also, our climate and weather conditions do not support a large bicycle community year round. The way this survey is written is biased toward bicycle advocates.	12/28/2017 12:56 PM
51	If the cyclist is riding for exercise: circumvent downtown. If the cyclist uses the bike for shopping: have locking bike stands on the perimeter, and walk to shops. Bikes and cars are an accident waiting to happen. Aggressive cyclists sometimes follow rules of the road for cars (which they should), but some run red lights, and make up their own rules. This is a dangerous combination. Cars and pedestrians are a good mix. Adding in cyclists is asking for trouble.	12/28/2017 12:53 PM
52	YOU HAVE NO RIGHT TO DO THIS	12/28/2017 11:30 AM
53	Since such a tiny percentage of population are served by such lanes, and the entire population in greatly impacted negatively, it seems very selfish and self serving to propose such. I support the development of open space trails instead.	12/28/2017 10:46 AM
54	Stop trying to ruin Bellevue like Seattle, the numbers don't support the need to take away from vehicle traffic. If it becomes harder to drive or park in Bellevue I will simply stop going there like I have Seattle	12/28/2017 10:42 AM

Downtown Demonstration Bikeway Project Survey

55	I work in downtown Seattle and have seen the negative impact on all traffic flow by the removal of driving lanes for bike lanes, and have stood on Second Avenue during gridlock traffic while only a handful of bikes use a former vehicle lane. Our climate is too wet to make bikes a priority for traffic flow, so please do not remove lanes. I rode both the Seattle-to-Portland and Seattle-to-Vancouver bike rides, so I am an experienced rider and love biking, but don't want to force it where it does not make sense.	12/28/2017 9:52 AM
56	The number of bikers is so minimal that once again you are prioritizing that use over all of the rest who use a bus or car	12/28/2017 9:35 AM
57	Great idea, lots of younger professionals live downtown and bike lanes encourage them to leave their cars in the garage.	12/28/2017 1:41 AM
58	Please stop trying to turn Bellevue into Seattle.	12/28/2017 12:10 AM
59	Car drivers pay taxes to drive on the streets of Bellevue. Until there is a comparable bicycle tax, I don't believe bicyclist's requests should be given equal consideration.	12/27/2017 11:04 PM
60	The cost of the demonstration far outweighs the expected benefit. Traffic is already terrible in Bellevue. Please do not make it worse!	12/27/2017 10:37 PM
61	I strongly support independent bikeways to provide safer, more enjoyable rider experience, but not at expense of other transportation modes. If the city wants to promote bike as mode of transportation, then do not make other modes of transportation (already heavily utilized or over-utilized) more congested, leading to more pollution, more accidents, and more stressed people.	12/27/2017 9:52 PM
62	License and tax bikes. They already use facilities paid for by drivers and now they want to take over whole lanes. There are too few bike riders to justify dedicated lanes and they do not significantly reduce the automobile traffic.	12/27/2017 9:19 PM
63	How much city budget will be spent on how many bicycle riders? And how many of those riders will actually use these lanes regularly? This money should be spent on more important transportation initiatives - or better yet, not spent at all.	12/27/2017 8:11 PM
64	Look how Seattle has been trashed with this nonsense!!!	12/27/2017 8:07 PM
65	Downtown is hard to drive to now. I avoid it.	12/27/2017 7:44 PM
66	I have been stuck by motor vehicles twice and both times I was in a designated bike lane. They are dangerous for cyclists because they create a false sense of security for the cyclist. Drivers underestimate the speed of cyclists and often cut them off when traveling in bike lanes. Do not do this	12/27/2017 7:20 PM
67	Bike lanes work best when separated by a physical barrier. Downtown Copenhagen has such and has a huge bike constituency. It works very well for them. Please consider such barrier as cars and bikes can be problematic on the tight streets of Bellevue.	12/27/2017 6:57 PM
68	Bike riders often disregard rules of the road (stop signs) and zip past walkers without alerting them in advance.	12/27/2017 6:40 PM
69	At this time, the Downtown demonstration bikeway is a bad idea.	12/27/2017 6:31 PM
70	I know it is politically correct to want to spend a lot of money on bike safety, but Bellevue has very few bikers. Why is this even being proposed?	12/27/2017 1:05 PM
71	I think this is a fantastic idea, and I hope it goes well and takes off to create a solid infrastructure for cyclists in Bellevue. I also think that Bellevue Way would be a good candidate to consider for this project, or for a similar demo project later on. I see a lot of bicycle traffic there because of the mall, shops, restaurants, Downtown Park, and Gregg's Cycle. Additionally, Bellevue Way and NE 2nd is a terrifying intersection for cyclists and pedestrians alike. I've seen two pedestrians on separate occasions get hit by cars in the crosswalk, and I myself will never make left turns there on my bicycle. I always go up onto the sidewalk and walk my bike through the crosswalks when I need to turn left at that intersection.	12/27/2017 10:52 AM
72	Please improve bike lane on W. Lake Samm Pkwy asap. It's a hazard and a lot of people use it.	12/23/2017 3:31 PM
73	Please don't do demo bikeway in Bellevue downtown. The dedicated bike lane in Seattle downtown has set a sample for no-good.	12/21/2017 3:36 PM
74	My 2nd choice would be NE 2nd St	12/21/2017 1:03 PM
75	We need a safe bike path connecting I90 Trail with the 520 trail.	12/21/2017 11:38 AM

Downtown Demonstration Bikeway Project Survey

76	112th. I work in Factoria and live by the south Kirk P&R I ride to & from work along 112th and there is a lack of bike lanes between NE2nd and NE12th. I would ride to work significantly more if I felt safe along this stretch going both north and south. From Strava heat maps you can see that this is already the primary N-S corridor in Bellevue and this is even without secured lanes of traffic. https://labs.strava.com/heatmap/#14.69/-122.20432/47.61625/hot/ride Yeah, putting bike lanes on 108th and 106th would be great, but they don't extend past the downtown direct area and require more turns to go further afield north and south	12/20/2017 4:36 PM
77	I would bike to downtown Bellevue more often if there was a safe place to store bikes. Had a bike stolen in downtown Bellevue and I won't leave my bike out again.	12/20/2017 9:43 AM
78	Keep painting of the bike lanes to a minimum. The paint used for road lines is EXTREMELY slippery when wet. The terrain of Bellevue is risky to use this paint too much.	12/20/2017 8:42 AM
79	Do not reduce roadway capacity for the sake of a few. Vehicle/bike mix is not safe. Bike lanes will increase cyclist, pedestrian and vehicle collisions.	12/19/2017 1:04 PM
80	I would bike from Redmond (near Grass Lawn), if I felt comfortable biking in downtown Bellevue. But right now, I do not feel comfortable. Honestly, I barely feel comfortable walking downtown. Drivers come aggressively close to pedestrians who are crossing the street or walking in front of parking garages. I have no idea how to improve the situation, but downtown Bellevue does not feel safe to pedestrians or bicyclists to me.	12/18/2017 9:37 AM
81	Don't do it. Promote public transportation and park & rides for bicycles.	12/16/2017 5:00 PM
82	Substitute space. Remove some auto lanes and replace with bike lanes. Perhaps make 106th bike/bus only and don't allow automobiles.	12/15/2017 2:44 PM
83	I'd like to see Bellevue lead in this progressive space to continue to attract the type of residents who value bike accessibility.	12/15/2017 10:33 AM
84	LOVE,LOVE,LOVE to see this. Should be combined with a light at 24th and 112th	12/12/2017 11:54 AM
85	Be sure to have seasoned cyclists review the plans before you build the darned things! Save yourself a lot of trial-and-error. I've seen well-meaning non-cyclists design and build bikeways that are very dangerous and pretty much useless. If you don't ride a bike in an urban area, you can't possibly know what will/won't work. I don't care how good an engineer you are. Contact me if you want a reviewer - lolaj@outlook.com. I'd love to work with the engineering staff to review plans. Don't worry - I'm not obstructionist. But I AM a very seasoned cyclist, and I've lived & biked around Bellevue for 27 years. I'd love to contribute to my community in this way.	12/12/2017 11:02 AM
86	it is exciting to know this is on the horizon!	12/12/2017 9:17 AM
87	These work in Seattle.	12/12/2017 9:03 AM
88	Would be nice to have connectivity to the library.	12/11/2017 8:12 PM
89	Traffic is already very congested in downtown Bellevue with no room for expansion and limited parking. In addition many bicyclists do NOT use the protected bike lane and continue to ride in the street with the cars, see 2nd ave in Seattle. If protected bike lanes are put in, cyclists should be ticketed if they are not using them when available.	12/11/2017 5:41 PM
90	Protected bike lanes that actually connect (and don't just end mid-street as many currently do in the area) are critical to shifting people towards bike commuting for work and errands! While I don't yet work in Bellevue, I can say that protected bike lanes will make me more likely to both commute by bike and run errands by bike when my job does move.	12/11/2017 2:54 PM
91	Connectivity to the Spring District throughout the broader Bellevue area is paramount to the success of this pedestrian centered development. Otherwise the spring district will be come an island cut off by the more traditional automotive centered design of broader Bellevue. In turn this will undermine the success of the spring district and the potential influence on the quality of life in Downtown Bellevue.	12/11/2017 2:08 PM
92	I know bike lanes are going in anyway, so I choose the option that keeps them furthest away from my car	12/11/2017 1:51 PM
93	We need a good, safe and protected connection to the new 520 bridge from downtown Bellevue.	12/11/2017 12:16 PM
94	I think it would be important to have both an East-West and a North-South corridor for bicycles. With traffic only getting worse, we need to make other forms of transportation safer and easier.	12/11/2017 12:10 PM

Downtown Demonstration Bikeway Project Survey

95	It'd be great if entry points to the city could be improved too, especially coming from the north. I'd love to see the south section of the cross Kirkland corridor linked into Bellevue some how. Thank you for all of your work!	12/11/2017 11:16 AM
96	Thanks for doing this!!! I think any of the options will be a great improvement to cyclists in Bellevue.	12/11/2017 10:57 AM
97	There are not enough cyclists to warrant dedicated bike lanes. Please do not declare a war on cars like Seattle. We work and live in Bellevue because the Seattle city council strives for inconvenience it seems; please keep Bellevue sane and friendly to live and for business.	12/10/2017 3:58 PM
98	This is a stupid idea. Bellevue has lost its livability flavor. It has more pressing needs that are not being seriously being attended to, such as new construction announcing get affordability. Seriously how is "affordability" being defined in real dollars which is never revealed by the council or ever stated in public. Bicycles are the last thing to be worried about as it does not contribute to what was once a really good place to live. Bikes should be restricted. Spending \$350,000 to \$400,000 for this project is a waste of my tax dollars.	12/9/2017 12:46 PM
99	Consider improving the safety or riding on sidewalks by painting a median or installing something more attractive than a bike lane. I lanes were painted in Amsterdam that helped people recognize that there might be bikes about to cede way to (despite their having legal right of way). Perhaps installing or printing a cute and attractive symbol or sign for "stay to the right" for safety and civility.	12/9/2017 10:13 AM
100	Require bike riders to purchase a license. Why should we be the only one to pay for roads when you're spending \$\$\$\$ for bike lanes for their exclusive use? Ridiculous! Traffic is an absolute nightmare in Bellevue. Don't take away any more vehicle lanes. Makes me want to move out of downtown Bellevue!!	12/9/2017 9:25 AM
101	Taking capacity away from mechanical transportation for the .01% of the population that rides bikes for transportation is idiotic at best!	12/8/2017 9:19 AM
102	Please deploy some common sense here.	12/7/2017 9:53 PM
103	What is the funding source for demo and future bike lanes? Will bicyclists fund their bike lanes?	12/7/2017 1:17 PM
104	more parking	12/7/2017 9:09 AM
105	Please use traffic calming devices to slow drivers down (HOVs too), educate the public in how to use bike lanes, how to drive near bike lanes and how to drive with HOV. Education is the key to everyone getting along.	12/6/2017 9:36 PM
106	they have done this in West Seattle and the traffic is terrible on California Ave. are you trying to get people to shop elsewhere. I will not go to Bel Square if you do this to the streets or any of the other stores if you ruin traffic flow	12/6/2017 7:14 PM
107	Which ever east-west street is implemented, the bikeway needs to go to 114 Ave SE. If Main is selected it also needs to go across I 405 to 116th Ave NE.	12/6/2017 4:42 PM
108	Don't do this while you have so many other streets blocked off due to un managed construction growth impacts!	12/6/2017 2:11 PM
109	I really like the initiative to make this happen. I think creating safe, visible routes thorough downtown are key as access in and out of the downtown core are still not robust, so building these corridors will be key for uptake and use vs smaller sections within downtown Bellevue. Look forward to riding more in the city, but we'll need bike racks as well...	12/6/2017 11:06 AM
110	Same as above	12/6/2017 2:13 AM
111	There was no option for a Dutch style separated bike lane.	12/5/2017 8:45 PM
112	Bellevue Way would be much preferred for revision to make more bike-able	12/5/2017 4:53 PM
113	I am excited to see how this progresses!	12/5/2017 1:40 PM
114	Ideally, I'd like to see one N-S and one E-W. Thanks for doing this! My spouse bikes downtown to the TC occasionally & I do have safety concerns regarding the current lack of biking infrastructure.	12/5/2017 1:16 PM
115	It seems like an awful lot of money being spent on a test to accommodate a few people. I see very few bicycles and with the cold and rain see this as frivolous.	12/5/2017 12:51 PM
116	Feel that tax dollars could be better spent elsewhere. Bike riders are aggressive, disregard laws, & are a hazard to commuters & drivers.	12/5/2017 9:40 AM

Downtown Demonstration Bikeway Project Survey

117	More bikeways the better! Especially ones that connect to other bike routes and to transit.	12/4/2017 11:04 PM
118	I don't think you should put in more bike lanes. How safe is it to have a bike lane between two vehicle lanes. Not safe to have a bike lane end and it merges into a single car lane. Have you ever been to Antwerpt to see how they do it. They are separate lanes for there different modes of transportation which is much safer than what Bellevue is proposing.	12/4/2017 10:48 PM
119	No bikes in business area's.	12/4/2017 9:16 PM
120	Don't screw up Bellevue streets with bike lanes. Seattle made a mess. Bellevue needs maximum auto traffic flow and maximum parking for maximum business. There is not enough auto and truck capacity and parking for the business that comes to Bellevue now. The same goes for all Bellevue streets. I am fine with biking on existing dedicated and separate bike paths.	12/4/2017 8:10 PM
121	Quit wasting so much time and money on a few bikers especially if it negatively impacts car/bus traffic. It benefits a very narrow segment of the population for only a few months a year.	12/4/2017 7:33 PM
122	require bicyclists to walk their bicycles on the sidewalk throughout the Bellevue downtown area.	12/4/2017 7:25 PM
123	I have lots to say! 1) why not do two - one N/S and the other E/W? The full benefit is not realized for cyclists unless you provide a safe path through all of DT Bellevue, aka Carville. Awful awful awful. 2) Extend the 108th path further north to, say, NE 12th. 3) What would it take to get a bike lane on Bel-Red Rd? That street is scary scary scary and would be a heavily used route for cyclists if it was not so dangerous. *4) The changes made on Northrup and NE 116th are *awesome!!* I never used to feel safe on Northrup between 116th and 108th. Now I use it all the time - at least several times a week during dry weather. 2) Have you considered an E/W bikeway on NE 10th? 3)	12/4/2017 6:34 PM
124	There are so many cars that travel to Bellevue and people come from a far distance. that said, I think reducing car traffic will not help to get people on a bike. Making downtown bike friendly to access the transit location does make sense. Opening up too many bike lanes by taking over car lanes will reduce the ability to get around for 99% of the people doing business in Bellevue. The Seattle experience of residence revolting on th ebike lanes is not a good example to follow. Maybe development of a bike road could be better, no cars and only peds and bikes to and from the transit center would be desirable. Like the bike lane on 520 allowing Bikes to move and cars to move is ideal. Mixing bikes and cars by taking away care will only make it more dangerous for the bikers, while the cars will always win in a crash. This is a challenge, and I would strongly recommend proceeding forward cautiously. Thank you for considering my comments.	12/4/2017 4:55 PM
125	It is difficult enough to travel by car downtown. Though I support biking, perhaps when construction and all of the problems around driving are gone..we could focus more on biking.	12/4/2017 4:31 PM
126	Consider 110th between Main and 12th. That is my main riding area. Second place (fittingly) is NE 2nd.	12/4/2017 4:05 PM
127	The existing infrastructure is sufficient for bicycling in downtown Bellevue. Adding lanes isn't going increase the number of bicyclists. However, removing parking, and removing lanes of travels for cars is going to have a noticeable negative impact on the traffic problems in Bellevue. Adding bike lanes is not the solution, and is just going to make things worse. The reality is that Bellevue needs MORE lanes for car travel and bicycles are already sufficiently moving well on sidewalks or the existing lanes of traffic. You're looking in the wrong place to improve our transportation. You should be trying to increase capacity for our vehicles. People don't ride bikes just within city limits - they need to go elsewhere and bike are not the solution and they really don't need to take capacity (in the form of traffic lanes) away from cars.	12/4/2017 2:24 PM
128	Bikes in Downtown Bellevue is a dangerous idea used by a few people. Not worth the cost.	12/4/2017 1:12 PM
129	Serve the people who live and work in Bellevue not the Bike club with their own agenda. Seattle is a mess and it is much bigger than Bellevue. These ideas could ruin Bellevue as we know it at a huge loss for the community who lives and works here now. Unless the bicycle club is purchasing all the property in all of Bellevue I think this project should be scrapped!	12/4/2017 12:55 PM
130	Traffic and parking is bad enough in downtown Bellevue and bike lanes are not the answer. The percentage of people riding bikes is minor to the inconvenience to drivers. NO BIKE LANES IN BELLEVUE!	12/4/2017 12:38 PM
131	bad idea!	12/4/2017 12:31 PM
132	I visit and do business in downtown Bellevue much more often than downtown Seattle due to better access by car.	12/4/2017 12:31 PM

Downtown Demonstration Bikeway Project Survey

133	I prefer no bike traffic in Downtown Bellevue. We have adequate public transportation in the area. Having bike lane or bike traffic will create more problem and unacceptable congestion. Cyclist never follows rules. They need to get a license before biking on the streets !	12/4/2017 9:52 AM
134	I am In favor of improved bike access in Downtown Bellevue.	12/3/2017 8:10 AM
135	Please try to add more bike parking racks/posts along the bikeway routes. Sometimes I ride to downtown Bellevue and then can't find anywhere to lock my bike. And thanks for making Bellevue more bike-friendly!	12/3/2017 1:15 AM
136	The main street location looks to have the safest results and therefor the best chance to get all people to the city center of Bellevue.	12/3/2017 1:12 AM
137	My preferences might be different, if, for example, you had a host of data on a set of evaluation factors on 108th versus 106th. And, it would be helpful to know what those factors are.	12/2/2017 2:21 PM
138	For me, I prefer East/West routes. But local riders should get preference for initial investments.	12/1/2017 8:15 PM
139	I hope this isn't a joke after 10 years of talking...	12/1/2017 5:33 PM
140	108 seems pretty ok for cycling now-- but before it gets too busy (growth happens) it'd be great to get some bike lanes on there. the diciest part is when taking a left turn onto Main ST.	12/1/2017 3:56 PM
141	I think it is important to have both a north/south bike way and an east/west path to help traversing the city. I am somewhat indifferent to using NE 2nd vs. Main St. and would alter my route to ride on the road with improvements. I prefer 106th because it better aligns with my commute needs but I would also alter my route to ride 108th if that's where the improvements were made.	12/1/2017 11:58 AM
142	concern over impact with new theatre, new public school	12/1/2017 11:11 AM
143	think about upcoming theatre, new public school	12/1/2017 11:06 AM
144	Bike lanes should not be planned in such small piecemeal fashion. You should plan for bike riding as you would for cars—in an overall grand plan based on a philosophy that bike riding is an alternative transport system that needs arteries and local pathways. What is this change trying to accomplish?	12/1/2017 10:11 AM
145	ultimately for phase 2 the city needs a crisscross of 2 bikeways e.g. 106 plan and main st plan	12/1/2017 10:05 AM
146	I think this is a good idea, but coupled with all the construction going on currently I feel there's going to be more factors that might cloud the results to this experiment.	12/1/2017 9:25 AM
147	No	12/1/2017 8:38 AM
148	The more bike lanes, the better. Make Bellevue look like Amsterdam and I would cheer.	11/30/2017 10:11 PM
149	Dont mess up traffic like Seattle with anticar nonsense.	11/30/2017 9:44 PM
150	I love biking so much and i'd enjoy Downtown Bellevue so much more if they had bike lanes on road	11/30/2017 9:19 PM
151	As a resident and tax payer in Bellevue, O am against any funds going to this project. They need to improve the flow of vehicle traffic, not bicycle traffic.	11/30/2017 7:16 PM
152	On NE 12th St to 112 Ave NE to Bellevue Way NE should have a designated bike lane, this is very popular bike communte path and cars are traffic there is very selfish to cyclist and i had many close calls with cars and in the night it is very hard to see cyclist too, please make this happen	11/30/2017 6:48 PM
153	I used to bike from East Bellevue to work downtown via bel red and NE 8th st. Both of those became far too dangerous for cyclists in my opinion so I stopped biking downtown. I would rather see a dedicated trail from East Bellevue to downtown over any of the proposed routes.	11/30/2017 6:37 PM
154	Just please not main Street.	11/30/2017 6:34 PM
155	No money for bikes. Make bicyclists pay via registrations. Will also help with accountability.	11/30/2017 5:46 PM
156	I assume that the point is to put the demonstration lanes on less-used corridors. Because honestly the place that most need bike facilities are the bigger roads that go places, like 8th, 4th, 12th, Bellevue Way and 112th. But of the choices given, I think 106th makes the most sense.	11/30/2017 5:44 PM

Downtown Demonstration Bikeway Project Survey

157	I work for Microsoft and as you may have seen our new campus modernization project includes a very large car-free zone. There is still parking, but all of it is off-street (underground, but that's a detail). Many people internally are commenting that they love the car-free zone. While the streets in this study may not go car-free, I definitely don't see the need to give preserving parking any priority. It's simply unnecessary with the amount of off-street parking in Bellevue. I am certain you will get backlash from people with a car-first mentality but you must see past that. Many people who love an environment more receptive of people's different mobility preferences are nowhere near as loud as the crowd that cries when a single parking spot is lost.	11/30/2017 4:52 PM
158	I have not by at fault drivers twice in the last year in downtown Bellevue. On of those put me in the ER. I am a bike racer that puts in over 11,000 miles per year and Downtown Bellevue is one of the areas I feel that there are no safe routes for cyclist	11/30/2017 4:44 PM
159	112th also needs to connect across 8th and 10th - but generally anything crossing 8th street is very dangerous and cycling on 8th street is a suicide right now.	11/30/2017 4:19 PM
160	I think you need to connect both a N/S and E/W bikeway to get any kind of hope to increase bike traffic. If you only do one riders will not be able to get there. At least, NE2nd allows a rider to get from the frontage road up the hill to get into downtown.	11/30/2017 3:52 PM
161	108th will benefit the most people, but I think that 10th would lend itself well to being a wide, low-traffic, high-residence, park-adjacent, beautiful bikeway. Ideally, both these streets would have bikeways installed.	11/30/2017 3:51 PM
162	There is enough congestion in Bellevue without adding cyclists	11/30/2017 2:09 PM
163	Would like to see downtown key locations & parks connected in off street bicycle/ped network so someone living in downtown Bellevue could easily bicycle to the library, Bell Square, hospital & transit center. Could be a mix of trails in parks with connectors thru new high rises & with limited street access as needed.	11/30/2017 1:36 PM
164	Connecting the new downtown Bellevue Park via bike would improve the quality of life a lot. Again, thanks for this work: I bike in downtown Bellevue with a 3 yr. old on the bike (about 1-2 times/mo. year round, dutch seat) and any efforts to improve bike safety are much appreciated.	11/30/2017 1:11 PM
165	Will the cyclists finally be required to register bikes to pay for the costs of the additional planning and implementation of these extra facilities? I do not want to loose more while they gain without them putting out the expense. It's stressful to drive near most but not all cyclists. Drivers often are swerving out of their lane to allow space for the bikes. Not ok. Designate the lanes, but charge them for the use	11/30/2017 12:37 PM
166	Would like to see how it integrates with the rest of the Bellevue bike infrastructure.	11/30/2017 12:32 PM
167	git er done!	11/30/2017 12:51 AM
168	Bicyclist should pay ALL costs associated with this project!	11/30/2017 12:42 AM
169	NO. Thank you for doing this project!	11/30/2017 12:33 AM
170	I don't want bike lanes in downtown Bellevue, would rather ride on trails and over the Woodridge trestle when it opens. Focus on bus and ride-share instead.	11/29/2017 9:24 PM
171	I have never seen bikers in Bellevue!!! There are too many steep hills and families with children in Bellevue. Why are you trying to make Bellevue into Seattle where you cannot take your family out for dinner.	11/29/2017 7:30 PM
172	Lets do this right. Look at how Seattle implements these programs as an example of how not to do things. If there is a high enough percentage of people using this type of facility (determined by facts, not feeling) then lets do this the Bellevue Way, which may be expensive, but will work for everyone. Please make sure we don't waste time and money on something used by 1% of our City.	11/29/2017 6:49 PM
173	streets were designed and paved for motor vehicles Our weather makes riding where motor vehicles dominate , a danger to all.	11/29/2017 6:29 PM
174	When it's hilly (i.e. Main or NE 2nd) it's even more important to have bike lanes separated from traffic, since bikers will be passing other bikers going uphill and this causes bikers to drift into car lanes which is dangerous.	11/29/2017 6:01 PM
175	How much is it going to cost to maintain the plantings in the dividers?	11/29/2017 5:19 PM

Downtown Demonstration Bikeway Project Survey

176	Must solve for taxis and rideshares from pulling into bike lanes for pickup/drop offs - they're doing it downtown all over - consuming bike lanes means diverting bikes to sidewalks/roads to get around them.	11/29/2017 4:59 PM
177	Very excited about this! I think this sort of improvement changes the entire character of the city, in a good way! More people walking, more people biking, means more community interaction.	11/29/2017 4:38 PM
178	Don't fall all over yourself providing bike lanes. This isn't Seattle. Provide an easy to understand bus loop for people that need to get around downtown Bellevue.	11/29/2017 4:29 PM
179	It is good to get real data. While I don't feel bikes and cars should mix it is good to test things.	11/29/2017 3:26 PM
180	My only request is to do everything possible to separate bicycles from vehicles. BBL and PBL are ideal solutions. Striped and shared lanes do not provide a good safety improvement.	11/29/2017 3:21 PM
181	Bike Share possibly promotes riding without helmets and sharing helmets has possible issues with spreading lice and other bugs. This is not a good program to pursue unless limited to park areas only.	11/29/2017 2:07 PM
182	I have a problem with cyclists in general. They use the bike lanes when convenient, and most, not all, do not follow the rules of the road. They expect me to watch for them if I'm in a car. I feel, as is with those walking, they need to watch and be aware of vehicles as they can't stop and shouldn't have to dodge cyclists that have an entitlement issue. I've seen too many ride up on cars after a driver has looked and the cyclist gets mad at driver when they can only do so much when cyclists get in blind spots. I'm tired of dodging people who don't wait their turn just like any other vehicle on road.	11/29/2017 1:01 PM
183	An eastern path from crossroads to downtown	11/29/2017 12:14 PM
184	Please do not take out valuable lanes to cater to a few people who occasionally bike in DT Bellevue. This will cause additional traffic that has gotten worse with all the construction. We need more lanes, not fewer.	11/29/2017 12:02 PM
185	Waste of money.	11/29/2017 12:01 PM
186	we cannot afford to lose street capacity for vehicles to bicycles.	11/29/2017 11:54 AM
187	Traffic is already a nightmare in Bellevue. Don't turn Bellevue into a mini Seattle. We can't afford to caterer to bikes only with our current infrastructure in Bellevue. Seattle is a poor example to follow with regards to bicycle traffic in Bellevue.	11/29/2017 11:37 AM
188	Traffic congestion and people's perception that it is dangerous.	11/29/2017 11:30 AM
189	No additional comments, other than to say "Thank You" for looking into this. This is really important!	11/29/2017 11:30 AM
190	I strongly support bikeways on all of these streets, but 108th seems like the best candidate, particularly since it's adjacent to the transit center.	11/29/2017 11:02 AM
191	Just keep improving the infrastructure.	11/29/2017 11:00 AM
192	Driveways are a concern in I options.	11/28/2017 11:38 PM
193	A lane through downtown Bellevue on 108th would provide nearly a straight shot from the 520 trail all the way down to the I-90 trail, allowing bike commuters a safer, healthier alternative to driving.	11/28/2017 2:32 PM
194	Creating a short section on Main or NE 2nd would be a great addition to 108th.	11/28/2017 12:34 PM
195	We need bike lanes N/S down Bellevue Way that take us to the turn-off behind the nursery which will then connect to the I-90 trail. My wife bike-commutes to DT Seattle and currently feels that is the most dangerous section. Patchwork bikeways are better than nothing but the need is to connect the I-90 trail to the new 520 trail.	11/28/2017 10:58 AM
196	I am concerned that only implementing a single bikeway that does not connect to any other bikeways will not actually increase riding. Where would riders go once they leave the bikeway? How will they get to the bikeway?	11/28/2017 8:55 AM
197	Its a stupid idea anyway. The ones in seattle are barely used and have a significant impact on traffic. Bicyclists do not obey traffic laws anyway, why treat them special?	11/28/2017 8:11 AM

Downtown Demonstration Bikeway Project Survey

198	A bike share in Bellevue would reduce vehicle traffic, and thus make it more practical to install bike lanes. I do not visit 6th or Main Street because they are too far too walk to from work. Most of my coworkers drive to work, and when they want to go to 6th, they drive there! They drive because it's the best option but many have told me they would rather use a bike share to get around. I would visit those other streets far more than I do now if a bike share were available.	11/28/2017 7:42 AM
199	Main St is my #2 vote	11/28/2017 12:35 AM
200	Great it's in the works!	11/27/2017 11:05 PM
201	Avoid lanes where people tend to park on the street. Many cyclists have been hit when car doors are opened by drivers who have just parked their cars and are not paying attention	11/27/2017 7:13 PM
202	It should mesh with the new 520 bike lane, which could bring a lot more bike commuters to downtown Bellevue.	11/27/2017 5:51 PM
203	2nd choice: 106th 3rd choice: NE 2nd last choice: Main	11/27/2017 5:24 PM
204	I think this is a great idea! I only bike in Seattle, and the only thing that's really kept me from extending my ride to commuting to work is the safety aspect and lack of bike lanes/designated bike areas. Right now, I don't even feel safe walking across the street (just yesterday a presumed holiday shopper decided to plow into a group of about 10 people crossing the street, on a green light, by taking a right turn and speeding through a gap in the group. It was terrifying, and it happens all the time). I'm afraid that bike riders will be mostly safe only when the drivers here also put human lives first in the driving judgment calls they make, regardless whether they're drivers, walkers, or bikers - and I'm not anticipating that happening any time soon without some really strict law enforcement... :/	11/27/2017 5:05 PM
205	I think you need an east/west corridor, not north/south	11/27/2017 4:58 PM
206	if you have to do this then least disruptive is 106th, but I really think this is a really bad idea...until the city get traffic to flow better than it currently does then injecting bike lanes will only make it that much worse and steer people who can only travel there by car out of downtown.	11/27/2017 4:49 PM
207	No demonstration project. All dumb ideas. Bellevue does not need bike lanes.	11/27/2017 4:16 PM
208	Any of the 4 would be fine for a demonstration. Demo where cyclists would use most to validate test. We need one N/S and one E/W. Max visibility for bikes needed in car friendly DT BE. Cars need help seeing that cyclists exist. Cars not used to seeing and dealing with cyclists in DT BE. I wouldn't shoot for family friendly. Commuter and cycling enthusiasts would be a good goal and good defensive cyclists should be to feel safe. With light rail we may have more mixed commuters...light rail/bike or bus/bike.	11/27/2017 3:56 PM
209	Until safe paths exist to/from downtown, paths within downtown are of little value to most residents	11/27/2017 2:03 PM
210	I think it's very important to connect with other bike routes to help build a network, rather than to add piecemeal segments that do not connect (and would be less likely to get used).	11/27/2017 1:08 PM
211	Are there going to be bicycle parking spots installed as well?	11/27/2017 12:52 PM
212	I think both a North/South and an East/West corridor need to be installed. Because there isn't a really good East/West path today, my initial vote is for Main St.	11/27/2017 12:46 PM
213	If it's not safe riding a bike to the selected demonstration area then you won't likely see an increase in bike use.	11/27/2017 12:43 PM
214	With the heavy traffic and construction in Downtown, commuting has become very difficult. I try to avoid going out due to this. I have even considered moving away. Please do not make the situation worse than it already is. There are not that many bikers to justify such a change that would just make traffic worse.	11/27/2017 12:27 PM
215	I would like a safe bicycle route from the Lake WA trail to the 520 trail or the Cross-Kirkland Corridor.	11/27/2017 10:02 AM
216	106th because there's more retail (as well as condos / apts) there, ergo, that section is more likely to be used first as to a test. (Better immediate data).	11/27/2017 9:35 AM
217	I can't emphasize it enough - stick to something flat that looks like fun. Uphill is not fun.	11/27/2017 7:42 AM

Downtown Demonstration Bikeway Project Survey

218	I appreciate that you are trying to make something work. This feels like half measures though. Until you go to a continuous protected lane, you aren't really being serious. The message to both bikes and cars has to be simple - bikes go here, cars go there, and there is separation between them. Until you go there, bikers (especially casual ones) won't feel truly safe. Thanks for the opportunity to comment!	11/26/2017 9:43 PM
219	Add bike parking. Need lots of signs - especially where cars park next to bike lane.	11/26/2017 6:02 PM
220	If you have to use one of the four corridors discussed in this survey, NE 2nd would cause the least amount of disruption and safety issues, provided you create dedicated bike-only lanes that are marked with physical barriers (not paint that drivers have to interpret while they are moving at 25 mph or more). If you can put the bike lanes on the new promenade from the Spring District to DT Park to Meydenbauer Beach Park, that would make the most sense.	11/26/2017 3:22 PM
221	Main Street is my second choice after 108th Ave NE.	11/26/2017 1:16 PM
222	I'm a little worried about how much the proposed plans switch lane type from block to block. That has potential to confuse people on bikes and in cars, and in the end the whole corridor will only be as good as its weakest link.	11/26/2017 1:14 PM
223	Need to do both North-South and East-West to test how well it works	11/25/2017 10:59 PM
224	108th option would be used and would show to the most people, even non cyclists, the efficiency of using a bike to get around.	11/25/2017 5:13 PM
225	I'm now retired and 85 years old. I only ride occasionally now and tend to ride trails or country roads. I do support downtown bikes lanes; however, I've been almost run over in the bike lanes in Vancouver, BC.	11/25/2017 4:01 PM
226	I would prefer all four streets to be piloted and installed at the same time. Bicycling requires all streets to be safe. Just improving one street will not have much effect on the overall environment for people biking and will not lead to an increase in the number of people biking. Also, I would like Bellevue Way to have a protected bike lane, from I-90 to SR 520.	11/25/2017 2:45 PM
227	thank you for asking our opinions	11/25/2017 12:33 PM
228	you need a comprehensive complete plan. voting on only one of these is not a solution. you need a east/west AND a north/south. ie, 108th and main together.	11/25/2017 11:14 AM
229	A safe, protected North south bike lane connecting the Sammamish trail, I90 bridge and ultimately the Iron horse trail should be the priority bc that will allow cycle commuting accros Belleue and benefit the entire Sound.	11/25/2017 9:12 AM
230	How many people are really expected to utilize these pathways? I live in Lake Hills, terrain ensures that I will not bike to downtown. I believe most of the people who work downtown will not choose to bike to work for a variety of reasons. Is this the best use of limited city resources?	11/25/2017 1:48 AM
231	Keeps bikes in Seattle. The Bellevue way cyclists are bad enough.	11/24/2017 6:52 PM
232	I think it will be very important, since these bike lanes are relatively short, that they connect with other bike paths/commonly used bike routes. Otherwise, they will rarely be used.	11/23/2017 5:11 PM
233	I am really excited for the Downtown to better support cycling. Honestly I gave up biking downtown from my house because I had a couple scares. It just isn't safe.	11/23/2017 5:00 PM
234	Bikes will make traffic in Bellevue worse than it already is.	11/23/2017 3:19 PM
235	Build it and they will come.	11/23/2017 10:12 AM
236	I travel through Bellevue on my commute from Kenndale to Redmond. A direct safe link from 116th/118 Th through downtown Bellevue would be nice.	11/22/2017 6:35 PM
237	From a cyclist's standpoint, 108th is the most versatile option, although because of the TC and all the business traffic, it's also probably the most invasive of motor vehicle traffic. 106th would be less invasive, though not as strong from an easy access standpoint.	11/22/2017 3:59 PM
238	My preference is to drop the idea completely. But if you feel that you need to do it, please do it on NE 2nd, where I think it would have the least impact. I can't tell you how much less pleasant it is to live in downtown Bellevue today than it was five years ago. The principal reason for this is increased traffic and congestion. Please do not make the situation worse. There are lots of bike riders in downtown Seattle, and the 2nd Ave bikeway has, on balance, been a good thing -- especially given the tragic accidents that occurred there before it was installed. But downtown Bellevue is different. Bike riding is not nearly the priority here that it is in Seattle.	11/22/2017 1:28 PM

Downtown Demonstration Bikeway Project Survey

239	Having been hit from behind by a bicycle when walking I feel it would protect walkers more, as well as bicyclists if they will only use the bikeway and stay off the sidewalks.	11/22/2017 1:28 PM
240	There are congestion issues downtown, it is also very cycling unfriendly. Taking away roads to put parking space is NOT the solution.	11/22/2017 11:45 AM
241	I strongly oppose this entire plan. My experience in driving in downtown Seattle where similar bike lanes have been installed is very, very negative. These lanes cause confusion, worsen already horrible traffic conditions and penalize everyone who can't ride a bicycle -- people who are older, have any physical disabilities, need to carry packages or children with them, etc. These lanes disadvantage EVERYONE other than young, physically strong, solo bike riders (mostly males). Is that the only population group we want to live and/or work in downtown Bellevue? I think not.	11/22/2017 11:36 AM
242	No strong preference for the pilot, but Main St would be great *if* it crossed 405. Even better would be two perpendicular N/S + E/W lanes to create an ultra-basic network that serves an exponentially wider variety of trips.	11/22/2017 11:00 AM
243	Those of us north of downtown need an easier way to cross downtown. NE 12th St would be ideal if we could add bike lanes or a trail on the north side. Right now the bridge across 405 just cuts off at 112th Ave, which is a waste.	11/22/2017 4:31 AM
244	I have ridden in many cities globally i support mixed use of sidewalks for pedestrians and cyclists. but I would like to see safe bike lanes too	11/21/2017 10:11 PM
245	In a congested pedestrian area, bicycles SHOULD NOT be sharing the sidewalk.....it's dangerous....there are so many dogs and strollers to complicate the sidewalk as it is.	11/21/2017 10:03 PM
246	As a daily driver in DT Bellevue, I am increasingly more frustrated with the fact that bikers use a full lane as if they could keep up the flow with motor vehicles. They slow down car traffic, and create anxiety among drivers who want to pass them. If they want to drive on the main streets, they should have designated areas. There are streets where it would be better to have bikers use the sidewalks, especially in those that have only one lane and are uphill, like 10th Ave NE in some sections. I support designated areas, but I believe we still have the issue of what to do in areas where there is not sufficient space for those.	11/21/2017 5:38 PM
247	Please restripe more road for bikes.	11/21/2017 5:08 PM
248	I do think a north/south route should be a priority as it will likely be used by more people making the connection from north residential to main street. both 108 and main street would be great	11/21/2017 4:45 PM
249	The 520 bridge opening up will make NE 8th a popular route thanks to it's connection to the bridge via 84th ave. Looping around from the north has far more hills and cyclists prefer the flattest terrain. 8th should be included for sure	11/21/2017 4:43 PM
250	Support the idea of bike lanes but not at the expense of losing vehicle traffic lanes	11/21/2017 3:52 PM
251	I hope this will lead to bike lanes throughout Bellevue. The other corridor I would like to see built is on NE 4th St. from 100 Ave NE to 116th Ave NE.	11/21/2017 3:41 PM
252	there should be both a north south and east west bikeway	11/21/2017 3:29 PM
253	Main Street is terribly congested now and there should not be any bike lanes planned for it. They should pay more attention to the traffic solutions of cars before they put bike lanes on the congested streets	11/21/2017 2:38 PM
254	always more bike lanes!! essential to promoting safe commuting options that reduce congestions/CO2 emissions and promote healthy living	11/21/2017 2:36 PM
255	it's not cost effective to build bicycle lanes for the few people that would utilize. Furthermore, bike-sharing should not be permitted in Bellevue - just look at Seattle and how these bikes clutter sidewalks, driveways and parks. This project makes no sense.	11/21/2017 2:25 PM
256	I feel very strongly that bikes should have their own lane/path that is at a slightly elevated grade from vehicle traffic and separate from walking/pedestrian traffic (i.e. Copenhagen).	11/21/2017 12:53 PM
257	Riding through downtown is important for people that live in Bellevue, but also for people that are passing through. Looping through Lake Washington or riding across 520 all involve stints through DT Bellevue. Currently riding through the streets feels very unsafe, even compared to pre-bike lane Seattle. This is because there are relatively few cyclists so it's hard to tell if drivers will interact safely. The roads are wide which mean that lane selection is important, and changing lanes on Bellevue Way near Bell Sq. or even 108th/106th can be scary, even for an experienced city cyclist.	11/21/2017 12:33 PM

Downtown Demonstration Bikeway Project Survey

258	Please paint routes through the intersections to help cars understand that people that bike will be in the intersection too. I want to bike, and will as networks of safe routes are finally built and ebikes are bought!	11/21/2017 12:29 PM
259	Please consider that any "green" pavement paint must not reduce the friction, nor create a slipping hazard in any way	11/21/2017 12:12 PM
260	I fear for the safety of bike users on ANY street in the Downtown. There is just too much traffic.	11/21/2017 11:40 AM
261	It's time to get serious about providing safe and connected facilities for non-lycra bicyclers in downtown Bellevue.	11/21/2017 11:32 AM
262	The one on 108th look like the best DESIGN option. However, Main street really needs some bike facilities. And a north/south route needs to be implemented for the Lake Washington Loop. Something on 112th and connecting to 114th would be best.	11/21/2017 11:31 AM
263	Whether to do a demonstration bike lane really depends on whether it can be done without sacrificing some other competing need, like a GP lane or parking.	11/21/2017 10:54 AM
264	Bikes and Cars don't mix.	11/21/2017 10:54 AM
265	Really take a look at 116th Ave., Northeast between Main and 12th as your best alternative for a demonstration bike lane. Of the alternatives above, Northeast 2nd holds the most promise and won't irritate the heavy driving population we have in the downtown corridor of Bellevue. We have lots and lots of commuters that come in daily into these office buildings and unfortunately due to our unaffordable city they commute from a long distance and can't come by bicycle. This bicycle thing seems to benefit local residents, who likely won't use it as much anyway. Also, looking at the mess Seattle has with rental bikes, I really don't think we should be taking that path either. We don't need colored bikes littered all over our city. Perhaps the city can work with someone like Gregg cycle to offer rental bikes from their facility that must be returned at the end of the day rather than an outside company trying to manage bikes all over a city that will be discarded	11/21/2017 10:25 AM
266	There are not nearly enough current or even potential bicyclists to warrant the cost and impact of this project. Sidewalks and/or "sharrows" are more than sufficient for not only the tiny current bicycle use, but would be adequate even for a significant increase over current use. If and when there is such capacity that would warrant separate facilities/lanes for bicycles, it could be considered, but not until then. As a comparison, Metro buses have been operating for decades, and the share of bus ridership as compared to private automobile use has remained the same or decreased over that time, despite the massive incentives and marketing to try to increase transit use. A similar result is likely for bicycle ridership. In addition, better enforcement of traffic laws on bicycles needs to be enacted. Bicycles frequently act as cars, but then choose to act like pedestrians and/or ignore traffic laws when on roads around cars. This is very dangerous and appears to be all but ignored by the City.	11/21/2017 10:20 AM
267	Bikers don't use the bikeways in downtown Seattle, so it just congests traffic and doesn't solve the problem that it's supposed to.	11/21/2017 10:04 AM
268	Try to stay away from mall exits. On my experience, shopping drivers aren't looking out for bikes or pedestrians	11/20/2017 9:58 PM
269	It seems we are a little late in the bicycles on city streets to still be engaging in demonstration projects. Other cities earlier to the game have collected this data. If the hope is that a demonstration will attract a lot of riders, it seems like you are inviting failure by just having a facility along one street heading in one direction. Do Main AND 108. You'll make some good connections that have a better chance of attracting riders. Heck, I'd ride it instead of walking to work.	11/20/2017 9:06 PM
270	Cyclists in the area need to demonstrate more moral and legal responsibility before any traffic modifications should ever be considered in their favor. The lack of responsibility of cyclists for any laws in place at the moment would make catering to that irresponsibly under the guise of giving them their own lanes at the expense of others even more irresponsible and insane. I recommend more emphasis on compelling cyclists to obey the laws in place instead allowing them to turn a blind eye to consideration for others by forcing traffic revisions they are not entitled to.	11/20/2017 5:50 PM
271	Make sure it is easy for people coming from Seattle side to Bellevue have a smooth transition	11/20/2017 12:32 PM
272	I don't care about bicyclists. I care about my commute time in a private vehicle.	11/20/2017 9:55 AM
273	108th connects better with other bike facilities throughout greater Bellevue. But 106th would also help as that is currently the safest North/South biking route in downtown Bellevue.	11/20/2017 9:29 AM

Downtown Demonstration Bikeway Project Survey

274	Stop forcing bike lanes for Bellevue. It would mean street parking would be reduced, not that many people bike, and it is a waste of money for the return on investment. Bellevue's first priority should be to make the crosswalks safer for pedestrians.	11/19/2017 8:16 PM
275	Bellevue is distracted driving Mecca. I invariably see drivers staring at their laps up Bellevue way. Getting cyclists off main roads is their best bet for safety.	11/19/2017 7:10 PM
276	Traffic is bad enough without adding bike lanes. I am against this project	11/19/2017 11:34 AM
277	I rather the City invest in pedestrian safety instead of investing in dedicated bike lanes since there are significantly more pedestrians than bicyclists (24/7). Besides, with the arrival of light rail, it is very highly likely that there will be more pedestrians, and the City must ensure their safety when walking around Downtown.	11/19/2017 9:43 AM
278	Please do not make the same mistake Seattle did in catering to bikers.	11/18/2017 11:52 PM
279	As long as you're not taking out a driving lane for vehicles, I think either Avenues would be good. Main street gets pretty congested, so don't think a Bike lane will help and likely increase it.	11/18/2017 11:36 PM
280	I like to see bike lanes along the East Link on Bellevue Way and 112th.	11/18/2017 10:21 PM
281	There needs to be a connection north to Kirkland and south to the SBPR (or the coming light rail station) or there is no point.	11/18/2017 9:37 PM
282	Downtown Bellevue is already incredibly congested with cars and pedestrians.	11/18/2017 9:09 PM
283	I think there is need to see how it is done in cities like Amsterdam and try to do something similar. In any case it is good initiative.	11/18/2017 7:17 PM
284	It's great to see Bellevue concerned about provide safe biking to people of all ages and lessening the reliance on cars.	11/18/2017 6:16 PM
285	Please connect pathway on Main st (which connects with I-90 trail in old town) to either 108th or 106th	11/18/2017 2:09 PM
286	there's not enough demand to justify these projects	11/18/2017 10:11 AM
287	The 108th proposal would probably improve my personal commute situation the most. Anything that improves access to the 520 path would have the most value, in my opinion.	11/18/2017 9:55 AM
288	Get bikes off the sidewalks!!!!!!	11/18/2017 9:47 AM
289	This will increase congestion, slow traffic, reduce business, and cause slow moving and stalled traffic to emit CO2 and thus increase global warming. Bikes = more global warming. Fast moving vehicles = less global warming.	11/18/2017 8:56 AM
290	I strong oppose to bikways in Downtown Bellevue. The traffic is already bad and to take precious lanes for cyclist is wrong.	11/18/2017 7:12 AM
291	Cost- we get charged gas tax and tolls; riders should fund their own improvements. Many cyclists ignore traffic signs/signals, terrorize people on sidewalks, or travel in main lanes and not use the bike lane. A few give all a bad reputation.	11/17/2017 11:41 PM
292	I am not happy with this decision from the city. It undermines the reason wealthy people like Bellevue. We want to drive our expensive cars, park for free, and shop. Take all this away for bikes and the economy will suffer.	11/17/2017 11:14 PM
293	I prefer 106th North/south and NE 2nd St for east/west since they have fewer cars on them	11/17/2017 10:52 PM
294	Bellevue is busy and jammed with traffic as it is. Bikes should be riding on the sidewalk or expand sidewalks to have bike lanes OFF the street.	11/17/2017 8:02 PM
295	Quite simple - no sharrows - no striped only lanes. Create a complete bike network with protected lanes for 100% of the route please. Also, stay off 108th because that's a major transit corridor and transit should take priority over cyclists (esp. when there is a parallel corridor the next street over which is fine).	11/17/2017 7:41 PM
296	I strongly oppose a bike lane in downtown Bellevue. The downtown area is already very congested with vehicles and pedestrians. The last thing we need is an influx of bicyclists that do not adhere to traffic rules and pose potential hazards to existing drivers. NO!	11/17/2017 7:06 PM
297	Please don't take away traffic lanes on main street and be mindful of how well lit any bike path is. I would also appreciate some temporary additional enforcement of bicyclists to nip their dangerous behavior in the bud of only obeying traffic laws when they find it convenient.	11/17/2017 6:14 PM

Downtown Demonstration Bikeway Project Survey

298	I would like it to connect with bike routes that go to Issaquah. I don't bike commute to Bellevue because there are a lack of safe bike route to do so.	11/17/2017 5:24 PM
299	Seattle bike lanes on city streets are a total desaster for both cars and bikes. Totally unsafe for all vehicles! Do not do this to Bellevue. If you want bike lanes develop bike only paths away from automobiles and tax bikers for the cost of building them!	11/17/2017 4:36 PM
300	More bike lanes please!	11/17/2017 3:31 PM
301	can't wait to see it!	11/17/2017 3:28 PM
302	Please do NOT waste a huge amount of space on planters and separation pieces. I have seen multiple projects where they have a 4' bike lane and a 10' wide planter in the middle of the road...try and keep the planters etc. smaller and allow more room for the cyclist and runners, walkers.	11/17/2017 2:21 PM
303	NE 2nd Street and 114th Ave NE is a very dangerous intersection for bikers and pedestrians. There are poor sight lines and fast moving traffic. There is no place for the pedestrian or bicyclist although this street is frequented by runners and walker and bikers. It is very dangerous! Car have the right of way in multiple directions. There is no crosswalk. Hand flags would be an improvement.	11/17/2017 2:21 PM
304	Bicyclists tend to make their own rules. They pretend like they're cars when it suits them, but totally break the rules when they want. Downtown Bellevue is small enough that one main walkway with a bike travel lane would make sense to connect 405 to Bellevue Square with one cross path. Not more is needed in downtown Bellevue.	11/17/2017 2:13 PM
305	Please build them all. Bellevue sucks for bikes and pedestrians- it was made for cars and feels disrespectful of personal human interaction with one's surroundings. I hate walking across streets in Bellevue. I feel cars have the right of way and are given more time then they deserve. I'd love more ways to get across streets like the intersection at NE 6th and 106th NE- that feels at least somewhat respectful of foot traffic. When I bike to 520 I do my best to stay off main streets by going through the mall parking lot and onto residential streets. Thanks for asking!	11/17/2017 2:00 PM
306	Study the Netherlands for best practices - most bikes per capita, fewest bike fatalities per capita	11/17/2017 1:42 PM
307	Needs to happen on North-South corridor	11/17/2017 1:34 PM
308	None of the proposals connect to 520! A corridor on 8th street would align with existing bikeable routes to connect to 520 at evergreen pt.	11/17/2017 1:33 PM
309	If more biking is encouraged in DT Bellevue, enforce bike traffic laws. No issues with bikes on roads as long as "hot pizza" showboats aren't given a free pass. Drivers should take precautions and share the road with cyclists, but cyclists need to be responsible too.	11/17/2017 1:23 PM
310	The "bike path" on NE 12th street going over 405 is a good example of what cyclists don't want. Asking us to leave the road and enter a sidewalk is unsafe and inconvenient.	11/17/2017 1:12 PM
311	Seems most logical to me.	11/17/2017 1:01 PM
312	I urge everyone involved with the project to not be discouraged by low counts. People are not simple in their actions. Changing one part of a group of the population's travel experience is often not enough to change behavior. Networks are required to get a substantial percentage of people to consider using bikes as their transportation mode. Until then, it will be most the strong and fearless riders who are using the facilities because they are the only ones who are willing to put up with the rest of the infrastructure that is extremely hostile to people riding bicycles. I think these are steps in the right direction and I fully support all of them! I don't live in Bellevue but in Seattle. I have friends and family on your side of the pond though and would like to visit them more but it's hard when bike facilities are inadequate and a bike is what I have to work with. Good luck! I hope to see these happen!	11/17/2017 12:38 PM
313	I believe that one north-south avenue and one east-west street should be totally dedicated to bicycles, Bicyclists should obey all traffic laws and be ticketed for violations.	11/17/2017 12:29 PM
314	Please consider doing both 108th and Main st that would give bikers from the north safe access to the park and shopping center, Doing only a small segment that doesn't connect to existing infrastructure (like just Main or 2nd) would limit the use since you would put people in a situation where to get to the safety of the new lanes they must first brave dangerous roads to get there. So those who are nervous might get turned away before even getting to try the demonstration bikeways. I think they are great ideas and hope you will make sure they are safe to get to so we can ride on them.	11/17/2017 11:48 AM

Downtown Demonstration Bikeway Project Survey

315	Roads are too tight to accommodate bike traffic safely. Taking away road space entirely for bikers would only make things worse. Nobody bikes in downtown Bellevue.	11/17/2017 11:43 AM
316	Having a safe bikeable downtown Bellevue would be fantastic for me and my children.	11/17/2017 11:38 AM
317	112th needs to be finished. connect to existing, used bike lanes, or you are wasting time and money.	11/17/2017 11:33 AM
318	bikeways everywhere!	11/17/2017 11:33 AM
319	There needs to be improved access to Downtown coming from the east - either on 12th street or 8th street.	11/17/2017 10:47 AM
320	I like the 106th design the best but still do not support PBL. 108th is probably the best route of those offered to get people to/from Bellevue and creating one thru corridor. However 108 also has a steeper hill south of Bellevue than 112th for example. Bellevue Way is busy but presents the best hill option and transit to/from Bellevue but it is offset from the transit center. I think Bellevue Way is the best long term option to support getting people to/from Bellevue but likely the highest cost /impact (work required, car flow reduced, etc.).	11/17/2017 10:28 AM
321	It is hard enough to get around in downtown. Don't take space away on streets for bikes.	11/17/2017 9:41 AM
322	Good luck. I support bike lanes in general. With the exception of the main street proposal, none of these will likely impact my cycling choices in Bellevue because they dont connect the routes I normally use.	11/17/2017 9:31 AM
323	Let's not cater to the 1% of bike riders at the expense of the majority	11/17/2017 9:05 AM
324	Don't put the green paint on the lane. It doesn't add anything to the biking experience and doesn't readily increase auto driver awareness.	11/17/2017 8:58 AM
325	I believe you need to build two concepts (north/south and east/west) so that they can work together to provide access into and through Bellevue. I would also build the Main Street project.	11/17/2017 8:56 AM
326	No. Again. Who pays? Make bike riders get license plates, make them pay their way. A bike is a form of transportation.	11/17/2017 8:53 AM
327	Traffic is so bad already. It is difficult to get around Bellevue. I am in downtown Bellevue 5-6 days a week and I would be very uncomfortable with less room for cars.it would definitely hurt business in Bellevue because people will stay away.	11/17/2017 8:34 AM
328	Too busy already for paying street cars...bikes congest and don't pay.	11/17/2017 8:31 AM
329	Just no. Traffic is already bad and this will not help. Use the streets that are there.	11/17/2017 8:04 AM
330	Again its a disaster to the mobility of traffic flow throughout Seattle. The bikers are a constant safety issues - tyhery refuse to stop at crosswalks - they refuse to follow the rules of the road. If we allow them on the roads they should be licensed and pay fees just like the drivers of automobiles. They should not be a entitled class of people on the roads.	11/17/2017 7:43 AM
331	If I were to put in a bike corridor, I would find out where the bicyclists are coming from. If the Burke Gilman Trail is going to go through the old railway lines, it might be best to concentrate on a corridor from there to downtown.	11/17/2017 7:25 AM
332	I am a cyclist, so I have perspective from both a driver side and a cyclist side. Downtown Bellevue should not have bicycle lanes. The negative impact to drivers is significant with just a small upside for cyclist.	11/17/2017 5:43 AM
333	If you're serious about testing the impact/concept, you should simultaneously test both a north-south alternative and an east-west alternative. To be useful, cyclists need to be able to move safely in downtown Bellevue both north-south and east-west. One level of improvement would be just providing one safer avenue north-south and one safer street east-west, so cyclists can get around more safely within the CBD. However, a more meaningful improvement - to make Bellevue both safer and far more feasible for people to bike instead of driving - requires that the corridors across the CBD connect with safe bike routes north, south, east, and west to connect the CBD with the areas of Bellevue that surround it. Eventually, I hope that will include the Eastside Rail Corridor, but the existing streets could provide meaningful improvements long before the ERC is going to be completed/paved.	11/17/2017 2:21 AM
334	The 108th Ave NE would serve to make safer the most dangerous section of a currently utilized north-south corridor for those passing through the city. It's proximity to Bellevue Transit Center is a plus.	11/17/2017 2:16 AM

Downtown Demonstration Bikeway Project Survey

335	Terrible ideas. Don't waste our time and money on these.	11/16/2017 11:13 PM
336	I think it's stupid.	11/16/2017 10:48 PM
337	I do most of my cycling in Bellevue, passing through to get to/from Mercer Island. It would be nice if the bike infrastructure connected up with other main bike routes. Especially for less confident cyclist, islands of bikeable streets are not as useful	11/16/2017 9:38 PM
338	Nobody bikes in Downtown Bellevue. Waste of space, money and resources. Please do not turn Bellevue into Seattle.	11/16/2017 9:25 PM
339	Bikeway in Bellevue is a mistake. Just look at how chaotic roads have become in downtown Seattle with all the bike lanes. Most bicyclists I drove by DO NOT follow traffic rules. They cause congestions because they struggle to climb hills and there are frustrated cars trailing behind one bicycle. Bellevue downtown is already congested as it is already, so let's not make it worse and unsafe to walk/drive.	11/16/2017 9:10 PM
340	thank you	11/16/2017 9:04 PM
341	It's about time Bellevue got with the program, and caught up with other eastside cities. The lack of bike lanes now in downtown is ridiculous.	11/16/2017 7:33 PM
342	Bellevue Way would be a good candidate as well. It's pretty dangerous for bicycles all the way from the 520 to NE 8th St.	11/16/2017 6:57 PM
343	Main and 2nd St. are my top choices --- they are connectors to the Lake Washington Loop. I would also really like to see 12th St. added to the list. It too is a major route to get to the 520 trail via 116th Ave and Northrup.	11/16/2017 6:40 PM
344	To be honest, you might be better off giving bicycles priority on one of the lesser used arterials like Seattle do on Lake Washington Blvd where cars must yield to bicycles and bicycles have use of the entire lane.	11/16/2017 6:38 PM
345	Traffic is a mess already. You have the railway going in causing more of a mess. Bike lanes will just add to the congestion and safety issues will increase	11/16/2017 6:37 PM
346	I chose 106th for my vote because I think it ties into the most places that more casual bikers in down town would be interested in going, while still being somewhat connected to the transit center via the ped corridor.	11/16/2017 5:30 PM
347	When considering bikeways, connectivity is of utmost importance. 108th Provides the best connectivity to both North of- and South of Bellevue.	11/16/2017 5:01 PM
348	Figure out a way to make it safer for bikers WITHOUT taking away from cars and making traffic and parking worse. Otherwise you're going to kill the downtown area.	11/16/2017 5:00 PM
349	It would be great to have both an east/west and a north/south route for greater connectivity. As a lifelong Bellevue resident and cyclist (and motorist), I am beyond excited for this project. Bellevue's bicycle facilities are embarrassing compared to other nearby suburbs. It is by far my least favorite place to ride, so I avoid going through downtown when I can. And go to Kirkland instead - with my wallet!	11/16/2017 4:59 PM
350	Would like to understand how left turns will be handled (out of bikeway to make a left turn to a cross street).	11/16/2017 4:58 PM
351	Need a bike way across 405. I frequently visit the Kaiser facility and Group Health, and that is painful to get to via bike.	11/16/2017 4:50 PM
352	The rail line needs to be turned into a bikeway ASAP. Thanks.	11/16/2017 4:44 PM
353	I don't want Bellevue to become car unfriendly - bicycles and motor vehicles do not mix well. I hate driving in Seattle now, with the speeding bikes from nowhere. This climate is also bike unfriendly - I used to ride a bike to work daily in Boston - a VERY stressful way to start the day	11/16/2017 3:57 PM
354	NE 8th would be my first choice, Bellevue Way would be my second choice. Of the listed options I prefer 106th	11/16/2017 2:24 PM
355	I'd recommend 108th Ave NE AND Main Street, together.	11/16/2017 2:09 PM
356	My real concern is 108th south of Main. Too many motorist use this local access road as their secret shortcut expressway out of Bellevue.	11/16/2017 11:03 AM
357	Please also install bike racks along the route.	11/16/2017 10:31 AM

Downtown Demonstration Bikeway Project Survey

358	Make it very clear whether bikes are expected to follow car rules or walking rules at intersections. Not just for the cyclists safety but also so drivers know what to expect of the cyclists.	11/16/2017 10:26 AM
359	Please, please, please do this! Planners and engineers have a MORAL and PROFESSIONAL responsibility to create safe infrastructure. Otherwise, the City is failing!	11/16/2017 10:12 AM
360	I would also like to see improvements to 114th and 112th. 114th is a very common bike route for cyclists, but there are sections where the bike lane disappears. The route also ends, and there is no transition to a bike lane on 112th.	11/16/2017 9:05 AM
361	Bikes clog and slow vehicle traffic. You can get lots more people on a bus than on a bike.	11/16/2017 8:46 AM
362	If there is more cycling downtown I will no longer visit downtown Bellevue. I stopped going to Seattle for this reason. I will buy online and eat out in Issaquah or other places on the eastside. Cyclists believe that they have the right of way no matter what. I have seen several run red lights, flip people in cars off, nearly hit pedestrians, etc. The only way I would support bikes in Bellevue is if they have their own separate paths that are not right next to the roads. Washington DC does a good job of that. Take a look at a map of the paths in Arlington and DC.	11/16/2017 8:45 AM
363	Even with designated bike lanes, I do not think the lanes would be safe for children. For parents of children, biking on the road with them would also be incredibly unsafe. I see a certain % of solo adult bike riders predominantly riding. The safety of bicyclists is important, but I think leaving room for buses creates more opportunities for children, families, and seniors.	11/16/2017 7:45 AM
364	Don't waste the money! Spend the money in other areas, like fixing the traffic jam during peak hours.	11/16/2017 6:41 AM
365	I need to check out the plans for SE 8th in 2018, getting to and from downtown on my bike from SE Bellevue / lake hills is the real challenge.	11/16/2017 1:16 AM
366	I really think you should do 108th and Main St, because it's the connections that make it valuable. You aren't going to get too many people out to just ride up and down a street, they need to get from home to someplace else.	11/16/2017 12:40 AM
367	Increased access to transit center.	11/15/2017 11:37 PM
368	We don't need bike lanes	11/15/2017 10:54 PM
369	we need to focus on getting the majority of our people to and from where they need to go using the most common transportation method. significantly impacting vehicle traffic used by many for the benefit of few should not be our focus.	11/15/2017 10:52 PM
370	There are many improvement needed to make it safe and connected for biking. There will be more people to bike if those things improved - linked bike lane , where to park bike,	11/15/2017 10:13 PM
371	Improve bike options along Bellevue Way	11/15/2017 9:20 PM
372	This is exciting!	11/15/2017 8:55 PM
373	108th is probably the most practical to implement but 106th the safest. The lack of a good east-west bikeway choice is probably not going to change unless significant sacrifices to car traffic were made.	11/15/2017 8:08 PM
374	You need to have a holistic plan for moving people around the city. If you want to add bicycle or bus lanes, then you need to change transportation requirements for businesses to ensure the new lanes are actually used and the total number of people moved through the city is higher. Otherwise we are building something nice that is a net loss for transportation. I like the idea of adding bicycle and transit only lanes (even at the cost of removing car lanes), but ONLY if there is a clear plan to increase total people movement (and we revert if it fails).	11/15/2017 7:30 PM
375	108th is best due to direct access to Bellevue Transit center and the length of the road. It would also serve high school students who ride to Bellevue high school for class and events or to the I 90 trail.	11/15/2017 6:54 PM
376	I'd love to see demonstration bikeways in each of these corridors. It'd make Bellevue a much safer place to bike, and would decrease the amount of automotive traffic we see on a weekly basis. Not to mention it'd make Bellevue a "Greener" place to live!	11/15/2017 6:21 PM
377	Better option is to mandate bikes to use sidewalks and improve sidewalk infrastructure. Bikes cause huge traffic jams and create hazards for both bikers and drivers. Bellevue is a car city downtown, evidenced by the fact that one can use the over-street bridges to traverse a huge percentage of it without ever going to the street. Don't change it.	11/15/2017 6:07 PM

Downtown Demonstration Bikeway Project Survey

378	Please don't do what Kirkland did on Kirkland Ave. and place the bike lane next to parked cars. This puts the cyclist in the "door zone" where they can be hit by an open door. Since the candidate roads have reasonably high volume, do what you can to prevent parking in the bike lane, such as drop-offs and deliveries. The 108th and 106th candidate streets also have high volume pedestrian traffic. While there are curbs that help, hopefully you can prevent inattentive pedestrians wandering into the bike lane so you don't have the same issues as Seattle does with their Westlake cycle-track.	11/15/2017 5:45 PM
379	I am currently working to construct a protected bike lane in downtown Seattle. I do not feel the trade off for probable only partial use of the bike lane is worth the loss of a vehicle travel lane and/or parking. Street parking in downtown Bellevue is already very difficult. It will likely only get more difficult.	11/15/2017 5:45 PM
380	The number of bike commuters to Bellevue will increase when the SR-520 bridge cycle lanes open. This makes a bikeway more pressing.	11/15/2017 4:51 PM
381	Install bike lane, penalize remaining bikers on the road	11/15/2017 4:34 PM
382	If you had to do this, and I wish you wouldn't, it seems like you should prioritize traffic coming into Downtown via bike, not transit riders bringing their bike with them. As such, Bellevue Way (from both north and south) and NE 8th St (from the east) seem like they would add the most value.	11/15/2017 4:31 PM
383	There is already jams of cars there, bikes can share sidewalks. In places other than Bellevue Transit Center there is little foot traffic. So we could keep streets for cars, and then use space more efficiently on sidewalks.	11/15/2017 4:22 PM
384	Do not build 2-way bike paths. Bike lanes alongside traffic is the best.	11/15/2017 4:15 PM
385	I prefer 108th because 108th south of Main street is a bike lane now and this would dovetail into this bike lane. My 2nd choice would be Main Street.	11/15/2017 3:49 PM
386	Until bikes are licensed (mainly for identification purposes) and follow the rules of the road and are ticketed for failure to do so I do not support the outpouring of funds for this very very small amount of commuters. Besides, the weather here sucks for bike riders. It's too hilly. There will never be enough bike riders to justify the expenditure. This is nothing more than a feel good exercise with a high cost and little benefit to the community as a whole.	11/15/2017 3:33 PM
387	Learn from it and move on quickly. We need these bikeways sooner than later.	11/15/2017 3:15 PM
388	Maybe think about this more. I have done a fair amount of cycling and still do, but I would never choose to bike downtown, for any reason. Bellevue doesn't have to try to be all things to all people.	11/15/2017 3:07 PM
389	Biking in Bellevue can be frightening, especially in the afternoon. Any improvement is very welcome. I would prefer the 106th route for purely selfish reasons.	11/15/2017 3:02 PM
390	I like it and thank you for asking!!!! Great Work Bellevue Pedestrian and Bicycle Implementation Initiative Team!	11/15/2017 2:43 PM
391	Need to consider better linkages to SR 520 path, which fully open in November 2017. Current bike path connections at Bellevue Way are extremely unsafe, particularly for NB bikes on Blvu Way trying to get on the 520 trail.	11/15/2017 2:38 PM
392	Bellevue is a great city and instead of trying to be like Seattle, maybe we could learn from some of their mistakes, ie Capitol Hill where its almost 24/7 congestion with little to no street parking on Broadway. I get that you want to try and please everybody, but there is not a strong bike "culture" in Bellevue. Adding bike lanes would take away from many to provide for a few. Especially with more high-rise buildings going in, where are we going to park all of our visitors?	11/15/2017 2:28 PM
393	I would like either 110th or 112th North of NE 6th. Worst part of my commute is getting from City Hall to the sidewalk on the north side of the NE 12th bridge. I think the corridor should be 108th below 6th and 110th or 112th above 6th. When I ride on weekends this connects 520 trail to the I-90 trail. I think it would also serve more riders if done this way.	11/15/2017 2:26 PM
394	Put the bike routes in the areas that are currently less congested. Squeezing routes that are already overcrowded is not good use of space/money.	11/15/2017 2:12 PM
395	Bikes make traffic for everyone worse and should be banned from downtown.	11/15/2017 1:54 PM
396	Bikes are used by a small amount of people and pedestrian traffic is many many many times that of cyclists and we should be investing on their safety and experience, NOT the few able bodied cyclists.	11/15/2017 1:51 PM

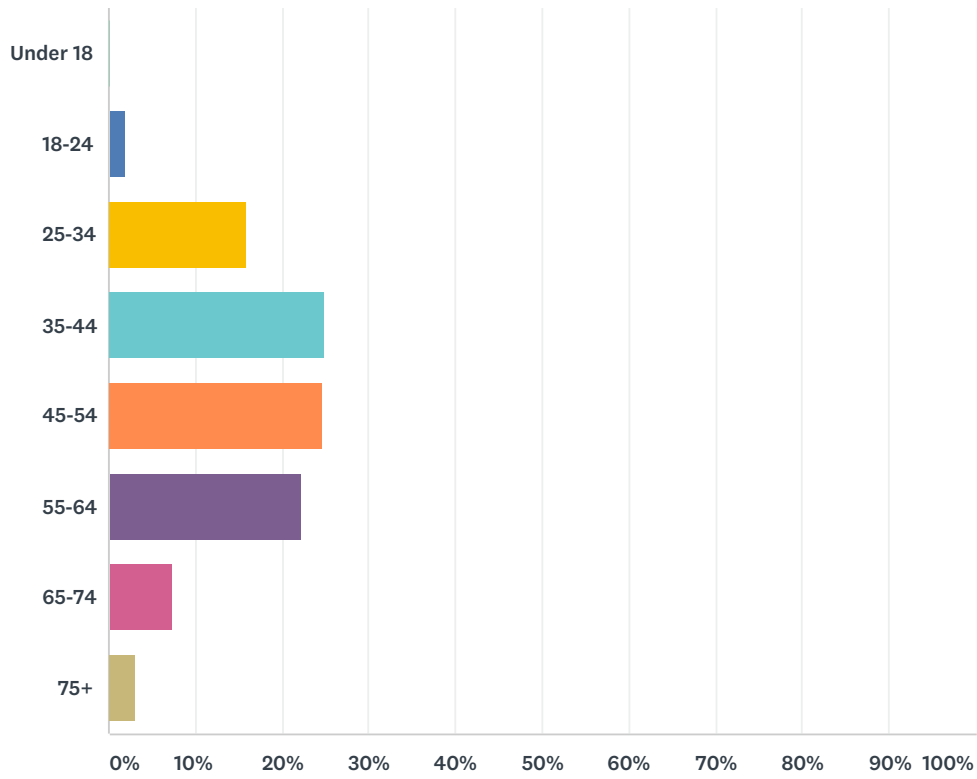


Downtown Demonstration Bikeway Project Survey

417	When I see bicycles littering all over Seattle, I think not in Bellevue. For those who use personal ones, an open form ought to be available in community centers to get a sense of volume of use form the neighborhood areas.	11/15/2017 10:33 AM
418	Bike lanes - yes but dedicating half of the road to few people (the most fit males in lycra) - insanity!	11/15/2017 10:31 AM
419	I really think the separator poles are a good idea. The way people drive downtown (especially during rush hours) can be pretty startling. The extra layer of poles between the bike lane and cars would make me feel much better about biking downtown.	11/15/2017 10:22 AM
420	I used to be a bike rider but now hardly anyone rides bikes in downtown Bellevue. There is no need to put in bike lanes anywhere in Bellevue. You would be taking away street space from busses and cars and we need it for on-street parking and bike lanes would be making crosswalks more dangerous for pedestrians.	11/15/2017 10:21 AM
421	I think 108th should be the first priority. It connects transit riders to the city, many of which are bicyclists.	11/14/2017 10:48 PM
422	I think it could be beneficial to create both a N-S and E-W demonstration bikeway. I have a clear preference for 108th Ave NE for N-S, but think either Main St or NE 2nd St could work for the E-S link, particularly if they are connected west to the lake and east to 114th Ave SE.	11/14/2017 10:13 PM
423	Would like all of these and more please	11/14/2017 8:44 PM
424	Yes, drop this stupid concept. The bike lanes in seattle make it a much more dangerous place to drive, especially for people from out of town. There is a lot of room to bike on the sidewalks, which, for the most part, is underutilized. These bike lanes create unsafe right turns for vehicles, and left turns while on one ways. Someone WILL get killed from these bike lanes if they are installed in Bellevue. They were a mistake in Seattle and the mistake does not need to be repeated here!	11/14/2017 8:16 PM
425	This has not been thought through by a frequent driver who lives in downtown Bellevue. You need someone like me on that team. Go to Belkevue Pacific tower on 106th and tell me how you are going to protect me as a driver to safely get out of my building without hitting anyone. Oh and please show up during rush hour mid winter when its very dark outside. Oh and add to that when Bellevue plaza becomes a high rise and now you have another several hundred people sharing a one lane road each way splitting a middle lane. In real life you are about to create alot of traffic problems. The city is not big enough to handle the traffic pedestrians and bike lanes	11/14/2017 7:56 PM
426	Build them all.	11/14/2017 7:45 PM
427	This needs to be on 108th or NE 2nd to connect to other regional routes and major travel destinations. With all concepts need to ensure the lanes make obvious to drivers and cyclists alike conflicts at parking garage entrance/exits. 108th has heavy bus volumes so need to be thoughtfully designed so that cyclists have a predictable route and one that won't put them in a vulnerable position to dwelling or merging buses.	11/14/2017 7:05 PM
428	Bring it on! A safe way to get between 520 and 90 is essential	11/14/2017 5:16 PM
429	I think making biking a safe option in Bellevue would be a great thing!	11/14/2017 4:47 PM
430	I'm in my 70s and no longer ride a bike on the streets but I've seen how well these lanes work in Victoria BC and would urge you to implement them. Victoria is well past the pilot project stage.	11/13/2017 8:34 PM

Q59 What is your age?

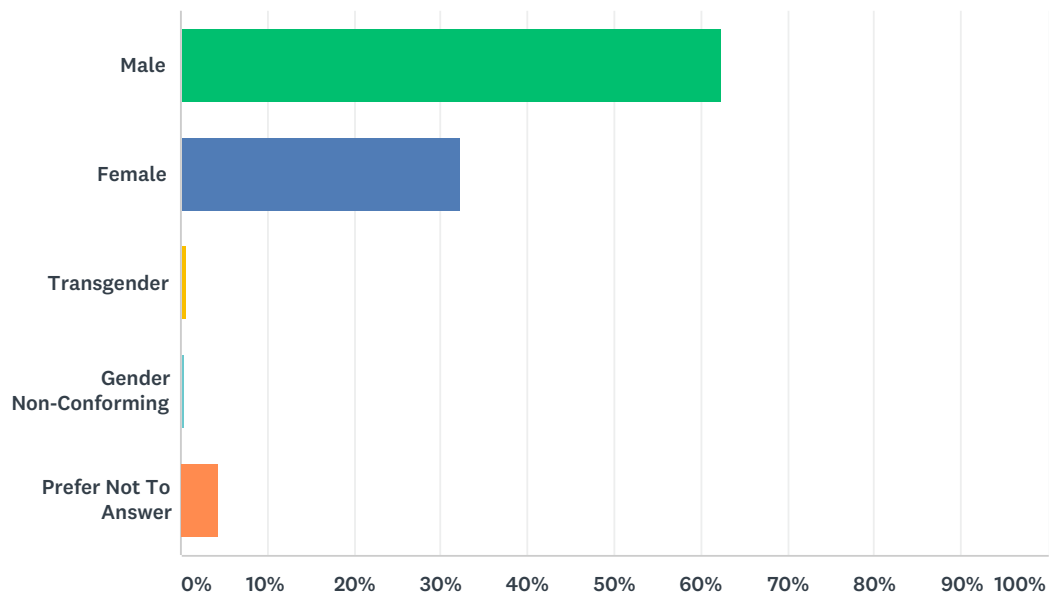
Answered: 1,016 Skipped: 236



ANSWER CHOICES	RESPONSES
Under 18	0.30% 3
18-24	1.87% 19
25-34	15.85% 161
35-44	24.80% 252
45-54	24.61% 250
55-64	22.24% 226
65-74	7.28% 74
75+	3.05% 31
TOTAL	1,016

Q60 I identify my gender as...

Answered: 1,018 Skipped: 234



ANSWER CHOICES	RESPONSES	
Male	62.38%	635
Female	32.32%	329
Transgender	0.59%	6
Gender Non-Conforming	0.39%	4
Prefer Not To Answer	4.32%	44
TOTAL		1,018

Downtown Demonstration Bikeway Project Survey

Q61 What is your home zip code?

Answered: 936 Skipped: 316

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Downtown Demonstration Bikeway Project Survey

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Downtown Demonstration Bikeway Project Survey

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300	98117	12/1/2017 3:56 PM
301	98019	12/1/2017 3:52 PM
302	98004	12/1/2017 2:29 PM
303	98118	12/1/2017 12:03 PM
304	98006	12/1/2017 11:59 AM
305	98006	12/1/2017 11:20 AM
306	98005	12/1/2017 11:20 AM
307	98004	12/1/2017 11:11 AM
308	98004	12/1/2017 11:06 AM
309	98104	12/1/2017 10:13 AM
310	98008	12/1/2017 10:12 AM
311	98004	12/1/2017 10:05 AM
312	98008	12/1/2017 9:47 AM
313	98144	12/1/2017 9:25 AM
314	98004	12/1/2017 9:22 AM
315	98117	12/1/2017 8:38 AM
316	98005	12/1/2017 12:39 AM
317	98052	12/1/2017 12:25 AM
318	98004	11/30/2017 11:31 PM
319	98004	11/30/2017 10:53 PM
320	98005	11/30/2017 10:11 PM
321	98007	11/30/2017 9:58 PM
322	98005	11/30/2017 9:45 PM

Downtown Demonstration Bikeway Project Survey

323	98004	11/30/2017 9:20 PM
324	98007	11/30/2017 9:19 PM
325	98006	11/30/2017 8:27 PM
326	98008	11/30/2017 7:46 PM
327	98115	11/30/2017 7:44 PM
328	98005	11/30/2017 7:19 PM
329	98006	11/30/2017 7:16 PM
330	98004	11/30/2017 7:16 PM
331	98004	11/30/2017 7:08 PM
332	98029	11/30/2017 7:01 PM
333	98005	11/30/2017 6:49 PM
334	98004	11/30/2017 6:43 PM
335	98122	11/30/2017 6:40 PM
336	98008	11/30/2017 6:37 PM
337	98004	11/30/2017 6:34 PM
338	98004	11/30/2017 6:25 PM
339	98004	11/30/2017 5:57 PM
340	98019	11/30/2017 5:51 PM
341	98103	11/30/2017 5:48 PM
342	98007	11/30/2017 5:47 PM
343	98272	11/30/2017 5:45 PM
344	98052	11/30/2017 5:35 PM
345	98105	11/30/2017 5:17 PM
346	98125	11/30/2017 5:14 PM
347	98144	11/30/2017 5:14 PM
348	98004	11/30/2017 4:52 PM
349	98006	11/30/2017 4:45 PM
350	98004	11/30/2017 4:34 PM
351	98052	11/30/2017 4:32 PM
352	98126	11/30/2017 4:31 PM
353	98075	11/30/2017 4:30 PM
354	98155	11/30/2017 4:27 PM
355	98052	11/30/2017 4:25 PM
356	98004	11/30/2017 4:21 PM
357	98059	11/30/2017 4:19 PM
358	98109	11/30/2017 4:16 PM
359	98005	11/30/2017 3:53 PM
360	98004	11/30/2017 3:51 PM
361	98033	11/30/2017 2:59 PM
362	98008	11/30/2017 2:57 PM
363	98004	11/30/2017 2:09 PM

Downtown Demonstration Bikeway Project Survey

364	98004	11/30/2017 1:45 PM
365	98034	11/30/2017 1:36 PM
366	98004	11/30/2017 1:31 PM
367	98006	11/30/2017 1:12 PM
368	98004	11/30/2017 1:07 PM
369	98027	11/30/2017 12:37 PM
370	98008	11/30/2017 12:37 PM
371	98118	11/30/2017 12:32 PM
372	98136	11/30/2017 12:22 PM
373	98103	11/30/2017 11:53 AM
374	98115	11/30/2017 10:52 AM
375	98115	11/30/2017 10:39 AM
376	98005	11/30/2017 9:34 AM
377	98007	11/30/2017 9:28 AM
378	98004	11/30/2017 8:48 AM
379	98004	11/30/2017 2:11 AM
380	98033	11/30/2017 1:22 AM
381	98004	11/30/2017 12:51 AM
382	98008	11/30/2017 12:42 AM
383	98005	11/30/2017 12:33 AM
384	98059	11/29/2017 9:41 PM
385	98005	11/29/2017 9:24 PM
386	98006	11/29/2017 8:22 PM
387	98004	11/29/2017 7:51 PM
388	98006	11/29/2017 7:30 PM
389	98005	11/29/2017 6:51 PM
390	98008	11/29/2017 6:49 PM
391	98005	11/29/2017 6:30 PM
392	98004	11/29/2017 6:23 PM
393	98005	11/29/2017 6:20 PM
394	98005	11/29/2017 6:02 PM
395	98005	11/29/2017 5:42 PM
396	98004	11/29/2017 5:19 PM
397	98004	11/29/2017 5:13 PM
398	98004	11/29/2017 4:59 PM
399	98004	11/29/2017 4:57 PM
400	98005	11/29/2017 4:39 PM
401	98008	11/29/2017 4:38 PM
402	98004	11/29/2017 4:38 PM
403	98005	11/29/2017 4:36 PM
404	98006	11/29/2017 4:29 PM

Downtown Demonstration Bikeway Project Survey

405	98006	11/29/2017 4:29 PM
406	98005	11/29/2017 4:23 PM
407	98006	11/29/2017 4:13 PM
408	98005	11/29/2017 4:06 PM
409	98008	11/29/2017 4:02 PM
410	98004	11/29/2017 4:02 PM
411	98005	11/29/2017 3:27 PM
412	98005	11/29/2017 3:21 PM
413	98004	11/29/2017 2:13 PM
414	98006	11/29/2017 2:07 PM
415	98006	11/29/2017 1:01 PM
416	98122	11/29/2017 12:49 PM
417	98118	11/29/2017 12:39 PM
418	98052	11/29/2017 12:15 PM
419	98004	11/29/2017 12:15 PM
420	98005	11/29/2017 12:11 PM
421	98040	11/29/2017 12:03 PM
422	98155	11/29/2017 12:02 PM
423	98005	11/29/2017 12:01 PM
424	98005	11/29/2017 12:00 PM
425	98004	11/29/2017 11:54 AM
426	98005	11/29/2017 11:37 AM
427	98005	11/29/2017 11:31 AM
428	98005	11/29/2017 11:30 AM
429	98006	11/29/2017 11:23 AM
430	98074	11/29/2017 11:20 AM
431	98424	11/29/2017 11:19 AM
432	98144	11/29/2017 11:02 AM
433	98004	11/29/2017 11:00 AM
434	98034	11/29/2017 7:14 AM
435	98107	11/28/2017 11:38 PM
436	98004	11/28/2017 10:53 PM
437	98004	11/28/2017 8:02 PM
438	98033	11/28/2017 8:01 PM
439	98027	11/28/2017 6:52 PM
440	98006	11/28/2017 6:05 PM
441	98115	11/28/2017 5:56 PM
442	98004	11/28/2017 5:01 PM
443	98026	11/28/2017 4:39 PM
444	98004	11/28/2017 2:33 PM
445	98004	11/28/2017 2:12 PM

Downtown Demonstration Bikeway Project Survey

446	98008	11/28/2017 1:54 PM
447	98008	11/28/2017 1:27 PM
448	98031	11/28/2017 1:20 PM
449	98133	11/28/2017 12:34 PM
450	98006	11/28/2017 12:33 PM
451	98008	11/28/2017 12:12 PM
452	98006	11/28/2017 11:22 AM
453	98034	11/28/2017 10:58 AM
454	98004	11/28/2017 10:58 AM
455	98052	11/28/2017 10:44 AM
456	98011	11/28/2017 10:10 AM
457	98004	11/28/2017 9:44 AM
458	98102	11/28/2017 9:14 AM
459	98117	11/28/2017 8:47 AM
460	98498	11/28/2017 8:13 AM
461	98052	11/28/2017 8:13 AM
462	98004	11/28/2017 8:04 AM
463	98105	11/28/2017 7:42 AM
464	98102	11/28/2017 7:37 AM
465	98033	11/28/2017 7:23 AM
466	98105	11/28/2017 12:16 AM
467	98006	11/27/2017 11:05 PM
468	98005	11/27/2017 10:01 PM
469	98103	11/27/2017 7:13 PM
470	98112	11/27/2017 6:05 PM
471	98115	11/27/2017 5:51 PM
472	98059	11/27/2017 5:36 PM
473	98004	11/27/2017 5:33 PM
474	98006	11/27/2017 5:24 PM
475	98208	11/27/2017 5:11 PM
476	98004	11/27/2017 5:09 PM
477	98122	11/27/2017 5:05 PM
478	98008	11/27/2017 4:51 PM
479	98006	11/27/2017 4:49 PM
480	98004	11/27/2017 4:32 PM
481	98115	11/27/2017 4:24 PM
482	98004	11/27/2017 4:16 PM
483	98004	11/27/2017 4:16 PM
484	98004	11/27/2017 3:56 PM
485	98033	11/27/2017 3:53 PM
486	98115	11/27/2017 3:44 PM

Downtown Demonstration Bikeway Project Survey

487	98040	11/27/2017 3:23 PM
488	98118	11/27/2017 2:08 PM
489	98006	11/27/2017 2:03 PM
490	98052	11/27/2017 1:50 PM
491	98006	11/27/2017 1:38 PM
492	98004	11/27/2017 1:27 PM
493	98117	11/27/2017 1:13 PM
494	98177	11/27/2017 1:08 PM
495	98004	11/27/2017 12:52 PM
496	98058	11/27/2017 12:46 PM
497	98033	11/27/2017 12:43 PM
498	98007	11/27/2017 12:29 PM
499	98004	11/27/2017 12:27 PM
500	98108	11/27/2017 12:02 PM
501	98004	11/27/2017 11:32 AM
502	98116	11/27/2017 10:17 AM
503	98033	11/27/2017 10:05 AM
504	98058	11/27/2017 10:02 AM
505	98033	11/27/2017 9:35 AM
506	98208	11/27/2017 9:11 AM
507	98074	11/27/2017 8:42 AM
508	98155	11/27/2017 7:42 AM
509	98004	11/27/2017 6:33 AM
510	98004	11/26/2017 11:33 PM
511	98004	11/26/2017 9:43 PM
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513	98008	11/26/2017 6:03 PM
514	98006	11/26/2017 5:20 PM
515	98004	11/26/2017 3:22 PM
516	98004	11/26/2017 2:32 PM
517	98004	11/26/2017 2:19 PM
518	98011	11/26/2017 1:17 PM
519	98112	11/26/2017 1:15 PM
520	98077	11/26/2017 10:07 AM
521	98004	11/25/2017 11:00 PM
522	98004	11/25/2017 10:38 PM
523	98005	11/25/2017 8:58 PM
524	98040	11/25/2017 5:13 PM
525	98006	11/25/2017 4:12 PM
526	98012	11/25/2017 4:01 PM
527	98033	11/25/2017 4:00 PM

Downtown Demonstration Bikeway Project Survey

528	98027	11/25/2017 3:16 PM
529	98028	11/25/2017 1:19 PM
530	98033	11/25/2017 12:33 PM
531	98027	11/25/2017 12:01 PM
532	98034	11/25/2017 11:42 AM
533	98115	11/25/2017 11:30 AM
534	98033	11/25/2017 11:14 AM
535	98008	11/25/2017 10:56 AM
536	98033	11/25/2017 10:56 AM
537	98033	11/25/2017 10:46 AM
538	98008	11/25/2017 10:17 AM
539	98027	11/25/2017 10:17 AM
540	98040	11/25/2017 9:46 AM
541	98052	11/25/2017 9:43 AM
542	98005	11/25/2017 9:13 AM
543	98007	11/25/2017 1:48 AM
544	98372	11/24/2017 11:41 PM
545	98039	11/24/2017 8:03 PM
546	98034	11/24/2017 6:52 PM
547	98004	11/24/2017 6:19 PM
548	98059	11/24/2017 11:57 AM
549	98005	11/24/2017 1:43 AM
550	98006	11/23/2017 5:11 PM
551	98004	11/23/2017 5:01 PM
552	98006	11/23/2017 4:42 PM
553	98004	11/23/2017 3:19 PM
554	98007	11/23/2017 2:44 PM
555	98122	11/23/2017 10:12 AM
556	98039	11/23/2017 4:53 AM
557	98052	11/22/2017 9:54 PM
558	98006	11/22/2017 9:46 PM
559	98258	11/22/2017 6:37 PM
560	98056	11/22/2017 6:35 PM
561	98005	11/22/2017 5:01 PM
562	98004	11/22/2017 4:25 PM
563	98052	11/22/2017 3:59 PM
564	98004	11/22/2017 1:28 PM
565	98007	11/22/2017 1:28 PM
566	98004	11/22/2017 1:19 PM
567	98107	11/22/2017 1:17 PM
568	98004	11/22/2017 12:19 PM

Downtown Demonstration Bikeway Project Survey

569	98004	11/22/2017 12:15 PM
570	98105	11/22/2017 11:47 AM
571	98094	11/22/2017 11:46 AM
572	98004	11/22/2017 11:37 AM
573	98052	11/22/2017 11:00 AM
574	98102	11/22/2017 9:27 AM
575	98052	11/22/2017 7:29 AM
576	98005	11/22/2017 4:32 AM
577	98004	11/22/2017 12:36 AM
578	98006	11/21/2017 10:46 PM
579	98004	11/21/2017 10:11 PM
580	98006	11/21/2017 10:11 PM
581	98006	11/21/2017 10:07 PM
582	98004	11/21/2017 10:03 PM
583	98007	11/21/2017 7:32 PM
584	98008	11/21/2017 6:20 PM
585	98004	11/21/2017 5:39 PM
586	98004	11/21/2017 3:53 PM
587	98008	11/21/2017 3:42 PM
588	98005	11/21/2017 3:29 PM
589	98103	11/21/2017 2:55 PM
590	98004	11/21/2017 2:38 PM
591	98112	11/21/2017 2:37 PM
592	98004	11/21/2017 2:25 PM
593	98034	11/21/2017 1:49 PM
594	98004	11/21/2017 12:53 PM
595	98122	11/21/2017 12:34 PM
596	98006	11/21/2017 12:33 PM
597	98005	11/21/2017 12:29 PM
598	98075	11/21/2017 12:13 PM
599	98004	11/21/2017 11:40 AM
600	98004	11/21/2017 11:35 AM
601	98125	11/21/2017 11:33 AM
602	98004	11/21/2017 11:32 AM
603	98006	11/21/2017 11:31 AM
604	98004	11/21/2017 10:59 AM
605	98004	11/21/2017 10:55 AM
606	98034	11/21/2017 10:54 AM
607	98006	11/21/2017 10:54 AM
608	98116	11/21/2017 10:47 AM
609	98004	11/21/2017 10:38 AM

Downtown Demonstration Bikeway Project Survey

610	98004	11/21/2017 10:25 AM
611	98004	11/21/2017 10:21 AM
612	98053	11/21/2017 10:19 AM
613	98199	11/21/2017 10:17 AM
614	98112	11/21/2017 10:15 AM
615	98004	11/21/2017 10:15 AM
616	98112	11/21/2017 10:04 AM
617	98004	11/21/2017 9:58 AM
618	98004	11/20/2017 11:26 PM
619	98004	11/20/2017 10:32 PM
620	98033	11/20/2017 9:58 PM
621	98004	11/20/2017 9:37 PM
622	98004	11/20/2017 9:07 PM
623	98004	11/20/2017 7:12 PM
624	98004	11/20/2017 5:50 PM
625	98006	11/20/2017 5:16 PM
626	98103	11/20/2017 12:32 PM
627	98004	11/20/2017 12:12 PM
628	98007	11/20/2017 10:52 AM
629	98004	11/20/2017 10:52 AM
630	98117	11/20/2017 9:33 AM
631	98011	11/20/2017 9:30 AM
632	98109	11/20/2017 9:29 AM
633	98070	11/20/2017 7:30 AM
634	98004	11/19/2017 8:17 PM
635	98144	11/19/2017 7:27 PM
636	98125	11/19/2017 7:10 PM
637	98034	11/19/2017 6:20 PM
638	98008	11/19/2017 2:19 PM
639	98006	11/19/2017 11:34 AM
640	98004	11/19/2017 9:44 AM
641	98006	11/18/2017 11:52 PM
642	98034	11/18/2017 11:36 PM
643	98034	11/18/2017 11:35 PM
644	98122	11/18/2017 10:46 PM
645	98004	11/18/2017 10:21 PM
646	98004	11/18/2017 9:38 PM
647	98004	11/18/2017 9:10 PM
648	98004	11/18/2017 7:17 PM
649	98004	11/18/2017 6:35 PM
650	98107	11/18/2017 6:17 PM

Downtown Demonstration Bikeway Project Survey

651	98004	11/18/2017 5:44 PM
652	98006	11/18/2017 2:09 PM
653	98004	11/18/2017 2:07 PM
654	98004	11/18/2017 1:29 PM
655	98052	11/18/2017 1:03 PM
656	98004	11/18/2017 12:58 PM
657	98004	11/18/2017 10:11 AM
658	98004	11/18/2017 10:01 AM
659	98052	11/18/2017 9:55 AM
660	98004	11/18/2017 9:47 AM
661	98004	11/18/2017 8:56 AM
662	98004	11/18/2017 7:12 AM
663	98004	11/18/2017 12:49 AM
664	98004	11/17/2017 11:41 PM
665	98004	11/17/2017 11:14 PM
666	98004	11/17/2017 10:52 PM
667	98004	11/17/2017 10:38 PM
668	98034	11/17/2017 10:09 PM
669	98004	11/17/2017 8:02 PM
670	98004	11/17/2017 7:53 PM
671	98004	11/17/2017 7:41 PM
672	98004	11/17/2017 7:06 PM
673	98122	11/17/2017 6:36 PM
674	98004	11/17/2017 6:28 PM
675	98005	11/17/2017 6:15 PM
676	98075	11/17/2017 5:25 PM
677	98053	11/17/2017 4:55 PM
678	98004	11/17/2017 4:36 PM
679	98004	11/17/2017 4:24 PM
680	98296	11/17/2017 4:13 PM
681	98004	11/17/2017 3:59 PM
682	98004	11/17/2017 3:47 PM
683	98052	11/17/2017 3:32 PM
684	98004	11/17/2017 3:29 PM
685	98004	11/17/2017 3:08 PM
686	98012	11/17/2017 3:01 PM
687	98012	11/17/2017 2:49 PM
688	98052	11/17/2017 2:48 PM
689	98004	11/17/2017 2:32 PM
690	98006	11/17/2017 2:32 PM
691	98008	11/17/2017 2:21 PM

Downtown Demonstration Bikeway Project Survey

692	98033	11/17/2017 2:21 PM
693	98052	11/17/2017 2:13 PM
694	98004	11/17/2017 2:06 PM
695	98102	11/17/2017 2:03 PM
696	98103	11/17/2017 2:01 PM
697	98005	11/17/2017 1:48 PM
698	98053	11/17/2017 1:42 PM
699	98004	11/17/2017 1:36 PM
700	98119	11/17/2017 1:35 PM
701	98112	11/17/2017 1:33 PM
702	98020	11/17/2017 1:32 PM
703	98008	11/17/2017 1:24 PM
704	98008	11/17/2017 1:23 PM
705	98033	11/17/2017 1:12 PM
706	98004	11/17/2017 1:01 PM
707	98107	11/17/2017 12:38 PM
708	98004	11/17/2017 12:30 PM
709	98038	11/17/2017 12:07 PM
710	98034	11/17/2017 12:00 PM
711	98034	11/17/2017 11:48 AM
712	98077	11/17/2017 11:48 AM
713	98052	11/17/2017 11:48 AM
714	98122	11/17/2017 11:44 AM
715	98004	11/17/2017 11:44 AM
716	98052	11/17/2017 11:39 AM
717	98033	11/17/2017 11:37 AM
718	98144	11/17/2017 11:33 AM
719	98034	11/17/2017 11:33 AM
720	98065	11/17/2017 10:59 AM
721	98005	11/17/2017 10:47 AM
722	98105	11/17/2017 10:38 AM
723	98033	11/17/2017 10:31 AM
724	98034	11/17/2017 10:28 AM
725	98052	11/17/2017 10:14 AM
726	98115	11/17/2017 10:11 AM
727	98199	11/17/2017 10:11 AM
728	98021	11/17/2017 9:53 AM
729	98004	11/17/2017 9:42 AM
730	98006	11/17/2017 9:31 AM
731	98004	11/17/2017 9:27 AM
732	98006	11/17/2017 9:20 AM

Downtown Demonstration Bikeway Project Survey

733	98005	11/17/2017 9:05 AM
734	98004	11/17/2017 9:00 AM
735	98008	11/17/2017 8:58 AM
736	98008	11/17/2017 8:56 AM
737	98004	11/17/2017 8:53 AM
738	98034	11/17/2017 8:38 AM
739	98008	11/17/2017 8:37 AM
740	98006	11/17/2017 8:34 AM
741	98004	11/17/2017 8:32 AM
742	99004	11/17/2017 8:31 AM
743	98008	11/17/2017 8:06 AM
744	98004	11/17/2017 8:04 AM
745	98004	11/17/2017 7:56 AM
746	98004	11/17/2017 7:43 AM
747	98005	11/17/2017 7:25 AM
748	98004	11/17/2017 6:29 AM
749	98004	11/17/2017 5:43 AM
750	98006	11/17/2017 2:21 AM
751	98006	11/17/2017 2:17 AM
752	98004	11/17/2017 12:18 AM
753	98004	11/17/2017 12:13 AM
754	98008	11/17/2017 12:03 AM
755	98052	11/16/2017 11:19 PM
756	98005	11/16/2017 11:13 PM
757	98004	11/16/2017 10:49 PM
758	98004	11/16/2017 10:41 PM
759	98007	11/16/2017 10:35 PM
760	98117	11/16/2017 10:14 PM
761	98008	11/16/2017 10:06 PM
762	98258	11/16/2017 9:39 PM
763	98005	11/16/2017 9:29 PM
764	98006	11/16/2017 9:27 PM
765	98006	11/16/2017 9:25 PM
766	98004	11/16/2017 9:20 PM
767	98110	11/16/2017 9:17 PM
768	98004	11/16/2017 9:10 PM
769	98004	11/16/2017 9:05 PM
770	98004	11/16/2017 9:02 PM
771	98074	11/16/2017 9:01 PM
772	98004	11/16/2017 8:51 PM
773	98004	11/16/2017 8:50 PM

Downtown Demonstration Bikeway Project Survey

774	98115	11/16/2017 7:33 PM
775	98004	11/16/2017 7:32 PM
776	98006	11/16/2017 7:31 PM
777	98011	11/16/2017 6:57 PM
778	98006	11/16/2017 6:52 PM
779	98004	11/16/2017 6:40 PM
780	98006	11/16/2017 6:38 PM
781	98072	11/16/2017 6:38 PM
782	98006	11/16/2017 6:33 PM
783	98004	11/16/2017 6:20 PM
784	98005	11/16/2017 5:33 PM
785	98033	11/16/2017 5:26 PM
786	98056	11/16/2017 5:02 PM
787	98006	11/16/2017 5:00 PM
788	98006	11/16/2017 4:59 PM
789	98004	11/16/2017 4:58 PM
790	98108	11/16/2017 4:51 PM
791	98034	11/16/2017 4:45 PM
792	98033	11/16/2017 4:44 PM
793	98005	11/16/2017 3:57 PM
794	98004	11/16/2017 2:37 PM
795	98103	11/16/2017 2:24 PM
796	98199	11/16/2017 2:10 PM
797	98004	11/16/2017 12:48 PM
798	98144	11/16/2017 11:12 AM
799	98027	11/16/2017 11:06 AM
800	98116	11/16/2017 11:03 AM
801	98006	11/16/2017 10:31 AM
802	98005	11/16/2017 10:13 AM
803	98004	11/16/2017 10:04 AM
804	98007	11/16/2017 9:58 AM
805	98116	11/16/2017 9:53 AM
806	98102	11/16/2017 9:53 AM
807	98116	11/16/2017 9:05 AM
808	98006	11/16/2017 8:47 AM
809	98006	11/16/2017 8:46 AM
810	98199	11/16/2017 8:30 AM
811	98006	11/16/2017 7:45 AM
812	98004	11/16/2017 6:41 AM
813	98004	11/16/2017 3:04 AM
814	98005	11/16/2017 1:19 AM

Downtown Demonstration Bikeway Project Survey

815	98008	11/16/2017 1:16 AM
816	98112	11/16/2017 12:40 AM
817	98004	11/15/2017 11:13 PM
818	98005	11/15/2017 11:06 PM
819	98034	11/15/2017 10:52 PM
820	98040	11/15/2017 10:46 PM
821	98004	11/15/2017 10:13 PM
822	98011	11/15/2017 9:47 PM
823	98011	11/15/2017 9:43 PM
824	98006	11/15/2017 9:21 PM
825	98052	11/15/2017 9:18 PM
826	98146	11/15/2017 8:55 PM
827	98007	11/15/2017 8:52 PM
828	98004	11/15/2017 8:08 PM
829	98275	11/15/2017 7:36 PM
830	98008	11/15/2017 7:30 PM
831	98007	11/15/2017 6:58 PM
832	98004	11/15/2017 6:54 PM
833	98004	11/15/2017 6:21 PM
834	98005	11/15/2017 6:08 PM
835	98004	11/15/2017 5:46 PM
836	98004	11/15/2017 5:45 PM
837	98006	11/15/2017 5:39 PM
838	98108	11/15/2017 5:38 PM
839	98004	11/15/2017 5:14 PM
840	98115	11/15/2017 5:09 PM
841	98115	11/15/2017 5:05 PM
842	98004	11/15/2017 4:59 PM
843	98112	11/15/2017 4:51 PM
844	98011	11/15/2017 4:37 PM
845	98005	11/15/2017 4:36 PM
846	98040	11/15/2017 4:34 PM
847	98004	11/15/2017 4:34 PM
848	98004	11/15/2017 4:31 PM
849	98053	11/15/2017 4:30 PM
850	98072	11/15/2017 4:30 PM
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Downtown Demonstration Bikeway Project Survey

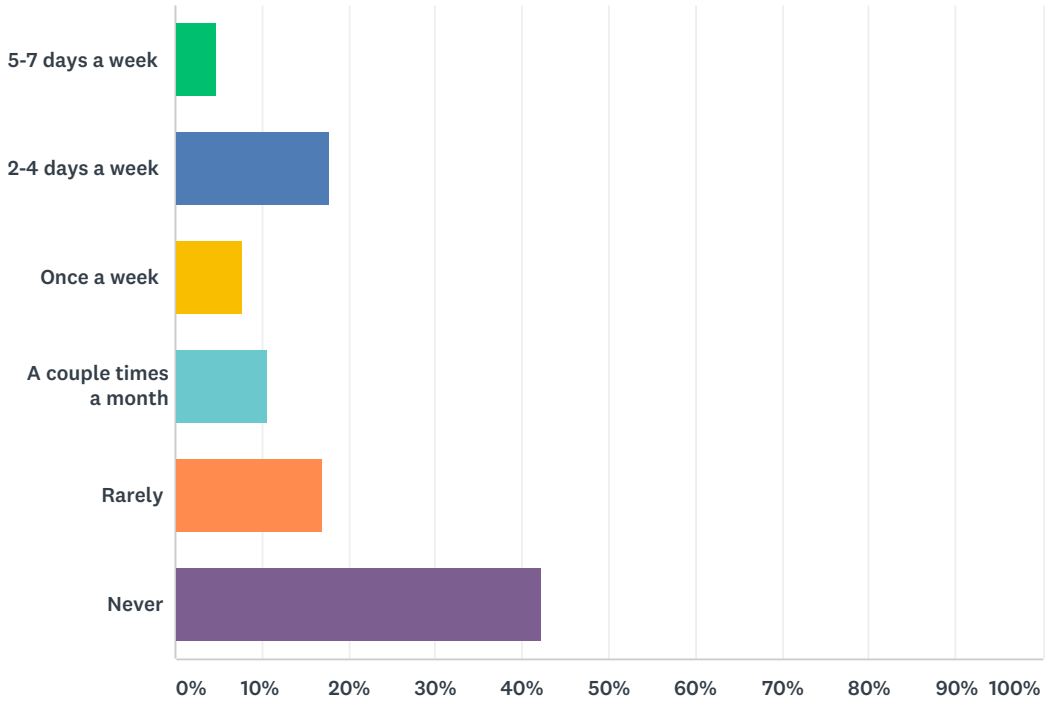
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891	98005	11/15/2017 12:22 PM
892	98006	11/15/2017 12:18 PM
893	98008	11/15/2017 12:18 PM
894	98004	11/15/2017 12:17 PM
895	98004	11/15/2017 12:17 PM
896	98208	11/15/2017 12:08 PM

Downtown Demonstration Bikeway Project Survey

897	98033	11/15/2017 12:05 PM
898	98112	11/15/2017 12:05 PM
899	98059	11/15/2017 12:02 PM
900	98006	11/15/2017 11:58 AM
901	98008	11/15/2017 11:55 AM
902	98004	11/15/2017 11:34 AM
903	98004	11/15/2017 11:31 AM
904	98059	11/15/2017 11:30 AM
905	98004	11/15/2017 11:27 AM
906	98004	11/15/2017 11:26 AM
907	98004	11/15/2017 11:22 AM
908	98004	11/15/2017 11:21 AM
909	98024	11/15/2017 11:17 AM
910	98004	11/15/2017 11:15 AM
911	98007	11/15/2017 11:10 AM
912	98004	11/15/2017 11:05 AM
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914	98052	11/15/2017 10:50 AM
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918	98005	11/15/2017 10:32 AM
919	98034	11/15/2017 10:22 AM
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925	98005	11/14/2017 8:45 PM
926	98004	11/14/2017 8:16 PM
927	98004	11/14/2017 7:56 PM
928	98027	11/14/2017 7:46 PM
929	98033	11/14/2017 7:19 PM
930	98004	11/14/2017 7:05 PM
931	98004	11/14/2017 6:32 PM
932	98122	11/14/2017 5:17 PM
933	98087	11/14/2017 4:47 PM
934	98008	11/14/2017 1:16 PM
935	98004	11/13/2017 10:54 PM
936	98004	11/13/2017 8:34 PM

Q1 From May through September, how often do you ride a bike in Downtown Bellevue on average?

Answered: 1,250 Skipped: 2



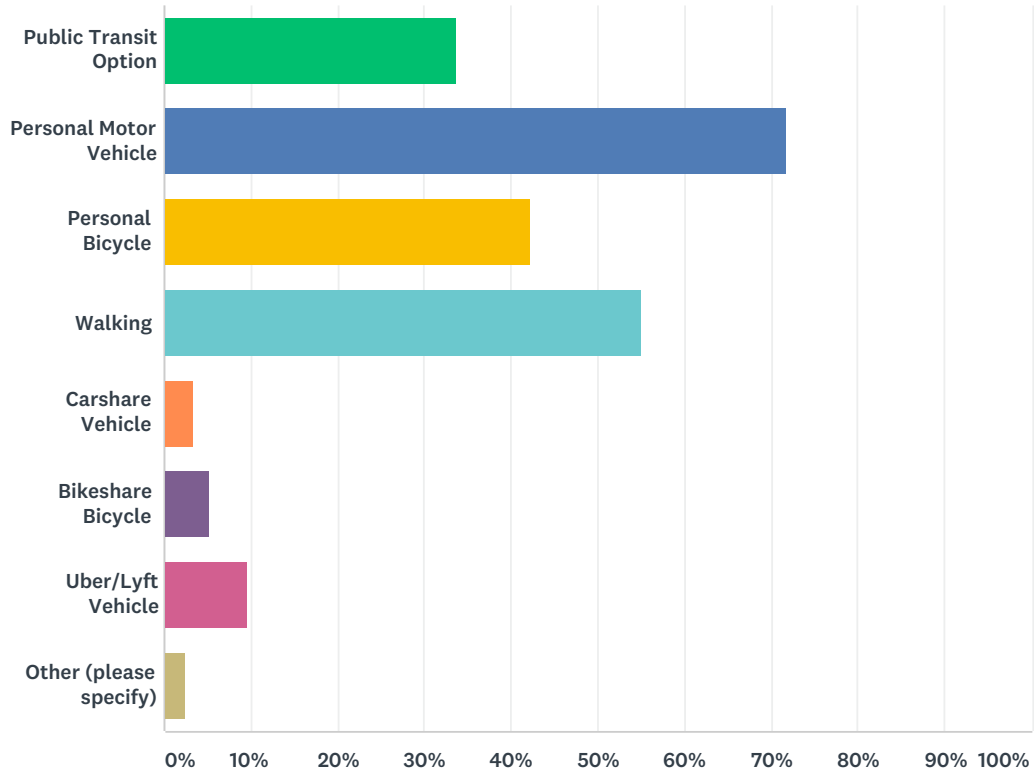
ANSWER CHOICES	RESPONSES	
5-7 days a week	4.88%	61
2-4 days a week	17.68%	221
Once a week	7.68%	96
A couple times a month	10.64%	133
Rarely	16.88%	211
Never	42.24%	528
TOTAL		1,250

After Survey
Online Questionnaire

“108th Avenue Demonstration Bikeway Evaluation Questionnaire”
September 1, 2018–November 1, 2018

Q1 In Bellevue how do you typically travel from place to place? (Select all that apply)

Answered: 1,230 Skipped: 2



ANSWER CHOICES	RESPONSES	
Public Transit Option	33.74%	415
Personal Motor Vehicle	71.71%	882
Personal Bicycle	42.28%	520
Walking	55.12%	678
Carshare Vehicle	3.33%	41
Bikeshare Bicycle	5.20%	64
Uber/Lyft Vehicle	9.67%	119
Other (please specify)	2.60%	32
Total Respondents: 1,230		

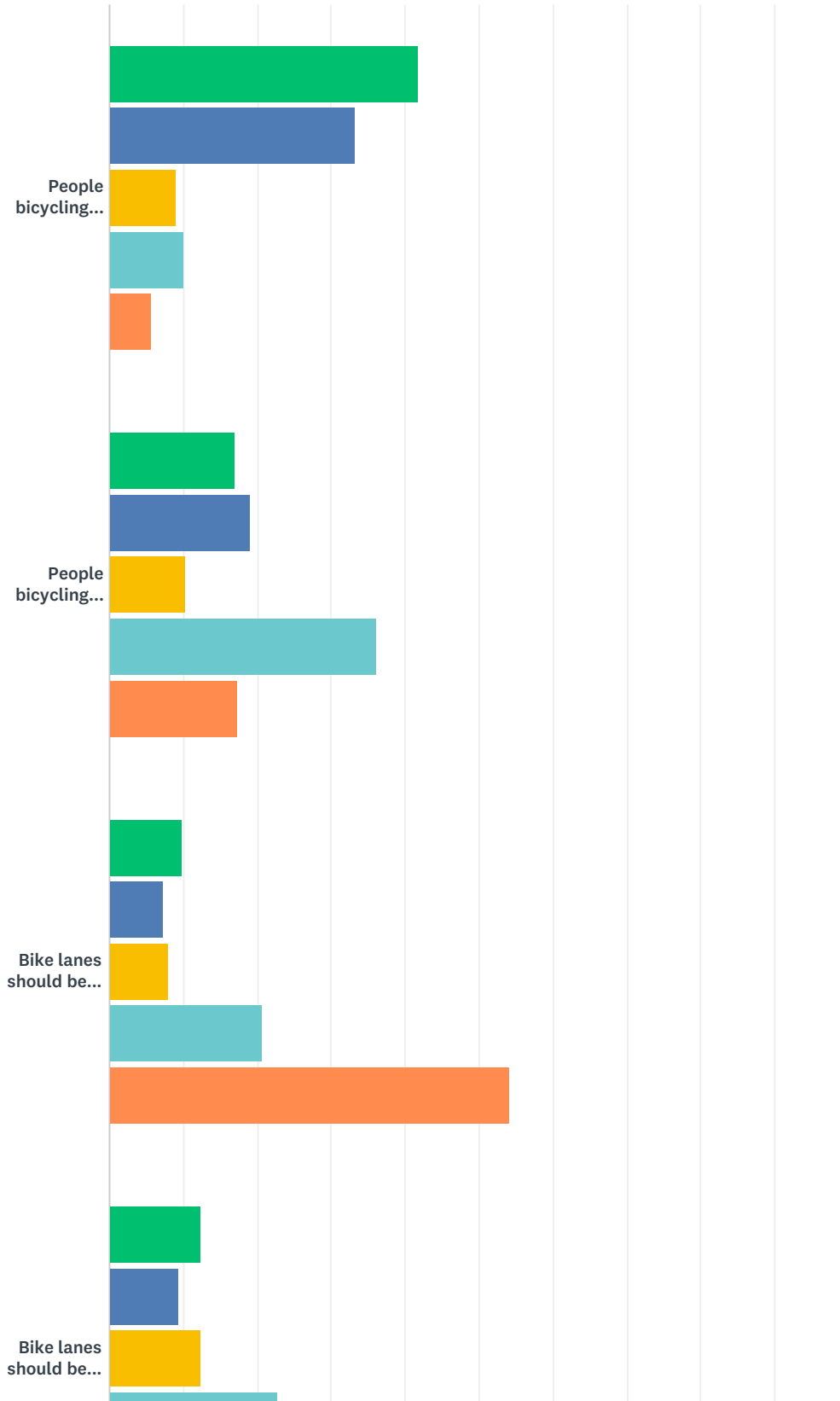
#	OTHER (PLEASE SPECIFY)	DATE
1	shuttle	10/23/2018 1:26 PM
2	Personal bike or work car	10/23/2018 10:04 AM
3	Vanpool	10/23/2018 8:09 AM
4	Motorcycle	10/18/2018 8:10 AM

108th Avenue Demonstration Bikeway Evaluation Questionnaire

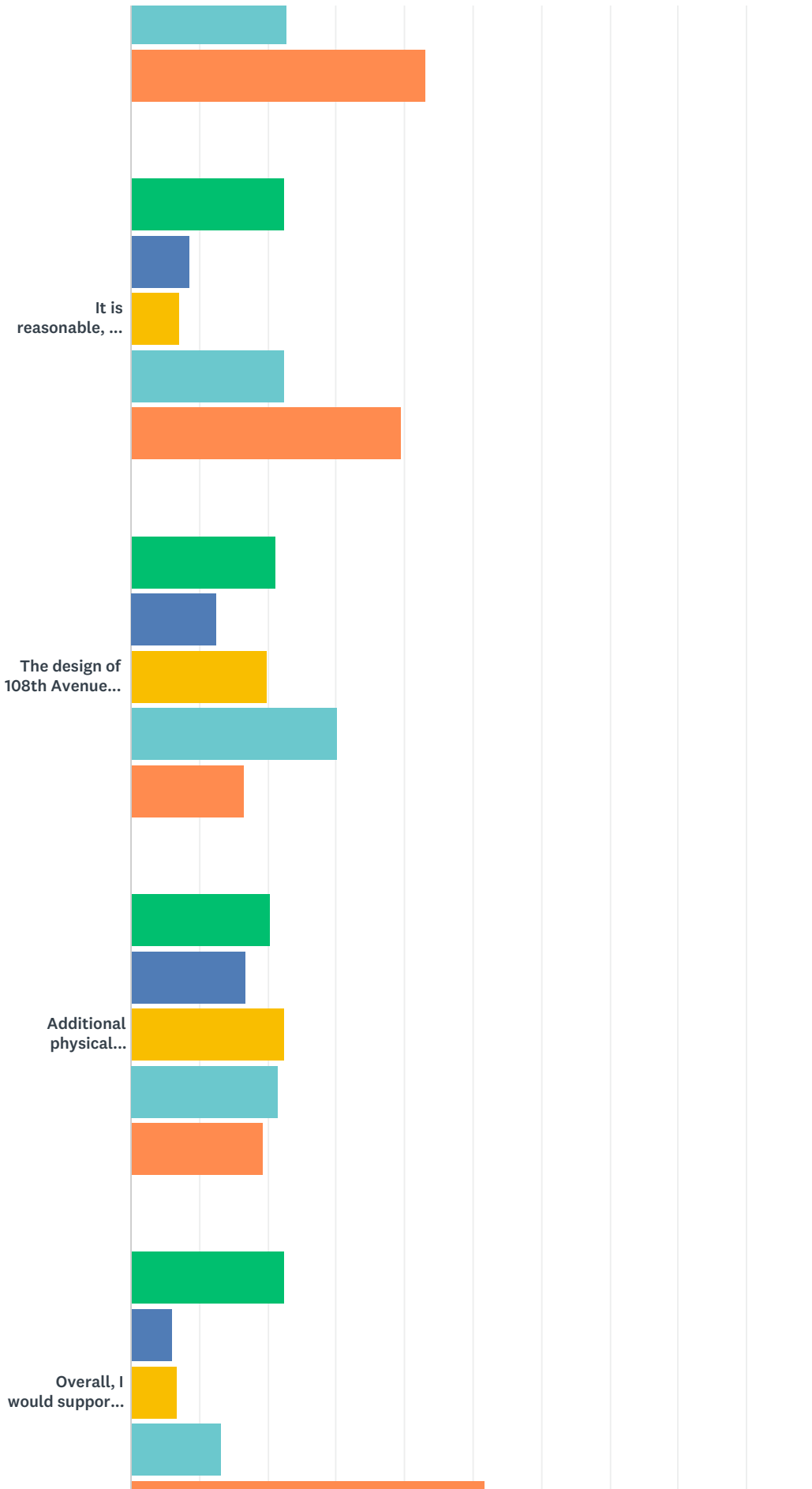
5	Parks and Recreation on Netflix	10/5/2018 11:06 AM
6	Run Commuting	10/5/2018 7:01 AM
7	I do bike to work multiple times a week also	10/5/2018 1:46 AM
8	The transit, car share, and TNC options are largely for traveling between Bellevue and other cities. I love the accessibility of all these options in downtown!	10/3/2018 6:05 AM
9	Veno 125 Scooter	10/2/2018 6:21 PM
10	drive my own vehicle	10/2/2018 6:03 PM
11	Vanpool	10/2/2018 2:23 PM
12	Motorcycle	10/2/2018 11:23 AM
13	work from home	10/2/2018 4:54 AM
14	Work bicycle	10/1/2018 7:16 PM
15	Carpool	10/1/2018 6:36 AM
16	No more bike lanes!	9/28/2018 1:43 PM
17	Electric skateboard	9/26/2018 8:48 PM
18	Van Pool	9/26/2018 8:37 AM
19	OneWheel	9/25/2018 10:35 AM
20	Running	9/24/2018 6:47 PM
21	electric scooter {sit down}	9/24/2018 6:40 PM
22	Electric skateboard on sidewalk	9/23/2018 6:44 PM
23	work vehicle	9/23/2018 3:30 PM
24	stay home all this traffic has made living in Bellevue awful	9/21/2018 7:52 PM
25	Friend drives me	9/21/2018 7:38 PM
26	car	9/21/2018 5:18 PM
27	corporate shuttle	9/21/2018 5:11 PM
28	Microsoft shuttle	9/21/2018 3:18 PM
29	get off this "bike" priority kick!	9/21/2018 2:09 PM
30	I'd rather bicycle but bicycling in Bellevue is much too dangerous	9/21/2018 1:10 PM
31	I live here and drive a car through the mess you've created.	9/21/2018 6:42 AM
32	Vanpool	9/20/2018 6:57 PM

Q2 Please indicate whether you agree or disagree with the following statements:

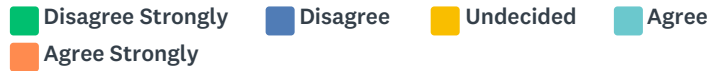
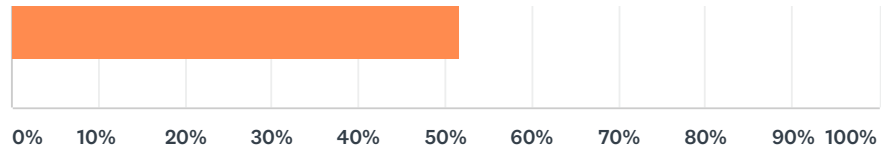
Answered: 1,226 Skipped: 6



108th Avenue Demonstration Bikeway Evaluation Questionnaire



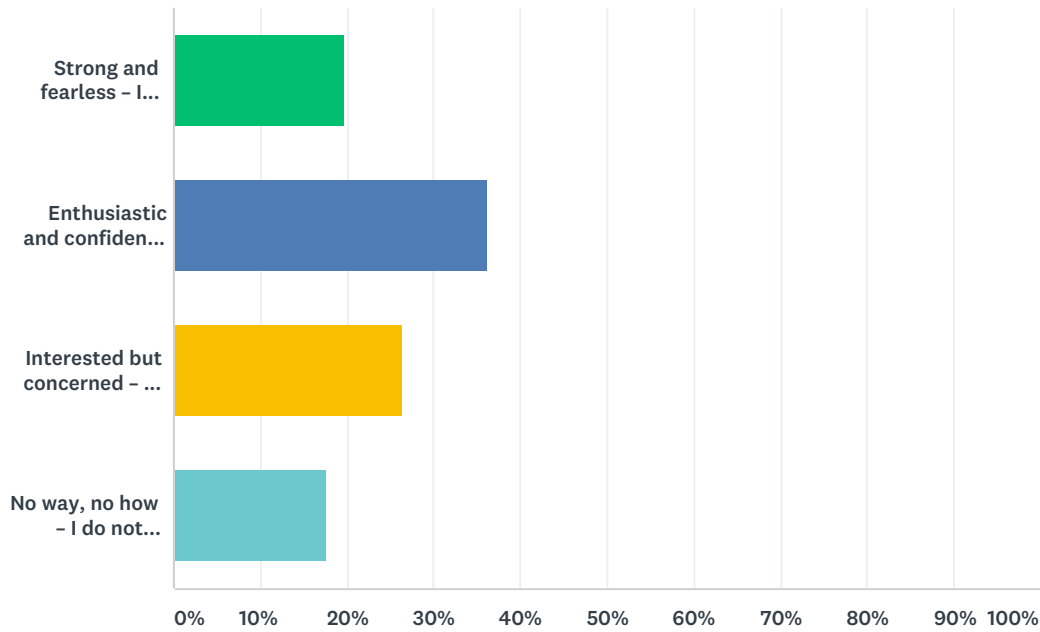
108th Avenue Demonstration Bikeway Evaluation Questionnaire



	DISAGREE STRONGLY	DISAGREE	UNDECIDED	AGREE	AGREE STRONGLY	TOTAL
People bicycling should usually ride on sidewalks sharing space with people walking	41.91% 513	33.33% 408	9.07% 111	9.97% 122	5.72% 70	1,224
People bicycling should usually ride in the road sharing space with motor vehicles	16.91% 206	19.13% 233	10.26% 125	36.29% 442	17.41% 212	1,218
Bike lanes should be available to make roads safer for people bicycling	9.75% 119	7.37% 90	7.86% 96	20.80% 254	54.22% 662	1,221
Bike lanes should be separated from motor vehicles (with curbs and posts and/or planter boxes) to make bicycling safer and more comfortable for more people	12.36% 151	9.41% 115	12.44% 152	22.75% 278	43.04% 526	1,222
It is reasonable, in some situations, to repurpose on-street parking and/or a travel lane/turn lane to provide bike lanes	22.39% 274	8.50% 104	7.19% 88	22.39% 274	39.54% 484	1,224
The design of 108th Avenue strikes the right balance to address the needs of all street users	21.20% 258	12.49% 152	19.80% 241	30.07% 366	16.43% 200	1,217
Additional physical separation is warranted on 108th Avenue to enhance the bicycle riding experience	20.23% 246	16.69% 203	22.29% 271	21.46% 261	19.33% 235	1,216
Overall, I would support building more bicycle lanes at other locations in Downtown Bellevue	22.32% 273	6.05% 74	6.70% 82	13.16% 161	51.76% 633	1,223

Q3 Which of the following do you feel best describes your relationship to bicycling?

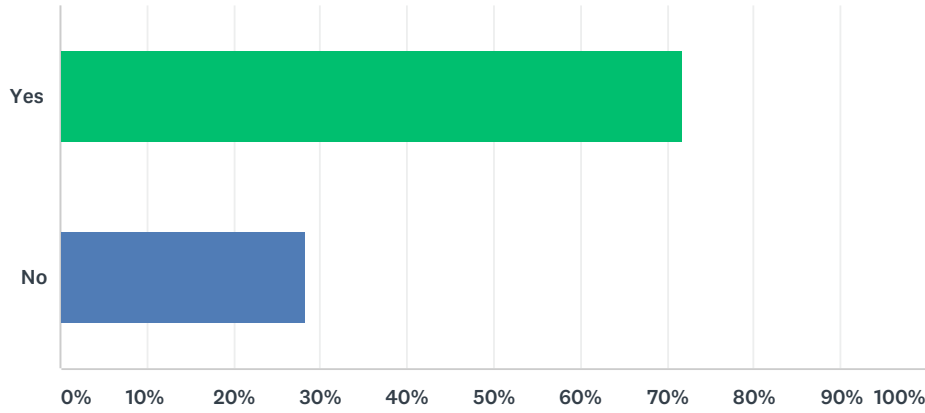
Answered: 1,211 Skipped: 21



ANSWER CHOICES	RESPONSES
Strong and fearless – I am an experienced cyclist and will ride just about anywhere	19.74% 239
Enthusiastic and confident – I enjoy bicycling and will sometimes ride in lanes shared with auto traffic, but I prefer bike lanes or off-street paths	36.25% 439
Interested but concerned – I do not feel safe mixing with auto traffic and only ride in separated bike lanes or on off-street paths	26.42% 320
No way, no how – I do not bicycle and have no interest in bicycling	17.59% 213
TOTAL	1,211

Q4 Have you driven a motor vehicle on 108th Avenue since the completion of the Bikeway Demonstration Project?

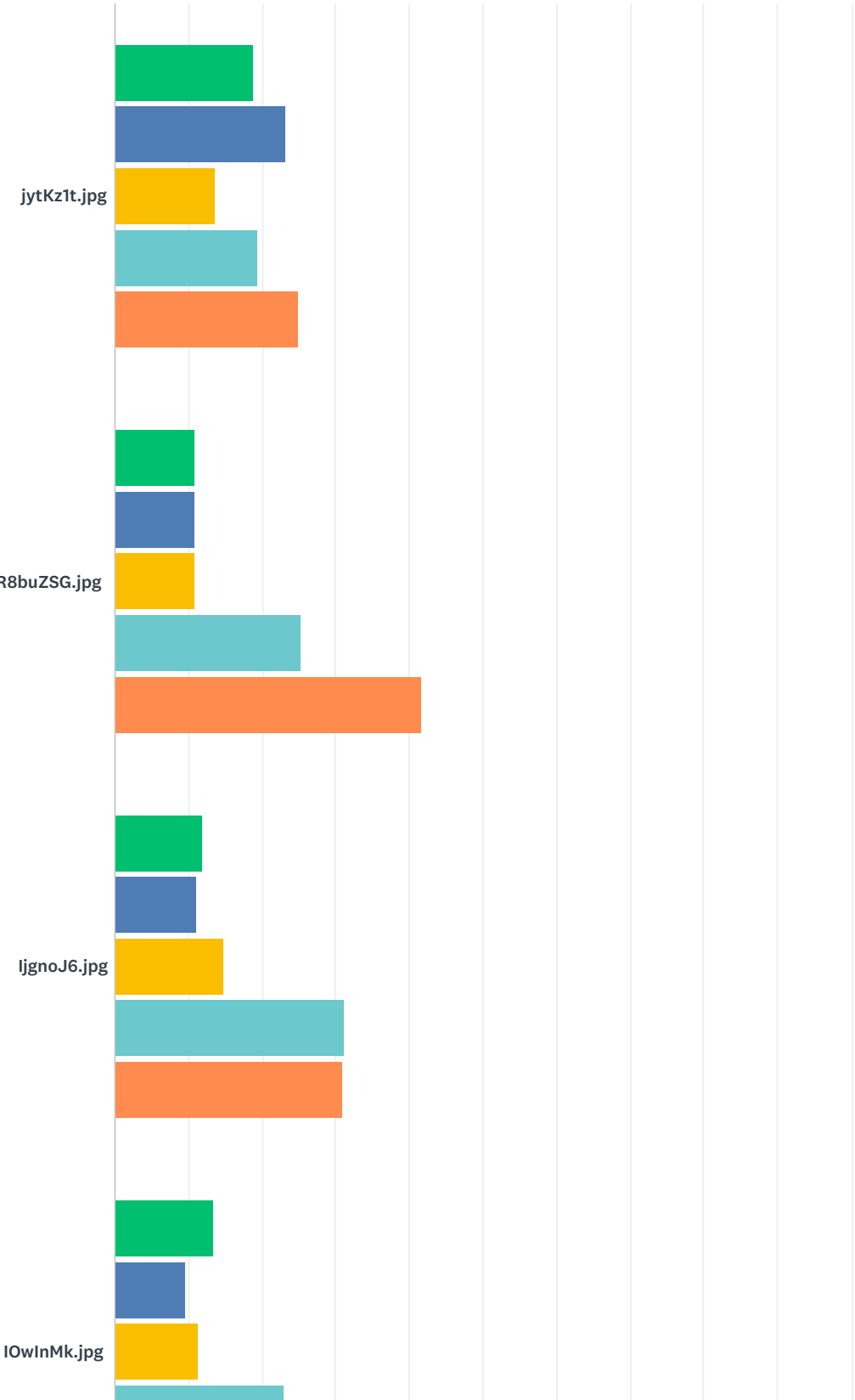
Answered: 1,220 Skipped: 12



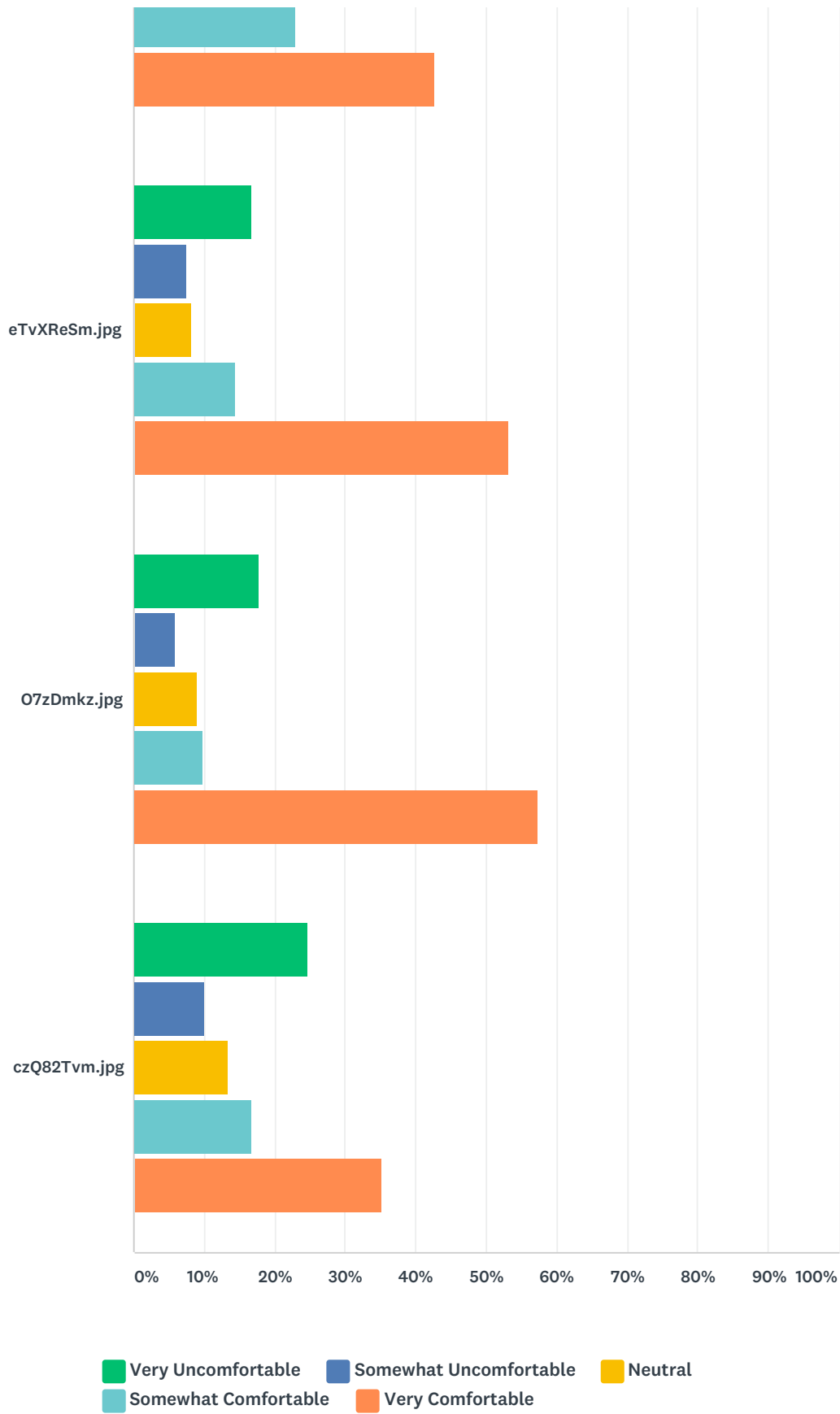
ANSWER CHOICES	RESPONSES	
Yes	71.72%	875
No	28.28%	345
TOTAL		1,220

Q5 What is your comfort level when driving a motor vehicle next to these bike lane accommodations on 108th Avenue?

Answered: 776 Skipped: 456





108th Avenue Demonstration Bikeway Evaluation Questionnaire



■ Very Uncomfortable
 ■ Somewhat Uncomfortable
 ■ Neutral
■ Somewhat Comfortable
 ■ Very Comfortable

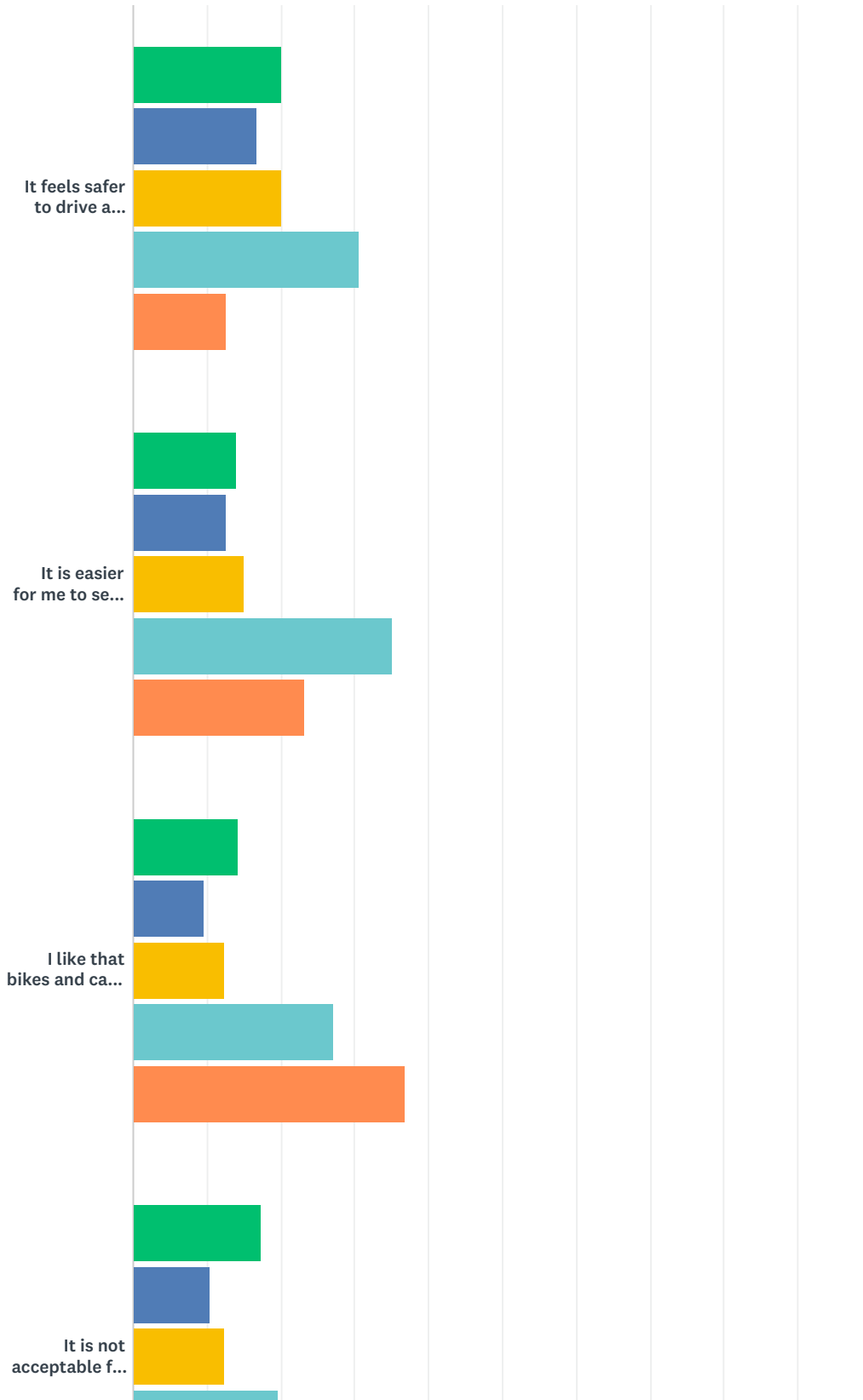
VERY UNCOMFORTABLE	SOMEWHAT UNCOMFORTABLE	NEUTRAL	SOMEWHAT COMFORTABLE	VERY COMFORTABLE	TOTAL
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108th Avenue Demonstration Bikeway Evaluation Questionnaire

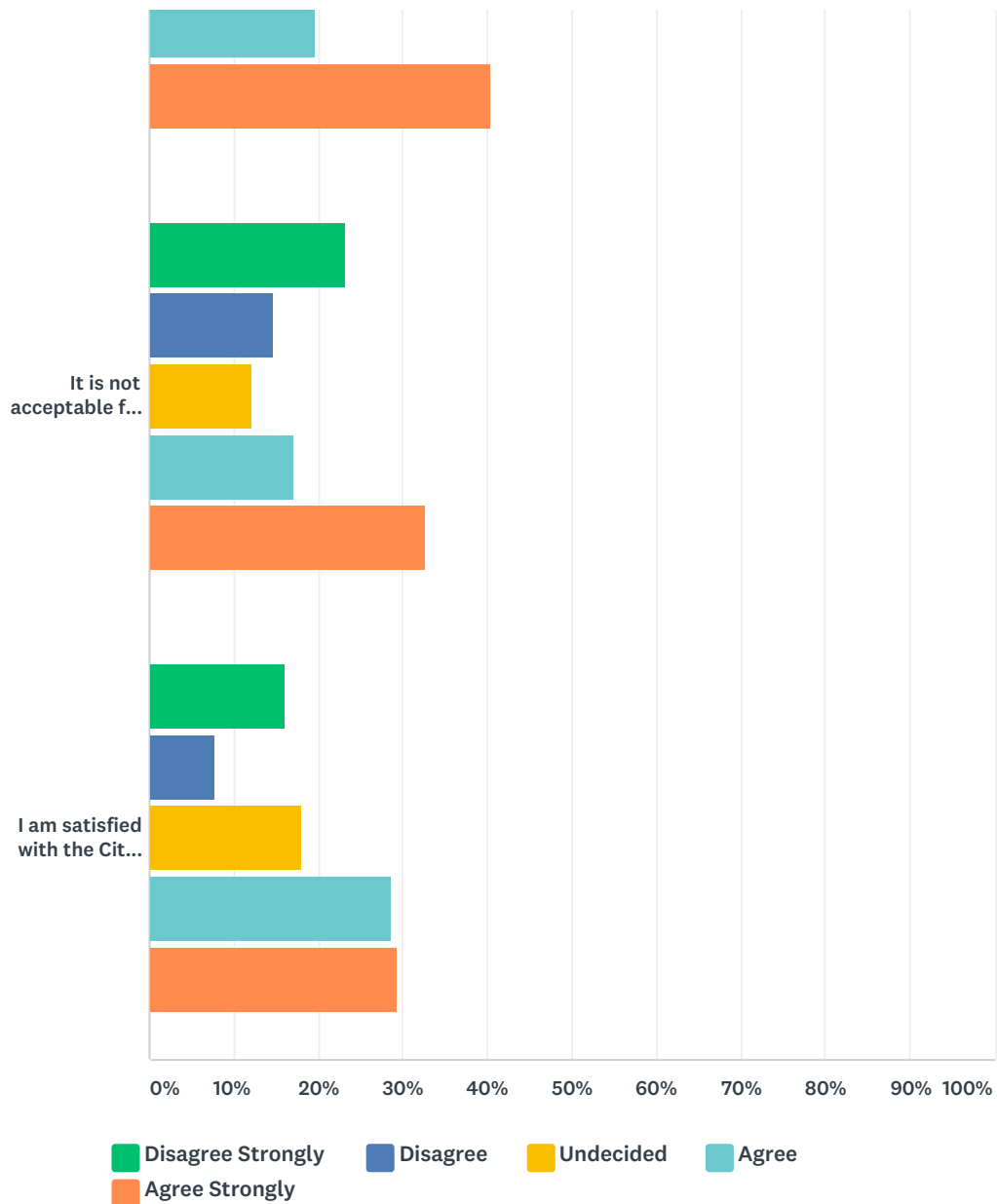
	18.86% 146	23.26% 180	13.70% 106	19.38% 150	24.81% 192	774
	10.98% 84	10.98% 84	10.98% 84	25.36% 194	41.70% 319	765
	11.83% 91	11.18% 86	14.95% 115	31.08% 239	30.95% 238	769
	13.46% 102	9.63% 73	11.35% 86	22.96% 174	42.61% 323	758
	16.75% 127	7.52% 57	8.18% 62	14.51% 110	53.03% 402	758
	17.83% 135	5.94% 45	8.98% 68	9.91% 75	57.33% 434	757
	24.68% 190	10.00% 77	13.38% 103	16.75% 129	35.19% 271	770

Q6 As a person who drives a motor vehicle on 108th Avenue, do you agree or disagree with the following statements?

Answered: 814 Skipped: 418



108th Avenue Demonstration Bikeway Evaluation Questionnaire



	DISAGREE STRONGLY	DISAGREE	UNDECIDED	AGREE	AGREE STRONGLY	TOTAL
It feels safer to drive a motor vehicle on 108th Avenue	20.12% 163	16.67% 135	20.12% 163	30.49% 247	12.59% 102	810
It is easier for me to see people riding bicycles in the new bike lane on 108th Avenue	14.02% 114	12.55% 102	15.13% 123	35.06% 285	23.25% 189	813
I like that bikes and cars are more separated with the bike lanes on 108th Avenue	14.23% 115	9.53% 77	12.25% 99	27.10% 219	36.88% 298	808
It is not acceptable for a motor vehicle to use the bike lane as temporary drop-off and pick-up zones	17.26% 140	10.36% 84	12.33% 100	19.73% 160	40.32% 327	811
It is not acceptable for a motor vehicle to wait in the bike lane to complete a right turn at an intersection on a red light	23.24% 188	14.71% 119	12.24% 99	17.18% 139	32.63% 264	809
I am satisfied with the City's efforts to solicit input from the community on the 108th Avenue project	16.17% 131	7.78% 63	18.02% 146	28.64% 232	29.38% 238	810

108th Avenue Demonstration Bikeway Evaluation Questionnaire

Q7 If you have additional information to share about your motor vehicle driving experience on 108th Avenue, please specify in this section.

Answered: 411 Skipped: 821

#	RESPONSES	DATE
1	We also like the new marked bike lanes on 108th North of 12th. It has had the added benefit of causing drivers to slow down a little.	11/1/2018 4:08 PM
2	I live downtown and seldom see anyone using the bike lanes. However, I have seen bicyclists ride on the sidewalk - is that legal with a bike lane? Bike riders on sidewalks seldom let pedestrians know when they come up from behind and pass pedestrians (dangerous). When are we going to pay as much attention to pedestrian safety in Bellevue?	11/1/2018 2:18 PM
3	As a result of the new segregated bike lanes along 108th, which has been my main road choice in and out of Bellevue for years, I now avoid it. When heading south in the morning, the reduction to one lane, which requires drivers turning right to wait in the lane after the light turns green, waiting for pedestrians to cross, has resulted in cars now having to wait sometimes several green lights to proceed. Additionally, the "boxes" and curbs are hard to see, and I worry about hitting them with my car because they take up too much of the lane. I worry, when waiting to turn right on 2nd, that a bike will rush up beside me, I won't see it, and I might hit them. Of course it would be my fault, even though it would be an accident. I have noticed bikers being more aggressive now that they have their designated lanes, but that doesn't prevent them from also weaving in and out of the car lanes if it is more efficient for them. The other concern is that I have noticed probably half of the bikers i see either don't wear helmets, don't have blinking lights, don't wear light clothing, or any combination thereof, again making it more difficult for cars to see them. As a result of the new bike segregation, I no longer travel down 108th. I head south on 106th during my morning commute, and leave by taking 2nd down to 112th. I am more than happy and willing to share the road with responsible bikers. My concern is that segregating these bike lanes emboldens the bikers to be less cautious, and creates more hazards for drivers and pedestrians.	11/1/2018 10:00 AM
4	The traffic circles to slow traffic are even more dangerous now since the bike lanes share the space. It is wrong to imply bike/car separation, then force a merge at random points. This is an accident waiting to happen. Please remove them!!! Use other speed deterrent.	11/1/2018 8:15 AM
5	I am a resident of the Surrey Downs neighborhood. We moved here over 20 years ago, in part, because of the neighborhood's proximity to downtown Bellevue. While we love being here, and we understand that we will always be challenged by living so close to downtown, we have had to deal with MANY changes as a result, most recently and still in progress, the Sound Transit light rail construction. We have lost two of the entrances/exits to our neighborhood and feel quite constricted in our comings and goings. While I am most definitely a fan of much of the improvements along 108th so as to more safely accommodate cyclists, I believe the changes made to our intersection at 108th and Main are wrongheaded. First, we have been dealt the "bike box" and a new traffic stoppage line, a substantive distance back from the crosswalk and previous stoppage line. I understood that and have been following suit (though, I might add, I see people every day who do not stop behind the bike box). However, your traffic planners have now added a sign that restricts us from making a right turn on a red when traveling from 108th northbound. Add in the extra traffic during school drop off and exit times that ensues from BHS, and we now are dealing with incredible traffic back ups! I try to avoid having to leave our neighborhood between 8 and 8:45 in the morning, but sometimes that is not possible. It is VERY frustrating! And, I might add, it's not like I see tons of cyclists! Preventing motorists from making a right on the red is asinine and only adds to the back ups. Please, please reassess this situation and your decisions.	11/1/2018 8:01 AM
6	The bike box and lane situation on Main and 108th does not work. No more right turns but the space is so big and not protected for bikes that cars are making their own right turn lane anyway. So some cars obey the rule and wait in line behind those going straight and others dont and pull into the bike lane to make a right since there is a large amount of space to do so. If you want people to obey the rule of one lane and no right on red, it needs some physical barrier. Otherwise go back to allowing it since so many are doing it.	11/1/2018 5:13 AM
7	Our streets are so. Crowded I believe no bikes permitted to be amongst the downtown proper	10/31/2018 8:58 PM

108th Avenue Demonstration Bikeway Evaluation Questionnaire

8	<p>Your missing a a key issue. Bikes don't move that many people. I will bet that the number of commuter miles provided by bikes is statistically insignificant, yet in some in places in Seattle they take up 33% of the road-bed. Do you have any data on this? Is it even 1% of commuter miles?</p> <p>The worst (or best) example of a politically created bike lane is on 125th Ne in Seattle. It runs east and west between Lake City Way up to Highway 99. Its about a 3 mile moderately steep grade. No one is ever on it. They put a bike lane on the other side of the street as well.This eliminated parking and car lanes on both sides of the street. Even my hard core bike friends think this was over reach. It was pushed at the time by that famous tax generating entity - the Cascade Bicycle Club. I used to ride a lot recreation-ally but not for commuting.I cant ride any more due to moderate balance issues.So, do bike lanes discriminate against older people? (I am trying to work on a victim angle here) What I do find disturbing are riders who want to be viewed as cars sometimes, pedestrians sometimes and cyclist at other times-they scare me. Most of the people I see doing this are relatively young, perhaps because they eliminate themselves. I wold like to see traffic laws enforced on bike riders whenn on the road. The right turn issue is a major problem-it can really mess up traffic during the evening commute. My last comment - If cyclist to actually obey traffic laws, I think one can walk as fast as ride through Bellevue</p>	10/31/2018 7:52 PM
9	Bike lanes on 108th hardly used most weekdays. Right turns or even progressing thru light is greatly delayed by loss of extra car lanes.	10/31/2018 7:35 PM
10	The only issue when driving a car is that we've lost the free-right on 108th. That really clogs up traffic because pedestrians get the walk at the same time as cars get the green. A few slow peds will prevent more than three vehicles from getting through on a light cycle. Two suggestions: 1. Find a way to mark a free-right lane. 2. Ticket and shoot pedestrians who ignore Don't Walk signs.	10/31/2018 6:58 PM
11	I feel that the bike lane causes traffic back ups.	10/31/2018 5:55 PM
12	Southbound at 8th. Lots of pedestrians crossing. Car can't turn right until they pass. 2 cars get through on one green. Ten more wait their turn. It took me 4 light cycles to get across 8th. I now totally avoid 108th.	10/31/2018 5:54 PM
13	Great to have the connectivity with rest of the 108th Bike way to the north and south.	10/31/2018 5:43 PM
14	I'm surprised no one got killed yet in the biker box or green bike lane between two car lanes. Please change it .	10/31/2018 3:44 PM
15	Despite curbs and planters, I still see cars waiting in bike lanes particularly in front of the Expedia building in the afternoons.	10/31/2018 3:27 PM
16	It's new and it will take the city investing in bike Lanes in other areas of Bellevue for people driving to become familiar with how to navigate	10/31/2018 11:53 AM
17	The green bike box south of Main Street makes traffic back up to the Surrey Downs entrance on 2nd. I have seen numerous cars cut-through Surrey Downs to bypass the light at 108th and Main Street	10/31/2018 6:31 AM
18	I have nearly gotten into several accidents as a result of people driving erratically to avoid the new bike lanes.	10/30/2018 1:34 PM
19	Thank you for thinking of bicyclist, the next-gen transportation of choice!	10/30/2018 7:51 AM
20	A few issues: 1. Very little people actually bike, even with the new bike lanes. It's too rainy! Who wants to show up at work wet?! 2. Given the little amt of ppl biking vs driving, it does not justify the dedicated bike lanes. 3. Drivers are speeding (and distracted). I have no interest to bike -bike lanes or not. 4. Uber/Lyft think they can make U-turns and stop in the middle of traffic for drop off/pick up. This needs to stop!	10/29/2018 1:18 PM
21	The city should find a more quiet street (less vehicle traffic) to install a bike lane. On 108th, the risk comes on when there are many drivers waiting to get on their way, not all of them would want to queue up when there's nobody using the bike lane.	10/28/2018 9:54 PM
22	108th and Main Street is an absolute cluster with taking the right turn lane away going north bound. 108th and Bellevue Way is an absolute cluster with the 4-7 pm restrictions. Do the people that come up with this stuff live in Bellevue? Do they even drive in Bellevue. I would love to take the morons in my car who time the lights all over Bellevue to show them what a disaster that is.	10/26/2018 1:43 PM
23	Get rid of bike lanes because of more traffic on single lane while I'm riding the bus taking me longer to get home from work. Too much work for bus drivers to extra check for bicyclists before turning right, etc.	10/25/2018 10:47 AM
24	Traffic light for bike lanes	10/24/2018 10:21 PM

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25	The planter boxes have caused vehicle drop offs to stop in locations that can be more dangerous to all rather than right in front, especially around the Expedia building. There needs to be places for temporary drop off and pick up for those with limited mobility issues. The traffic lanes that "curve" and "weave" due to how the bike lanes are set up has caused some close calls with vehicles trying to get from one lane to another because bike lanes change from being right next to the sidewalk to the middle between the right hand turn lane and left hand lane going straight ahead. Especially for drivers and bicyclists who are new to 108th Ave.	10/24/2018 1:28 PM
26	I mainly bicycle - so of course I like what's going on with 108th Bike Lanes....Expedia at 4th & 108th has lots of employees that use hired rides - so cars dropping off people - not sure how to solve this..... Also, what about the 550 bus for December - which in the past has used 108th & main - rather than 108th & 4th... P.S. thanks for having the utility access cover fixed at 2nd & 108th - outside Sea Star	10/24/2018 10:22 AM
27	I dislike using 108th now because of the way the bike lanes are. It's less room for cars, harder to see bikes. I expect more bike accidents/fatalities as a result of this change. Bikes make no sense in a place where the weather means you cannot bike every day. For the tiny reduction in people driving since they are using bikes, you increase the chance of accidents for those on bikes AND you make traffic worse for cars 100% of the time due to less space for dropping off and parking. I will vote against any measure on the ballot that expands bike lanes in the city. I expect the enviro-hippies who are pushing for this have no practical idea of why bikes are good in the first place. I've lived in asia where there are more bikes than cars. They make sense there, they will NEVER make sense to retrofit to a city like Seattle or Bellevue. Travel the world, do some research. I wish that any accidents or deaths would result in a civil lawsuit against the individuals making this dumb push for more bike support.	10/23/2018 11:38 AM
28	south of Main Street on 108th: should cut out approx. 1-ft width of speed bumps on curb side, so that bicycles can avoid going up and over speed bump. Narrow areas of 108 near High School: southbound- consider moving bike lane onto sidewalk with green stripes. I don't have much experience riding northbound on 108, so no comment.	10/23/2018 9:48 AM
29	I am a biker to and from work and this is the route I take. THANK YOU SO MUCH!!!	10/23/2018 8:55 AM
30	stop making bike lane	10/23/2018 8:53 AM
31	The reduction in traffic lanes leads to longer backups at lights, especially when someone is turning left. The longer backups and frustrated drivers actually makes the bike experience worse than before the bike lanes were there.	10/23/2018 8:18 AM
32	We exit 777 108th garage. The auto-lanes curve in that area, which makes it confusing for those traveling in the lanes as well as those crossing or merging into those lanes. It is harder to tell if a vehicle coming from the south is planning on moving to the left turn lane and may turn into the center lane - which makes it difficult to judge when to pull out. I think it is a mistake to curve the auto-lanes to accommodate the bicycle lanes. Also I think the cross-walk lights should activate for pedestrians and bicycles at a different time from autos, eliminating waiting in the intersection to turn right. And each building should provide a 2-minute drop-off zone, there is none for our building which causes cars to stop in the bicycle lane.	10/23/2018 8:16 AM
33	I have seen bikers still drive with the cars and not use the bike lanes. Yesterday I saw a person road down the sidewalk. All you have done is block the access for dropping off rider and have made commuting and ridesharing more difficult.	10/23/2018 6:35 AM
34	The bike lanes are not used often enough to take away a lane for drivers entering parking garages. When the parking garage entrance is backed up...the whole street gets backed up...	10/23/2018 5:33 AM
35	Marking the road for bikes to ride between traffic and parked cars seems the worst of both worlds: bikes have nowhere to go if a driving car pulls too close (i.e., the parked cars prevent getaway) and if a parked car's door opens, their only recourse is to go into moving traffic.	10/23/2018 5:17 AM
36	I take the bus to the airport, and there is now nowhere for my family to stop a car briefly to drop me off at the transit center. I support the bike lanes, but there should also be support for transit riders with suitcases. There is no good way for me to use public transportation from my home to the transit center.	10/23/2018 5:14 AM
37	The 108th avenue experiment is a waste of time and money. Give us back our lanes to drive in.	10/22/2018 9:39 PM
38	In one year all of these Bike lane changes will be removed due to very low usage. I am a retired Bellevue city commissioner.	10/22/2018 6:07 PM

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39	I'm looking forward to the completion of the E-W bike lane connection on Main Street, between Bellevue Way and 108th.	10/22/2018 4:42 PM
40	As a cyclist (and motorist), I don't like the configuration of the corner of northbound 108th and 12th. I'd rather that right-turning motorists (and buses) move all the way to the right into the bike lane so there's no ambiguity of who has right of way. As a cyclist, it's not clear what I'm supposed to do if I want to turn right (or go straight) and there's a right-turning motorist - I normally wait until they complete their turn since it's hard to be sure they've seen me. Though sometimes I get into a standoff where I'm waiting for the car/bus and they are waiting for me. Usually right-turning cars will go into the left lane of 12th, but not always, so I usually wait for right-turning cars too. Though even worse is that I feel unprotected after turning onto 12th -- there's no bike lane, cars coming down 12th are often driving fast, and 1-1/2 blocks later, I need to turn left across 2 lanes of traffic onto 112th to get to the bike lane over to 116th. I really like most of the 108th bike lane, but just wish there was a safer way for me to get to 116th (which I take up to Northrup, then to the 520 bike path)	10/22/2018 4:39 PM
41	It seems like a lot of extra expense for so few people. Of course it is safer for bikers and nobody would argue that but I don't believe that the increased safety is proportional to the additional cost. Plus the reduced traffic throughput only hampers mobility in the city.	10/21/2018 1:29 PM
42	More green painted areas, more advertising about the protected lane.	10/20/2018 3:11 PM
43	Please make more protected lanes so ALL users RIGHTS to the road are respected and served. Please create a safe connected system and wayfinding through out the city n/s and E/W. Paint is cheap, our LIVES are not cheap or dispensable.	10/19/2018 11:55 AM
44	Bikers have more confidence when riding in designated channels, but need to remain cognizant that they are not always easy to see from a car when they are entering an intersection - whether it is marked or not.	10/19/2018 11:09 AM
45	The green paint really helps to see where is the bike lane especially at night and while driving a motor vehicle.	10/19/2018 11:03 AM
46	Add signage to make it clear to motorists that blocking bike lane is not allowed.	10/19/2018 9:53 AM
47	The intersection of 108th and 8th Street going South is very difficult to get through in one green light. When there are pedestrians crossing the street and someone ahead of you is turning right they have to wait for the pedestrians and then the light is red. When there was a right turn lane there through cars could go south and not be stopped by the people in the cross walk. On occasion I have waited through three signal cycles to get through this intersection depending on the number of cars in front of me making a right turn . Perhaps pedestrians could go first then stop the crossing and allow all cars to either turn right or go straight without having to wait for pedestrians.	10/18/2018 9:28 PM
48	I feel that you could make it easier to find the link to provide feedback on the 108th test. I searched for it and had a hard time locating the link. Also, as a frequent cyclist as well as a frequent driver on 108th street I'd appreciate understanding what is and is not acceptable for me to do at lights. For example, southbound on 108th at NE 12th street. I want to turn right, is it OK for me to move into the bike lane to take a right at the red light and move traffic along. I do but I feel a little guilty, on the other hand I checked and there were no cyclists in the vicinity.	10/18/2018 7:26 PM
49	It is very difficult to see bike riders especially with the new lime bikes we now have inexperienced bike riders who don't obey traffic laws. It's super dangerous in areas that don't have the planter dividers! if we want bike lanes stop messing around and just build them with the planters. Ideally the sidewalks are narrower and the bike lanes are right next to it then the planters then the cars. simple! sure, it is redesigning - we should do it right especially in the new spring district.	10/18/2018 10:13 AM
50	Cyclists do not follow the rules of the road. They ride on the sidewalk, change lanes into bike lanes and into traffic, ride between cars. Whenever I'm driving by a bike, I expect unpredictability and erratic behavior. I do not appreciate the Lime bikes littering the city and my neighborhood.	10/16/2018 6:11 PM
51	Please add more separated bike lanes in Bellevue as implemented on 108th Avenue. I would bike to work once or twice a week from Sammamish, but riding a bike on most roads in Bellevue requires being in dangerously close proximity to cars on roads that lack sufficient space for bicyclists to ride safely. I've been riding a bike on roads for 45 years, but I am hesitant to do so in Bellevue. In comparison, Redmond's road infrastructure to support travel by bicycle is much better. This is especially true around the Microsoft campus.	10/16/2018 8:55 AM

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52	When approaching Main St from the south during the morning commute, cars are pulling into the bike lane while waiting for the light. While it is nice to have the lane, it seems unlikely that drivers will do otherwise unless enforcement is increased. It might make sense to revert the design of the road approaching the intersection.	10/16/2018 4:40 AM
53	I feel like I'm a character in a Mario Kart video game when I drive on 108th. The green lanes, flower boxes, signs, etc. are so distractive. Turning right is more dangerous as the bikes could be beside a car and not seen. There are very few bikes compared to the amount of cars on 108th. Getting out of the office buildings is even more challenging because the lanes have been reduced. We are catering to the VERY few. It is ridiculous, dangerous, and is causing more traffic back-ups in an already congested area. Get rid of the silly flower pots and open up the lanes. During the winter months even fewer bikes are on the roads and the already rarely used bike lanes will be used even less. Please help those of us that commute to our jobs and support the city of Bellevue have less stress getting to and from work.	10/12/2018 2:07 PM
54	I use the bike lane in downtown to go shopping, and I like to take my kids. The bike lane is the safest way for me to spend quality, outdoor time with them downtown. Thank you for putting it there!	10/12/2018 10:01 AM
55	The inconsistency of the bike lane and especially bumpouts is confusing and disruptive. There is a lot going on on 108th and a lot for drivers to try to watch and figure out. It's very dangerous and the current project increases the confusion.	10/11/2018 9:01 AM
56	This was a terrible choice of a road to put a bike lane. It was already difficult doing drop off and pick up at the Bellevue transit center. It is now near impossible. There are too many things happening on the street. If you were going to do a bike lane, it should've been done on a different street. This is reminiscent of the horrible choices city of Seattle has been making.	10/10/2018 6:33 AM
57	There seem to be a lot of signs in the planter box separation units. I'm concerned that they are distracting to drivers. How about limiting it to only what's absolutely necessary for safety instructions?	10/9/2018 10:09 PM
58	I have driven 108th three times mid day and have NOT SEEN One BIKE on the street. This is ridiculous!	10/9/2018 9:04 PM
59	The bike lane on Main street (westbound) is dangerous and very confusing for drivers. I have yet to see riders on Main street	10/9/2018 2:16 PM
60	North/South light timing at Main Street is too short in the afternoon. A big backup heading Northbound on 108th is common. This can frustrate drivers, making them impatient and can influence them to make bad/unsafe decisions at that intersection. Please create a better balance by reducing East/West timing and extending North/South timing so everyone is better served at that intersection.	10/9/2018 12:46 PM
61	A waste of time, money and space. Traffic is better for a handful of bikers and worse for the numerous drivers.	10/9/2018 9:04 AM
62	Interesting pilot. I appreciate the effort, but it seems odd having a bike roadway without having designated feeder routes to it. The resulting lack of usage gives opposition more fuel to criticize the project.	10/8/2018 10:48 AM
63	I believe that the infrastructure is nice but having rules or laws that mandate the behavior of cyclists is important. Even with bike specific lanes I have had a cyclist pull out in front of me. Just like motor vehicle traffic the infrastructure is important but a governance to hold people accountable (laws). If there is a bike specific lane...riding on ped sidewalks or in vehicle lanes should be illegal.	10/8/2018 10:21 AM
64	Bicycles have to veer into traffic at the pedestrian crossing near NE 2nd PL. This doesn't feel very safe. Perhaps the pedestrian outcropping can be cut to enhance safety for pedestrians, cyclists, and cars?	10/8/2018 10:13 AM
65	I think it makes more sense to make bike lanes on 108th that does not remove a traffic lane. Automobile traffic is noticeably worse now and would strongly prefer they add back the removed auto lanes.	10/7/2018 6:34 PM
66	The separated bike lane takes away the right turn lane and makes downtown Bellevue traffic jam worse... Considering how many people are bicycling, is it really worth to sacrifice the motor vehicle lane? It will be more clogged in downtown area during holiday season with less motor vehicle lane.	10/7/2018 4:29 PM
67	As a car driver, some of the changes are confusing; like when I can use the bike lane to turn, what do I at a light when there's a bike next to me, etc.	10/7/2018 11:15 AM

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68	Significant separation of bikers and cars with plant boxes and the like is overdoing it. Bikes don't need that much protection. This will also take away too much car space and spark a backlash from non-biking drivers. Too much space allocated to bikers (plant boxes, wide and loud green paint, etc.) is more than us bikers need.	10/6/2018 10:21 AM
69	There are many bike lane experiments on 108th. There are so many they are confusing for both bicyclists and motor vehicle drivers. Many times motor vehicles are standing in the bike lanes. It's hard to evaluate the experiments because they are so confusing.	10/5/2018 10:31 PM
70	Even with one less SB lane, I don't see any problems wit traffic on 108th	10/5/2018 9:45 PM
71	With speeding cars, pedestrians walking thru stop lights, buses speeding and running through red lights, and now bicyclists zipping by us without regard to rules of the road is intolerable.	10/5/2018 1:20 PM
72	I get nervous about where bikes will go/end up when the lane abruptly disappears mid-block or at intersection.	10/5/2018 11:44 AM
73	Parks and Recreation, Netflix	10/5/2018 11:06 AM
74	A good effort so far. I will be reaching out to my friends and co-workers to keep an eye out for politicians and city planners who may oppose this important addition to Bellevue streets.	10/5/2018 7:56 AM
75	Heading south on 108th at NE 8th, there needs to be a right turn only lane for cars. Pedestrians crossing NE 8th hold up right turning vehicles and traffic backs up to NE 10th sometimes.	10/4/2018 8:46 PM
76	the right turn lane at 108th Avenue ne and nw 12th is very UNCOMFORTABLE for me. I hope you include a signal that makes it clear whether a car can turn right on a green and a bike go forward on the same green light. this intersection makes me EXTREMELY nervous!	10/4/2018 8:26 PM
77	Traffic has become much worse with the changes. The drop-off area is too small and is often occupied by a Transit Security vehicle. How can I drop off with it sitting there! Also, why on earth should car/gasoline taxes pay for bicycle lanes. If they want them, they should be licensed and pay taxes, too. Many don't obey traffic laws; they feel they are exempt from them or they just don't want to bother to stop and blow through lights and stop signs.	10/4/2018 3:28 PM
78	That bike lane has been great for me as an occasional bike commuter.	10/4/2018 3:17 PM
79	The changes to 108th Ave. have cost me at least 10 minutes on my commute. It is sometimes very difficult to exit my company's parking garage onto 108th because traffic backs up in both directions in front of the exit. The removal of the drop off area by the transit center has discouraged my wife and I from car pooling as it makes it difficult for us to drop/pick up the other person.	10/4/2018 2:13 PM
80	More bike lanes are always good. 108th is not a road i use when cycling for it does not go where I need to go or hook up to any other bike friendly road. That is the problem...	10/4/2018 12:10 PM
81	I use the green bike lanes when I ride to work. I feel much safer as a biker to have this new visibility of the bike lanes and with the dividers. It is frustrating though to see cars infringe on the bike space as it feels they aren't observing that bikers could be in the lanes. I also feel that cars should NOT use the bike lanes as a temporary drop off. I feel that this is a danger to riders and the persons being dropped off as there could inadvertently be a collision if either party is not paying attention to their surroundings.	10/4/2018 12:01 PM
82	I cannot count the number of times I have seen cars use the bike lane as a drop off zone. I have also seen cars use it to pull over and check their phone or wait for someone they are picking up. Sometimes for several minutes. More barriers would be good. I have observed this near the Expedia building where there are probably too many driveways in a row to effectively manage this, so maybe a sign reminding people the bike lane isn't a pickup zone.	10/4/2018 10:34 AM
83	There is no where desinated for anyone to drop someone off on 108th for the Symetra and Key buildings, but people still park in the bike and bus areas in front of those buildings. It seems like there should be some kind of shared designated area for passenger drop off. It kind of discourages car pooling to not have somewhere that it is ok to to drop passengers.	10/4/2018 10:14 AM
84	Spending money on lanes that cater to a small fraction of the community is a waste of taxpayer dollars. The city should prioritize on the modes of transportation that can provide equitable accommodations.	10/4/2018 10:13 AM

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85	The north bound bike lane on 108th at 6th is the best for bikes and right turning cars. The bike lane at 12th, on the right, blocks the major bus route and delays that traffic and forces the bike and bus into conflict when the light changes. Put the bike traffic into the car through lane and restore the free right hand turn. Add a green buffer before the sidewalk for bikes so the cars know they are there.	10/4/2018 10:09 AM
86	Magic paint is no substitute for a physical barrier. Cars and Bikes can veer into the other lanes - the magic paint is just false security...sidewalks are raised, and not just paint delineated. Look at ped/bike lanes throughout Asia, they are not falsely paint delineated. We can and must do better in the USA. WA state, Bellevue can lead the way.	10/4/2018 10:09 AM
87	Build more protected bike lanes, it is safer for everyone	10/4/2018 9:24 AM
88	I just wonder if people bike on the road, do they need a licence or insurance? Because I saw the some biker biked off the bike link all of sudden and i almost hit him.	10/3/2018 8:07 PM
89	I love what has been done on 108th for cyclist. I still hear a lot of people in my office (one 108th & 4th) complain about the lane, mainly because of not being able to be dropped off. Uber/Lyft drivers complain about it as well but hopefully it is just because it is new	10/3/2018 4:42 PM
90	This project has taken an already congested area in Bellevue and made it worse. I don't know the answer but I am extremely uncomfortable with the increased bicycle traffic in Bellevue that has increased and expanded beyond 108th since the project.	10/3/2018 3:53 PM
91	I wrote to you recently regarding the ill advised decision to remove the free right turn at 108th and main. I am taking the time to write again as at this time I can not get past my house at SE 3rd right now. The restricted (and in a truly unique and ridiculous manner) turn backs up everytime BHS lets out. It used to be bad but it is now much worse. I know they are only high school students but do you think it is fair to waste up to 10 minutes of their time every day? Think about how much time that wastes over an entire school year. I am glad you did not block, or otherwise make it illegal to turn on SE 2nd and cut through Surrey Downs to at least save a few minutes. I am sure those folks don't appreciate the added traffic, but hey bicyclists much feel much safer. You said you would monitor this action. I am sure you have noticed that the nop turn on red is widely disregarded and most just ignore the new restriction. Others are completely confused and those who comply make one of the most dangerous right turns I have ever seen. As to how those on bikes are using it, well I wouldn't know as I haven't seen one. A wise man once said "The needs of the many out weigh the needs of the few". I hope you will reconsider this lousy deal for citizens of South Bellevue. PS If, in your opinion, this is working, when do you plan to do the same thing at 108th SE and Bellevue Way? (or do you live down that way?)	10/3/2018 3:51 PM
92	Incredibly low utilization, incredibly poor ROI.	10/3/2018 2:25 PM
93	I have never seen someone riding in the bike lane. Thus, I don't see the reason for their existence, especially because I still see people biking on the sidewalk. Has this actually solved anyone's problems??? How many people bike vs drive?	10/3/2018 2:00 PM
94	As a regular commuter I usually don't see any bicycles at all using the bike lanes. A lot of money spent for something that is hardly used. Meanwhile car traffic is getting busier and I don't see any investment in that. Why spend money on the < 1% of road users on bicycles and not the > 99% in cars ? The only benefit I have seen it reduces cars stopping where they shouldn't to drop off people and block traffic	10/3/2018 1:48 PM
95	bike lane on only 1 side of the street, to minimize the amount of space taken AWAY from cars. green bike lane.	10/3/2018 12:29 PM
96	I would say more than half of the Bellevue PD officers assist with the mess coming out of parking garages for Bellevue City Center, City Center Plaza, etc. However, there are still some that stand there in amazement at what a mess it is around end of business time!	10/3/2018 10:52 AM
97	no bike box, sharing the road should not involve the slower vehicle move to the front. It slows down every one	10/3/2018 10:44 AM
98	2 blocks is not enough also this test on a more busy street like 8th or 4th would be much better and useful	10/3/2018 10:23 AM
99	i drive and bike this route nearly everyday.	10/3/2018 10:08 AM
100	Sidewalk bump-outs that briefly force cyclist to merge into narrow single traffic lane (108 between NE 2nd & NE 4th) seems hazardous for everyone (pedestrians, cyclists and cars)	10/3/2018 9:43 AM

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101	This has made rideshare drop offs and pickups on 108th impossible and often dangerous. [It's not solely the bike lane's, it's all the bus stuff too.] I have started driving my personal vehicle to work (on 108th) more frequently as a result despite the cost of parking. I don't have time for buses or biking wrt commute options.	10/3/2018 9:39 AM
102	Bellevue is hilly and it rains all the time. It is extremely wasteful to spend our money on bike lanes for such a small return on investment. Very few people want to bike around but they are very vocal. Even kids these days realize that biking around in a climate where it rains 8 months of the year is silly.	10/3/2018 9:12 AM
103	Bike riders need more education about following traffic laws, just as motorists need to. Example: The light in front of the transit center at NE 6th and 108th consistently has bike riders in the bike lanes blowing through the red light.	10/3/2018 9:04 AM
104	I walk and drive on 108th Avenue daily (north of NE 12th) and rarely see bicyclists. The lanes are significantly narrower for cars. I do not support spending tax dollar money when there are so few bike riders. On the other hand, there are a LOT of people that walk along that stretch. It would seem a better use of money to extend the sidewalk to NE 24th based on usage. Is the city monitoring the number of pedestrians, bicyclists, and cars and using tax payer resources based on usage? Or just following the city of Seattle and spending money on bike lanes is the thing to do? I hope the former and spending Bellevue citizen's hard earned money wisely.	10/3/2018 9:04 AM
105	Uber / car for hire frequently blocking bike lanes, causing dangerous diversions.	10/3/2018 8:52 AM
106	The 108th experiment needs to be replicated throughout the CBD and greater Bellevue with bike lanes separated and non-separated	10/3/2018 8:30 AM
107	It's particularly frustrating when bicyclists ride between cars and jump the queue at red lights. Any way to avoid this would be best.	10/3/2018 7:52 AM
108	People use the separated bike lane as parking while waiting to pick up people from Expedia, blocking all bikes from using it and defeating the purpose of a dedicated bike lane. This should be banned and monitored and tickets given out. Maybe have the separators closer to the crosswalk, so that there's no space for them to park then pull out into traffic afterwards.	10/3/2018 7:23 AM
109	I am so happy that Bellevue is making Cycling a priority. Thank you	10/2/2018 8:42 PM
110	the zig zagging on 108th through town required to stay in lane are not working for larges vehicles, and most other folks. maybe the transitions are too abrupt or unusual to anticipate. as a daily comuter ive made adjustments to stay inline as a vehicle. Its great to see folks riding, lots of new folks, very encouraging and inspirational. Smoother tranistions, consistency in lane dilineation, both spatially and graphically/pictographically and seperations seems to be the next evolution. Thanks for pushing forward!	10/2/2018 7:12 PM
111	The new bike lanes on 108th Avenue have created a major traffic problem in during Bellevue High School morning drop-off and afternoon pick-up times. With only one-lane north bound on 108th at the intersection the traffic backs way up. I also don't believe the city has done a good job of soliciting input as I was unaware of this survey until my wife discovered it.	10/2/2018 7:04 PM
112	clearly marked entrances to driveway or business.	10/2/2018 6:24 PM
113	Right turns in areas hold up traffic because turn lanes were re-purposed for the bike lanes. Already limited drop off areas have also been repurposed. I feel in addition to making traffic worse that the bike lanes will draw inexperienced riders into dangerous situations with vehicles assuming it is safer	10/2/2018 6:23 PM
114	Building bike lanes in Bellevue is a waste of tax payer money and causes more traffic disruption than warranted.	10/2/2018 4:26 PM
115	Easy to drive and see bikers. Should be expanded everywhere.	10/2/2018 4:25 PM
116	I live on 108th 1 or 2 two blocks north of 12th. It's rare to see a bicycle in that area. And the reduction to one lane each way at 12th has caused traffic jams, as some cars going straight thru must wait while those turning left or right wait for oncoming traffic or pedestrians crossing. We need two lanes in each direction at that intersection, and its rare to see a bicycle there.	10/2/2018 4:24 PM
117	Thank you for all your work on this.... i frequently fly to europe (Spain, Italy, France) to ride my bike because the drivers are VERY respectful of cyclists. That is NOT the case in Bellevue/Kirkland/Seattle.... the need for bike lanes and more bike safety is HUGE. THANK YOU!	10/2/2018 3:16 PM

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118	The city continues to grant building permits to developers who make fortunes but it's the Bellevue residents that have to pay for all that! The city council allowed an over-development of our city and record profits for developers and now the street congestion is becoming unbearable. Bike lanes (that serve mostly residents OUTSIDE of Bellevue who do not pay taxes in Bellevue) are not the correct approach. The city needs to figure out a better sustainable development plan to ensure city residents that pay taxes here can actually live and move around the city, and not on bicycles. City builds, using taxpayers money, a bike lane on 108th, so that non-resident bikers are safe, but completely fails to build a sidewalk to protect Bellevue children who walk on the side of the road to the school buses every day. This project is a complete non-sense.	10/2/2018 2:56 PM
119	Getting around Bellevue on a bike is very difficult - North/South and East/West. 108th helps a lot and I applaud the city in trying to help and create awareness. I recently met someone for lunch on 2nd/Bellevue way, rode down 108th from 12th, made the mistake of taking a right on 2nd instead of going to main which is more bike friendly. Came back on main, would be helpful if they could make it easier to take a left onto 108th.	10/2/2018 2:28 PM
120	Please add more bike lanes!	10/2/2018 2:28 PM
121	At the 108th intersection with 8th St. (Southbound) the reduction from two lanes to one, slows the traffic down, because of the vehicles turning right.	10/2/2018 2:19 PM
122	I look forward to Bellevue finding ways to integrate with the Eastside Corridor trail system!	10/2/2018 2:08 PM
123	More separation between vehicles and bikes is always better for everyone!	10/2/2018 2:08 PM
124	This seems like a worthy experiment, and I appreciate Bellevue "trying it out first" rather than wasting tens of millions like Seattle. I do think Bellevue should consider using other streets for this purpose, though -- already a LOT going on at 108th!	10/2/2018 2:08 PM
125	It's slightly not related, but regarding "It is not acceptable for a motor vehicle to use the bike lane as temporary drop-off and pick-up zones" THIS NEEDS TO BE ENFORCED. Too often as a biker or especially as a pedestrian, there are far too many dangerous ride-share drivers that drop-off/pick-up and create hazards including running lights (especially left-turns after protected green arrow), blocking traffic, u-turns, etc.	10/2/2018 2:06 PM
126	My office is at NE 8th and 108th NE. There are a thousand cars and 2 bicycles. Spend our money someplace else that is actually useful.	10/2/2018 12:58 PM
127	You cant take lanes away from Cars. 98% of people are in cars and you are causing traffic jams or making current ones worse, which burns more fuel, etc. Bike can use car lanes. They should pull over if holding up traffic like a car would and follow the rest of the rules of the road.	10/2/2018 12:50 PM
128	Heading south at the corner of NE 8th and 108th, there used to be a right hand turn lane for cars. Now when the light turns green, so do the walk signs. That area has a high population density and all day long sidewalks are filled with people. When the light turns green heading south on 108th at NE 8th, and the walk sign is also on and cars cannot turn right on NE 8th, sometimes for a whole light cycle holding up ALL traffic behind them that may like to go straight instead of turning right. Please consider a green light for cars/Don't walk for pedestrians to solve this issue. I travel north to south on 108th everyday to pick up my wife (with whom I commute to work) and my commute has been impacted so much that I have implemented new driving routes that avoid 108th as much as possible because of this singular issue. Please do NOT add any more bike lanes. Taking away lanes for cars compounds to the current infrastructure issues our region faces.	10/2/2018 12:09 PM
129	With the construction of all the proposed office buildings in this area automobile traffic will be severely restricted by the taking away of lanes for bicycles.	10/2/2018 11:27 AM
130	The bike lane is causing additional traffic and backups. You took two car lanes and turned it into one resulting in worse traffic. This has done more bad than good. Please remove the new bike lanes and revert 108th to the way it used to be.	10/2/2018 11:05 AM
131	I do not like that the temporary parking is no longer available for pick up and drop off of people at the transit center. This has made it so that people are using the bus area to do this now creating headaches for the bus drivers and more dangerous conditions around the transit center.	10/2/2018 10:56 AM
132	no temporary drop off or waiting zones exist on 108th by the transit center. this effects traffic and safety for all types of commuting. People frequently have to use private business driveways for drop off and pickup. the volume of rideshare and other vehicle drop-offs pickups far exceeds the amount of bicycle traffic on 108th ave.	10/2/2018 9:35 AM
133	the problem with the new bike lanes on 108th is that it takes away lanes for vehicles...hence driving through Bellevue takes MUCH LONGER. The tail (bikes) is wagging the dog (vehicles)...	10/2/2018 9:29 AM

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134	I applaud the cities efforts, but the x-factor are still bicycle riders and their lack of predictability and their lack of adhering to the same rules as motor vehicles since they are still vehicles that need to follow the motor vehicle rules.	10/2/2018 9:21 AM
135	Most regular drivers in downtown do watch out for riders, but visitors, not so much.	10/2/2018 8:29 AM
136	I think some drivers have become more impatient/reckless because of the longer backups.	10/2/2018 8:26 AM
137	There are two parking garages along 108th Ave NE and NE 4th St. and it is very challenging to watch out for bicyclists who suddenly zoom along the bicycle lane when one turns into one of the garages.	10/2/2018 8:09 AM
138	Nobody wants bike lanes, this is a stupid idea pushed by politicians with an agenda	10/2/2018 6:50 AM
139	The bike lanes are idiotic in a narrow and busy street for few bikes. They should be removed.	10/2/2018 4:57 AM
140	Please continue to make improvements. The northbound section through the transit center is still pretty scary and buses are most often stopped in the bike lanes for extended periods of waiting time.	10/1/2018 9:11 PM
141	Heading north on 108th to main, the cars get completely backed up because they only have one lane. We can't get our child to her bus stop on main unless we leave 20 minutes early to beat the traffic from BHS—and we live in Surrey Downs. Now we drive to NE 2nd and she has to walk the rest of the way. Bikes should share our lanes and follow the same rules as us. Dedicated bike lanes where there's so much traffic makes everything worse.	10/1/2018 8:58 PM
142	I don't think sharrows are safe when there's only one lane in each direction. Too many drivers ignore them or are very unsafe in their passing and following distance. I think sharrows are okay for four-lane roads like 140th, because drivers can easily pass the bike by changing lanes, although there still seem to be issues around turning and stop lights.	10/1/2018 7:20 PM
143	More bicycle facilities please!!!!	10/1/2018 7:12 PM
144	The streets are already congested during rush hour since Bellevue hasn't been equipped to deal with the influx of traffic to the area. Adding bicycle lines to existing streets makes the streets narrower, less safe for both cyclists, drivers and pedestrians. This is especially exacerbated because cyclists routinely ignore traffic lights and turn signals from cars.	10/1/2018 7:11 PM
145	108th is too narrow to sufficiently keep the flow of traffic going and safe...and accommodate bicycles. While bicycle lane are a great idea..when there is space, 112th is a much more flat and wider street to have them. Also, Bellevue Way is a much more flat and wide street for such accommodations. I would ride (and do) my bike on 112th..just do it on the side walk since there is no bike lane. 108th is a ridiculous hill for most of us to ride up and over. Please, if you want us to ride our bikes, put the bike paths on streets that most of us can actually safely ride on..and have the stamina and physical ability to do so. If you are just adjusting to Sound Transit and to elite athletes, you are doing a great job! If you want those of us who live and work around here to ride more, do bike lanes on Bellevue Way and 112th and let people actually drive and be able to turn safely on/off of 108th.	10/1/2018 7:00 PM
146	Build separated bike lanes--but don't take the car lanes away! (Bellevue Resident)	10/1/2018 6:14 PM
147	I would prefer that all blocks had reduced speed limits and increased speed camera enforcement.	10/1/2018 5:38 PM
148	As a cyclist, right turning cars are much more scary while traveling southbound on 108th. Also cars illegally going southbound on 108th across main Street are frequent and super scary.	10/1/2018 5:18 PM
149	bike lanes that have replaced right turn lanes have increased traffic delays (plus, from a biker's standpoint, people still drive in them!)	10/1/2018 5:18 PM
150	We need more PARKING in Bellevue instead of bike lanes.	10/1/2018 5:14 PM
151	I find the signage to be very important. Even though I am mindful when it comes to bicycles and was aware of the new improvements, it was still a good reminder to have the bike box sign on 108th & Main St. remind me to stay behind the green area.	10/1/2018 3:13 PM
152	Why is there no mention of the taking of lanes on 108th AVE SE? Shenanigans by city staff who have been taken over by the sickness of Seattle.	10/1/2018 1:48 PM
153	108th is a heavily travelled avenue between Main and Ne 12th. The bike lanes have caused too many backups. How about adding bike lanes to 100th?	10/1/2018 1:40 PM
154	Bbb	10/1/2018 1:20 PM

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155	driving a car on 108th has become lot more dangerous due to reduction in number of lanes by 50%. this road is used heavily by public transport buses and four wheelers. some traffic study should have preceded 'lane capture' for one type of (infrequent) traffic. this change penalises the majority users for convenience of a few.	10/1/2018 12:20 PM
156	Since the addition of the bike lanes motor traffic on 108th has become increasingly congested and dangerous for bikers as drivers are irritated no longer having right had turn lanes with traffic that allows traffic moving straight to continue through. on a small section of road with many pedestrian crossings on busy cross streets traffic has become a night mare with the basic loss of turn lanes for drivers. A road is meant for cars, not bikes. Bikers have no respect for the motor vehicles on the road who should be given right of way for the pure reason of not always being able to see a bike when we are turning in to parking garages or right turns at intersections. This project has added at least 5 min to getting through 1 basic section of town to get to my office building and causing conflict between drivers and bikers.	10/1/2018 11:30 AM
157	Now that 108th is only one lane in each direction for motor vehicles, there needs to be an opportunity for vehicles to turn right when the light is green either before or after the cross-walk light changes. When there is not a dedicated right-turn lane, this has caused a major traffic backup of vehicles not being about to turn right and subsequent cars to continue forward on 108th.	10/1/2018 11:06 AM
158	Please consider the placement of the planters across from the Key Center. They don't allow a cyclist to easily merge back with traffic to be able to access the parking garage.	10/1/2018 9:30 AM
159	I think this was a waste of tax dollars, has created more of a traffic mess and I have only seen two bikes in these lanes all summer. What a waste and disappointment.	10/1/2018 8:51 AM
160	Since the new bike lanes, I still see bikers riding on the sidewalk. Does anyone patrol 108th Ave to educate bikers? Bikers need to obey the traffic laws and stop at STOP signs and signal when they are turning. The worst part about the bike lines is when you have to turn across one to access a parking garage. Bikers should also yield. Bikers MUST wear helmets - many do not.	10/1/2018 8:47 AM
161	Bikes continue to disobey basic traffic laws. I've seen bikes on sidewalks on 108th and not using bike lanes. Bicyclists need to share the cost of construction and congestion of removing vehicle access by paying a annual bike license.	10/1/2018 8:37 AM
162	I commute to work every day, going into a parking garage on 108th, opposite the Transit Center, and have never seen a bike on this road. Seems to me that with the heavy traffic on 108th, it would be much better to have the bike lane on a different street.	10/1/2018 8:32 AM
163	There is no where safe for drop offs and pick ups. A lot of people travel or carpool and the offices on 108th have no where safe for people do that. It makes it very inconvenient to get picked up from work and makes drivers wait in paid parking lots or in bus zones.	10/1/2018 8:25 AM
164	I think bike lanes are now taking away from our roads as drivers - it has become all about the bikers. It's unsafe in a lot of situations and bikers feel like they now own the roads. If you're going to drive like a car in the road, then follow the same laws as the motor vehicles do. bikers going through a red light just because no cars are coming is unacceptable when cars aren't able to treat a light light a stop sign as well. I think having barriers and making sure bikers and motor vehicles stay far away from each other is better than nothing but i think we're loosing a lot of road and parking due to bike lanes.	10/1/2018 8:06 AM
165	I like the improvements to 108th Ave, and I think they will help cyclists and motorists alike. That said, there's a lot of activity on 108th Ave from multiple sources - transit, pedestrians, cyclists, ride share/taxis, and cars turning, merging, and entering/exiting garages - and I think people are adjusting to the new bike lane, which will take some time.	10/1/2018 7:57 AM
166	My only complaint is the carpool drop off location was removed and not replaced when the partitioned bike lane was installed. There needs to be a designated safe place somewhere within short walking distance of the bus terminal where people can be dropped off and picked up without fear of interrupting traffic or buses. The drop off zone was removed when the bike lane was established and now I feel very unsafe when I'm trying to hop out of the car. I think a person on a bike should be ok to use the road if there is a car parked short term to offload a passenger but the partition makes that difficult for all.	10/1/2018 7:50 AM
167	Just like Seattle - give up a lane of moving traffic for bikes that supports 20 people a day versus hundreds of cars. Not smart	10/1/2018 6:45 AM

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168	I carpool and it feels like the city revised the street and left carpoolers no place to drop off / pick and since the revision I have seen only ONE person on a bike using the lanes--all this money spent and inconvenience for motorists / carpoolers (bike lanes cause back as people go into parking garage since now there's only one lane) and there's no one using the bike lanes....It seems like it's all about the cyclists--what about pedestrians and carpoolers?	10/1/2018 5:31 AM
169	Since the implementation of the bike lanes, the streets (bike lanes) have been dirtier. I am hoping a plan to clean the refuse from the bike lanes have been planned as well.	9/30/2018 8:47 AM
170	I have driven in that area on a daily basis. I do not see the bike lane being used. There is not much bike traffic on 108th Ave.	9/29/2018 4:57 PM
171	My family very much misses the drop off point for the bus transit. There is now no place to pull over and have someone either with luggage or with limited Mobility to get to the transit center.	9/29/2018 3:19 PM
172	It would be good to accommodate the car drop off activity as well as bikes on 108th	9/29/2018 11:23 AM
173	I used to be able to easily catch an Uber ride from the office at the curbside. Since that space has now been removed, I drive (52 miles each way) to the office on days when I need to go somewhere secondary. It's a confusing design and seems likely to result in more bicycle injuries. I have no idea what all the green painted areas mean or if I'm breaking some law when I make right turns.	9/29/2018 11:03 AM
174	Mandate and enforce that bicycles sharing lanes move at the speed limit. It is unacceptable for bicyclists to ride 20-under the speed limit and take up a whole automobile lane.	9/29/2018 9:50 AM
175	There are too many limitations and restrictions on 108th Ave to make carpooling a viable option these days, particularly if your carpool does not work in the same building or walking vicinity from the office.	9/28/2018 11:09 PM
176	The new bike lanes have increased commuting pain on 108th. Taking turn lanes away on a road with that amount of traffic has exacerbated an already painful commute.	9/28/2018 4:23 PM
177	With prior design, traffic on 108th approaching transit center flowed smoothly. The traffic lanes were narrowed too much; now, when a vehicle needs to stop to turn into a driveway or parking garage, insufficient space exists for other vehicles to get around - causing backups. The curb and post solution can take up less space than the planter boxes, leaving more room for cars to flow through smoothly, reducing congestion in these areas.	9/28/2018 4:00 PM
178	Comment 1): 106th is a BETTER option for the dedicated bike lane. Too many office buildings with parking entrances and the transit center make driving on 108th WAY too congested.	9/28/2018 3:34 PM
179	I have never once seen anyone using the bike lane.	9/28/2018 3:30 PM
180	The bright green lanes and curbs and markers are distracting and actually make it harder to spot bikers. I get nervous every time I drive across it into my parking garage, looking frantically for any bikes, which surprisingly, there have not been any yet when I come in to the Key Center building around 6:30 each morning.	9/28/2018 3:16 PM
181	It is very difficult to turn left from Key Center garage after new bike line had been installed. There is no enough space for cars, so lane is always full and people usually do not want to yield to you because wait lane is huge. Sometimes you have to wait for about 5-7 minutes during rush hours to be able to turn left from garage. You have to drive very boldly to fit the line that is not safe for anyone(as driver, as bikers). I am alway under a stress when I am leaving the garage. I appreciate your effort to install a line for bikers, but it is not so safe as it is supposed to be.	9/28/2018 3:07 PM
182	I am a strong proponent of this project. It makes the road safer for cyclists, but also prevents several near accidents that I have come into with the separation of the right hand lane from traffic and individuals dropping off in local offices.	9/28/2018 2:59 PM
183	There is not enough space as earlier for 3 min parking spots. I am discouraged to carpool with my husband, since there is only one spot available now for him to wait for me. If that is taken, it creates a chaotic pick-up and drop. I feel that the needs of people who were using these 3 min parking spots were not factored in correctly.	9/28/2018 2:49 PM
184	Have bicyclists share the sidewalk with pedestrians and then ask the bicyclist how they enjoyed "sharing" a lane with something that moves at half the speed and can dart in front of them at any moment yet all the responsibility for preventing a collision rests solely with them and if involved in a collision all the penalty will be on them. Sounds fun, right!?	9/28/2018 2:29 PM

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185	Bike lane off of cross-streets 108th Ave & 8th St, bike separation goes up too close to intersection, making it hard for cars on far left garages trying to change lanes to far right to get onto 405. Extreme car traffic during rush hours, buses crowd area frequently. Need to rethink space design for bikers traveling North. Follow designs on Roosevelt & 45th southbound in U-Dist perhaps?	9/28/2018 2:29 PM
186	Trucks must not be allowed to park in the center turn lanes blocking entrance to underground parking lots. Ticket them!!	9/28/2018 2:26 PM
187	As a daily cyclist that uses 108th, I am overjoyed with the recent modifications	9/28/2018 2:24 PM
188	As an employee and resident of west bellevue, this change is categorically worse. Traffic is worse, there is no safe place for pick-up / drop-off, turn restrictions don't make sense... This is all for very limited upside for a small group of bikes. Epic fail. While you're at it, why don't you make it completely impossible for a car to connect downtown and Bellcrest; you've gone this far, just finish the job.	9/28/2018 2:16 PM
189	With the removal of the turn lane into the parking garages at the Key Bank/Symetra buildings, measures need to be put in place to keep idiots from blocking the entrances to the parking garages when dropping people off illegally (outside of the designated space designed precisely for this purpose).	9/28/2018 2:15 PM
190	We lost the space to drop off carpooling participants. We now have to use a business parking lot several blocks away.	9/28/2018 2:14 PM
191	108th Ave is not an ideal candidate for bike lanes given the amount of people and cars on the road every day. The bike lanes introduced more traffic mess during office hours and it makes so hard to get in and out of the building. In addition it makes it dangerous to make turns from 108th to 4th or 8th. Judging from the number of bikers using bike lanes during summer season, there will be a lot less people use it, it makes it very hard to justify a dedicated lane that takes up more space and adds more traffic on the road.	9/28/2018 2:08 PM
192	I am actually considering transitioning to an ebike to get back and forth to work.	9/28/2018 2:02 PM
193	Please provide a different location to temporarily park near the key center. Very inconvenient to drop off and pick up quickly. Or please allow temporary parking garage access- I.e. free less than 15 min.	9/28/2018 1:58 PM
194	I get that the bike lanes are important for the safety of bikers, however it's taking up lanes for motor vehicles and causing more traffic downtown which can be very frustrating.	9/28/2018 1:55 PM
195	I think the 108th improvements are great, however they don't connect well enough to other designated bike paths.	9/28/2018 1:55 PM
196	It was better before the bike lanes. Revert to old configuration.	9/28/2018 1:55 PM
197	I've seen too many uber drivers blocking either the vehicle lanes or the bike lanes. Clear, designated ride-share pickup/dropoff points would be helpful.	9/28/2018 1:54 PM
198	I would like to see Everyone that uses the road to follow the laws so people don't get hurt. Unfortunately people on bikes don't think they own the road and so do people that drive cars. Car tabs pay for our streets so maybe the bikes should pay for the portion they plan on using.	9/28/2018 1:51 PM
199	When turning into a driveway or street it makes it difficult because bikes expect that we are watching for them and expect that we defer to them as right if way. Turning right you usually only need to make sure people aren't in the crosswalk, and avoid oncoming traffic from the left. It is difficult to gauge whether or not the bike is paying attention to you, and judging their speed, and also now having to look another direction to ensure it is safe to turn. If bakes share the lanes, they have just as much of a responsibility, and there are no separate set of laws that need to be followed.	9/28/2018 1:51 PM
200	It used to be that those carpooling could pull to the side and drop people off or pick them up. Now that is impossible. It is necessary to find parking lots of other places for that purpose, which is very inconvenient. And I've yet to see a single bike in any of the new lanes. Not one. Seems like a real waste of taxpayer money and time.	9/28/2018 1:51 PM

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201	I ride the 271 bus into Bellevue about 4x per week and have noticed that there are a LOT of people who text and drive on the road- even on the bridge. My feedback to the city would be to consider this when building in bike lanes -- while most people may report that they respect bikers and their bike lanes, the more space (whether it's a buffer, planter box, or other barrier) we can put between drivers who are texting and bikers, the better, for everyone involved! I love that we're putting in more bike lanes though and encouraging green commutes. Also, I go through the Arboretum on Lake Wash Blvd often and would love a bike lane on that road- it's very windy and there isn't a lane for bikers, so there are often clogs of cars behind them or people swerving around them into the other lane.	9/28/2018 1:49 PM
202	Bicyclists do not follow rules. Daily I see them run red lights in the morning and stop in front of our carpool. I wish there was enforcement for bike laws.	9/28/2018 1:49 PM
203	The new bike lanes removed parking spots for taxi/uber/lyft drivers and now they're parking in reserved spaces or completely blocking traffic or busses. There is no pick up / drop off location anymore which is incredibly inconvenient as the transit center is a very common place to be picked up and dropped off at.	9/28/2018 1:47 PM
204	It's far more difficult to find places to pull over to pick up passengers. It's also more difficult as a passenger to find a spot to be picked up by Lyft/Uber.	9/28/2018 1:47 PM
205	There is ONE big issue with the new bike lanes on 108th street. The elimination of the right-hand turn lanes to take a right onto NE 8th street. If traveling south on 108th, at the intersection with NE 8th street, there is no longer a lane for right-hand turns. Because there is no longer a lane for turns, traffic backs up extremely fast. When the light turns green, it also turns on the crosswalk sign and walkers crossing NE 8th street, cause people trying to take a right-hand turn not to be able to. Not being able to do a right-hand turn then backs up ALL traffic behind them. Anyone who is looking to go straight on 108th is stuck. Causes major delays and backups. There is one simple fix to this issue. Stagger the light turning green with the walk sign. My recommendation is a green light changes, and then ~20 seconds later the walk sign turns on for walkers to cross the street. This will allow for (most) right-hand turns to be complete, before the cross walk is full of people where it's then not possible to make the turn.	9/28/2018 1:47 PM
206	Most of the people biking have no concept of safety and act like they own the road, regardless of having a bike lane	9/28/2018 1:43 PM
207	The real win here was converting the 108th 'south' bound lane between 8th and the bus terminal into one lane: it made it vastly safer to turn into the parking garages. I never see bicyclists using the bike lane, but it was (probably) worth the cost.	9/28/2018 1:43 PM
208	Since the implementation of the bike lanes, it has been considerably more difficult to make a left hand turn out of the City Center Building. If the desire is to create bike lanes, they should be created on streets with generally less traffic, like 106th and 110th. 108th has too many cars and in all reality should probably be a one way street anyways. This bike lane experiment has been nothing but an impediment to traffic in my view.	9/28/2018 1:39 PM
209	We should not be taking away automobile lanes for bike lanes. Having more bike lanes does not make bicyclist safer. All it does is cause more congestion! Bicyclist do not even use these lanes, they go in and out of bike lanes and car lanes and sidewalk to their own pleasure to get to their destination. They break all the rules and no ones wants to call this out. We are congested already to the max and all this is a waste of our tax dollars. If bicyclist want bike lanes, they should require a license plate on their bike and pay for it themselves!	9/28/2018 10:34 AM
210	the commute to work is shitty enough. Let's not make it any worse.	9/28/2018 9:49 AM
211	My spouse and I drive and walk through the intersection of 108th Ave NE and NE 112th Street at least 35 times a week. I believe the new bike lanes have made the intersection more dangerous for pedestrians, bicycles and vehicles. One lane northbound on 108th Ave is not sufficient for the volume of traffic. There either needs to be a right or left turn lane for northbound traffic. The causes vehicles to drive more aggressive to make the light. The bike lanes also cause confusion for drivers wanting to make a right turn on to eastbound NE 112th Street. My spouse and I have observed the amount of bike traffic at the intersection minimal. In our more than 35 visits to the intersection each week, we see less than one bike a week at the intersection.	9/28/2018 8:52 AM

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212	If the current separated bike lane is kept on northbound 108th approaching NE 12th street, then a new signalling sequence is required. There is a lot of right turn traffic that gets stuck behind vehicles trying to turn left. Left turning vehicles have to queue up waiting for southbound traffic. Suggest a separate cycle for northbound and southbound to give left turning vehicles a protected turn. This will reduce the back up of traffic. Separate cycles of the signal are better than a bike/car shared right turn at the signal. Many northbound cars take free right turns on red, but the sight distances are poor and they often are so focused on EB NE12th traffic that they endanger pedestrians when the light turns green. As a pedestrian I have been nearly hit dozens of times at this intersection.	9/28/2018 6:58 AM
213	You created much more traffic downtown with these bike lanes. There's no volume of bike traffic to justify this change.	9/27/2018 9:37 PM
214	Remove the new bike lanes and restore general purpose lanes	9/27/2018 8:20 PM
215	I love the growing biking vibe in Bellevue. I would love to see even more cycling. I think the new lanes on 108th will really be valuable in the darker, wetter days of late fall, winter, and early spring. Thanks!	9/27/2018 4:04 PM
216	Bicycles typically do not stop or even slow down at the new 4-way stop sign on 108th as they are going downhill at about 20-30 mph. I expect that some bicyclist will eventually be killed or seriously injured, probably by someone turning left onto 108th who does not see the bicycle.	9/27/2018 1:39 PM
217	Drivers using the bike lane as a right turn lane is a serious problem. As a cyclist, having suffered an injury in such a situation, and observing it on the 108th bikeway, I'd like to see better education and, perhaps, signage to reduce these occurrences.	9/27/2018 12:48 PM
218	I am primarily a pedestrian and have twice almost been ran over by bicyclist not adhering to the same rules of the rode that are required of motorists. If you are going to go to the lengths that the city has in order to incorporate bicyclist then the city also needs to enforce the rules of the rode for bicyclist just as they would motorists. The bicyclist will use the crosswalks to avoid sitting at red lights like cars do. In addition, I have seen all of two cyclists in using these special lanes as opposed to using the sidewalk or just riding in front of cars ignoring the lane. If there are no penalties to cyclists than there will be no real safety for anyone pedestrians or motorists. Cyclists need to be held accountable to their reckless and selfish behavior.	9/27/2018 10:47 AM
219	At 108th and 12th YOU HAVE 3 LANES INTO ONE. That can be crowded.	9/27/2018 9:40 AM
220	I have served on the Design Advisory Committee for the Ballard Missing Link as well as the Design committee for the Westlake Cycle track.	9/27/2018 9:33 AM
221	Bellevue and Redmond need to get together on a green bike box on 148th Ave NE where bicycles cross from the WA-520 trail across 148th Ave NE onto the trail along 520 leading to Sammamish Park. This is a very busy and dangerous intersection for bicycles. Bicycles often cut diagonally across the intersection - which they should not do. Please fix this intersection before someone gets hurt or killed.....	9/27/2018 9:27 AM
222	one word - the new lanes sucks.	9/26/2018 9:36 PM
223	4th and 108th by expedia group building has rideshare drivers who still drop off/pickup in bike lanes. it causes traffic for motor vehicle drivers and bicycles.	9/26/2018 8:52 PM
224	1) Southbound 108th is very congested now that one lane has been removed. This is creating a potentially hazardous problem for both bikes and cars, particularly in the weekday morning, and especially regarding motor vehicles turning left off NE 8th onto southbound 108th. 2) the offsets of lanes through intersections (you aren't necessarily driving _straight_ through the intersection anymore) are sub-optimal.	9/26/2018 5:07 PM
225	108th is now more dangerous to motor vehicles, bikes, and pedestrians due to bike traffic being promoted on the street. Entering and exiting lanes, parking garages, and middle turn lanes feels incredibly unsafe regardless of my mode of transport.	9/26/2018 4:38 PM
226	I hate letting bicycles in front at lights. They are rarely ready to go and the are unpredictable because laws do not apply to them. They are pedestrians, bicyclists, and vehicles. It would be nice to have a place for them.	9/26/2018 3:13 PM
227	Bellevue in general is not a bicycle friendly place. Please make it easier to ride.	9/26/2018 12:53 PM

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228	The good thing is that it keeps these fanatic aholes away from thinking that they own the road and drive in front of you at THEIR speed. Preposterous! I am Dutch and from a young age I used a bike to go everywhere...(btw without a helmet.) These Seattle aholes should take example as to how to maneuver thru dense traffic and watch on U-tube how they do it over there.	9/26/2018 12:44 PM
229	Bikers should be required to follow the same rules as drivers, not passing at red lights, waiting their turn to go, etc... or should be ticketed like any motor vehicle driver!!!	9/26/2018 12:38 PM
230	The new bike lanes took space from regular lanes and created more traffic problems on 108th Ave. A bad idea.	9/26/2018 11:55 AM
231	It is very hard to get off work from some building on 108th (Microsoft and City Center). We had a very good traffic officer used to help around rush hours, please bring him back, the new ones are hit or miss, we experience more blocking then before.	9/26/2018 11:50 AM
232	With the advent of amateur bikers who do not understand biking/motor vehicle regulations (like stopping at STOP signs and RED Lights, the lanes have created unsafe conditions, particularly at intersections.	9/26/2018 11:29 AM
233	Taking away one whole lane in both directions for a mode of transportation that is only used, at best, 5-6 months out of the year was a waste of resources and made the whole 108th even worse to navigate by car during rush hour than it use to be. You guys should have tried to optimize traffic flow during morning and esp. afternoon rush hour around city center instead of adding even more to the congestion. You could have even used just one car lane to create two bike lanes so at least one direction flows better, but instead we now have two whole car lanes gone for bikes that won't even be using them during the winter months. Overall, this feels like a job done by people who don't care about motorists and have too much money to waste.	9/26/2018 11:28 AM
234	One thing the bicycle riders need to learn and memorize is that they should follow the traffic light AND stop sign too. For many times in the city of Seattle I saw bicycles riding through intersections ignoring the stop signs. Very dangerous especially they ride down-hill non-stop but the car had stopped and started moving... Bicycle riders should treat themselves as "vehicles" on the road. They SHOULD NOT have the senses that 1. "Hey cars! I am a bicycle. You should always wait after me". 2. "Hey pedestrians! I am a bicycle. I should be faster than you." Giving bicycles better road condition is good. Making it safer for both parties. Letting them know and follow the rules is equally important.	9/26/2018 11:26 AM
235	The street markings are distracting and confusing to the driver. Bellevue has successfully put a "plug" in the traffic flow. Also, the street is now controlled by the few bicyclists in comparison to cars. We now have gridlock most of the day instead of just during rush hour. I will not go into Bellevue now... I will order on line and have it delivered. Bellevue values bicyclists over the availability of the city to most visitors . Hurrah to the bicycle and the death of the city core for the majority of people visiting the city. The majority of people visiting businesses/shops are from a distance away and need to use busses or cars to get to their destination. Since the bicyclists now "rule", I'm really glad that I don't have a business in Bellevue... Hurrah for the internet!	9/26/2018 11:18 AM
236	Na	9/26/2018 10:53 AM
237	Putting the bike lane on an extremely busy street which has several high-rise building parking garages exiting to, was a ridiculous idea. You have reduced the lanes from 4 to 2 and caused so much congestion during rush hour that it has added another 20 minutes to the commute on 108th Ave. in a ONE block area. These bike lanes were not thought out properly before installed. There are many other streets that the bike lanes could have been installed that would not have disrupted so many buildings. Not everyone has the ability to take mass transit or ride their bike as their job requires them to have transportation throughout the course of their day. One high-rise building along 108th has had to add the cost of traffic officer to just get tenants out of their building during rush hour, a \$45,000 per year cost.	9/26/2018 10:49 AM
238	Traffic congestion is much worse with very few people using the bike lanes. It take way too long to get in and out of parking, and with the bus station and busses getting priority the exclusive bike space is a terrible solution.	9/26/2018 10:40 AM
239	Driver hostility to bikers who are otherwise following all the rules is a bit of a problem in Bellevue, kind of worse than in Seattle. Driver education in some form is needed: positive-reinforcement signage? Not sure what other things might work well, but some kind of further education is needed. Strict enforcement of laws against blocking bike lanes are also needed (ticketing of people waiting or parked in bike lanes).	9/26/2018 10:11 AM

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240	I think it's a real shame that there is no longer a temporary car passenger drop/off & pick-up space outside of the transit station for people who bus/ride.	9/26/2018 10:02 AM
241	In summary, I believe the lanes are well developed. That said, there are both good and bad bicyclists - the same goes for motorists. Those who follow the rules (on bikes, in vehicles and on foot) work well together. Those who don't wreak havoc with others trying to safely progress through a congested area. What about buses? There are no questions on this topic regarding 108th. I regularly see buses blocking bike lanes and running red lights (this includes straight ahead bus only red lights). Excluding bus traffic, cars and bikes seem to be getting along just fine.	9/26/2018 9:59 AM
242	I feel it is extremely unsafe and have found many blind spots when turning in or out of the City Center building onto 108th. While having a bike lane is a nice feature for cyclist it appears to be an unsafe area to have on 108th Ave. I feel it is a matter of time before someone is hit given the lack of visibility at this particular area.	9/26/2018 9:56 AM
243	Bike lanes blow. I ride my bike on the sidewalk just like I did when I was a kid. The roads should be for cars because it's the only place they can drive. It's not like a car can choose to drive on the sidewalk or the road or down an alley like a bike can.	9/26/2018 9:46 AM
244	These new lanes are awesome! I live in Bellevue and work in DT Bellevue the new lanes have helped me switch to bike as my primary means of commuting to/from work! The new lanes makes me feel safer and thus increasing the frequency of using Bikes especially when it's raining As a driver in Bellevue and 108th I have Not noticed any increase in traffic or commute times to/from DT Bellevue as a result of these lanes Would be great to see bike lanes becoming more and more prevalent making everyone safer , healthier and with less carbon footprint!	9/26/2018 9:45 AM
245	For the number of cyclists I've seen use the bike lanes on 108th Avenue NE, it sure does seem like a waste of tax payer dollars. If the city believes this is a good use of tax payer dollars, then start taxing cyclists like you do motorists.	9/26/2018 9:23 AM
246	With the bike lane, I really like how one section has a divider between the car and bike lanes. It seems to be most safe. However, my biggest area of concern for bikers is when I need to cross the bike lane to make the right turn on to 8th. It is difficult to tell if there is a biker there. If there are going to be bike lanes in Bellevue, which there probably should be more of, they should not cross with car lanes for biker safety. In my opinion, it would be best to have the bike lane as far to the right as possible and move the turn lane to accommodate.	9/26/2018 9:21 AM
247	The separation works but in some areas (like driveways), it's a "no mans land" and it becomes very dangerous. Also, some people in bikes are simply too convinced that they can do whatever they want.	9/26/2018 9:15 AM
248	Re-purposing one lane off a main road that has that much traffic for bicycles that do not seem to use it that much looks like a very bad idea..	9/26/2018 9:00 AM
249	I believe we need a cop stationed on 108th educating cyclists on riding etiquette or ticket them. Cyclists pick and choose what rules to follow and is very scary to drive around them. Specially when entering the multiples garage along 108th.	9/26/2018 8:56 AM
250	I am very afraid this is a big accident waiting to happen. It is only a matter of time before we have a serious injury accident as it is hard to see the bikes when you are going in and out of parking garages.	9/26/2018 8:50 AM
251	108th is a good start but we need to knock up our efforts rain and short days, (dark to and from work) make it hard to see pedestrians and bicyclists. Even with a conscientious driver. More needs to be done to give space for bicyclist. Would like better connections to weekend trails. I live in Downtown Bellevue ride on the weekend. I DRIVE my bike to the park and ride to start the rails to trails ride. Would love to BIKE to the trail but feel streets aren't safe... to many zoned out drivers.... I know this is about biking but many times walking and waiting for light to change to cross in a crosswalk I have been nearly hit by cars making a right hand turn. To be moving on a bike in an undesignated area seems more risky. Would love to bike in DT area!!!! Thanks for this survey. Also I did attend the opening and picked up the bike path map. Very helpful map.	9/26/2018 8:42 AM
252	Taking out an entire lane on 108th to dedicate it to bicycles just doesn't make sense. There are very few bikes and now it is impossible to take a left out of the parking garage as the one lane left for cars is always backed up. This adds an additional 10 minutes to my evening commute by going around the block. I'm all for accommodating bikes, but it should be proportional and there is too much traffic on 108th to give them almost a 50 / 50 split on the roads. Improve the traffic congestion, and these bike lanes will not get people to ride a bike to work.	9/26/2018 8:40 AM

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253	All of the changes to 108th have made it confusing for new to the area drivers. The reduction in lanes, the colors, barriers are too much to absorb especially for first time you encounter 108th. Generally, okay once you driven a few times. Not related to the bike lanes, but the city buses need to slow down and stop running red lights. I would focus on the buses before there's a serious accident.	9/26/2018 8:40 AM
254	Please discontinue the Bike program.	9/26/2018 8:38 AM
255	Increased wait time to get to right lane at light due to much shorter turn lane	9/26/2018 8:34 AM
256	I normally ride a bike to work but on the days that I do drive, I'm confident that the new bikes lanes keep people safer with the planters and barriers than without.	9/26/2018 8:34 AM
257	I see cyclists running red lights all the time...they should be required to follow the same rules as cars...and in fact, pay bike registration fees as well.	9/26/2018 8:33 AM
258	I turn right from 108th NB to 12th EB. From my Honda Civic, the planters are so high that I physically can't see if there's a bike in the bike lane from my right side mirror. This is a huge safety issue and makes me super nervous, both as a driver and as a cyclist. I would avoid this street as a cyclist because I know not all cars can see me approaching the intersection.	9/26/2018 8:29 AM
259	The main issue is that people bicycling do not follow the rules and do whatever they prefer regardless of having the bike lane.	9/25/2018 8:14 PM
260	I do not mind sharing the road with bicycles, but I DO NOT believe the test lanes are being properly or legally used by bicyclists. The point would be to share the road, not make it easier for bicyclists to disregard the rules of the road.	9/25/2018 7:58 PM
261	There is nowhere to pick up/drop off people for the transit center. I cannot believe the city has taken away the only safe place to do this without having to pay a fee! Additionally, taking away the turn lane is very unsafe. Traffic gets backed up on 108th anyway, and now this bike lane has made it FAAAAARRRRR worse in high traffic times! Who has the right away turning right, anyway? Bike riders seem to take the attitude that they OWN the roads, and they don't pay any taxes to be on it! If they're going to ride on the road or in the special bike lanes, then the bike should be licensed to be there. The fees for this license should pay for the bike lanes, and general road safety and maintenance. Please, don't misunderstand me: I'm not saying all bikes should be licensed; only those that use city streets and bike only lanes on the streets. Bikes that are only on trails should not have to be licensed, as like hikers, a trail pass is required.	9/25/2018 3:13 PM
262	At the intersection of 108th and Main street: In the morning this light changes at appropriate intervals. In the afternoon and evening the light stays green for too long in the East West direction and too short in the North South direction causing significant back up.	9/25/2018 2:37 PM
263	I travel on 108th a lot and am frustrated that traffic lanes have been taken away from cars and appropriated for bikes. Instead of 2 vehicle lanes, there is now only 1 in places. Traffic back-ups for cars have increased in such areas and make travel slower than ever. Between SE 22nd and SE 23rd where prior parking on the west side of the street has been appropriated for bikes is not a good idea. First, due to several lanes taking off the east side of 108th--there are more homes impacted than on a typical block. Additionally, the car lanes are now much smaller and it's a tight squeeze when bikes, trucks and cars are using that segment of road at the same time. And then there's the issue of numerous bikes who still ride in the car lanes and cause back-ups as well as the bikes who cut in, pass on the right side and so on--it's like an accident waiting to happen. The losers here are the property owners and citizens of Bellevue who pay the taxes and would like to drive safely and comfortably on 108th. The winners are the bikers who reside somewhere--but likely not in our community.	9/25/2018 12:30 PM
264	calm ,good design, well delineated	9/25/2018 10:51 AM
265	Cyclists should be told not to ride bikes the wrong way in bike lanes. The only time I had a problem was with a cyclist going the wrong way. I nearly hit him because I was looking to the left for oncoming traffic. He came down the bike lane from my right.	9/25/2018 9:31 AM
266	YOU SHOULD HAVE DONE THE SURVEY BEFORE YOU PUT IN ALL THE GREEN STUFF. YOU HAVE COMPLETELY IGNORED HELPING CARS, ESPECIALLY AT 108TH AND MAIN STREETS. THE PICS ON CARD HELP TELL IT ALL; 0/1 BIKE, MANY CARS BACKED UP; NOT TO MENTION COSTS! GO BACK TO SEATTLE.....	9/25/2018 9:06 AM

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267	Bikes in a separate lane aren't necessarily going the same speed as a car. It's much more difficult to know when cars are turning right and you should watch out as a cyclist. It's also scary as a driver to make a right turn, you have to look behind you now. Especially true when cars are held up by the pedestrian signals.	9/25/2018 9:01 AM
268	When driving, the biggest concern I have is not seeing a cycling in my mirrors when turning right into my parking garage. Having the dedicated bike lane helps, but this is still a concern when I'm riding or driving.	9/25/2018 8:35 AM
269	My driving in downtown Bellevue is very limited (from home near the library) to the gym at NE 2nd and 108th near the 6 PM hour. Since this bike lane was constructed that commute has improved traffic flow considerably. I am very pleased with the result. However, I would be against replacing the very limited street parking on other surrounding streets with bike lanes.	9/25/2018 7:31 AM
270	I live and drive on 108th Ave. NE. I consider this change a huge negative. By removing lanes for cars, you have created worse traffic. The most obvious issue for me as a driver; at several locations the second lane has been removed, so people who have a green light and are trying to turn right, and can't turn because the pedestrians are crossing, are causing the straight-thru traffic to have to stop as well. Downtown has already become a nightmare to drive in, and you have just made it worse.	9/25/2018 6:15 AM
271	Pls cancel bike lane. Downtown traffic is too congested and it is a waste to narrow the road by installing bike lane.	9/24/2018 9:02 PM
272	I live on 108th. Traffic has slowed significantly since the bike demo was installed. Turn lanes for cars have been removed. General purpose lanes have been removed. This is all contributing slower traffic flow. This is a great example of how government tries to satisfy the wants of a few at the expense of the many. PS: I've yet to see anyone use the bike lane.	9/24/2018 7:40 PM
273	I like bicycling, and believe that we can share the road; I've been doing it since I grew up here. We generally ride on the sidewalk, or use the road when it's safe to do so and we don't get in the way of cars. However, the frequent lack of compliance with road rules by bicyclists currently is disconcerting, and the new lanes and preferential treatment seems to have emboldened these people. As a couple examples: (1) bicyclists who ride side-by-side out in the road when they have a bike lane (or even single bicycles who ride in the car lane when they have a bike lane; I was told to "F___ off" one day when I rolled alongside one such person and asked why he wasn't using the bike lane); (2) bicyclists who coast at 10-15 mph in shared road areas rather than moving to the side or making an effort to speed up when they are aware cars are behind them. Given the relatively tiny number of bicyclists compared to cars in our city, taking away rights of cars and removing significant vehicle lanes and turn lanes in favor of creating dedicated spaces for the small number of bicyclists is unwarranted and unreasonable. I've never had a problem riding my bike around town throughout my life here (I'm in my 40s now)...and don't see the need to re-engineer the city and congest car travel at exactly the time when we're undergoing massive growth in population and car traffic in the downtown area and surrounding neighborhoods.	9/24/2018 5:35 PM
274	Thanks for experimenting with this! Cities need to innovate just like other industries.	9/24/2018 5:23 PM
275	I was driving on 108th during peak traffic - which was awful as usual. In the 3 blocks that I drove on 108th, I saw 2 bikers on the designated path. What an expense! And very few people are using it.	9/24/2018 3:49 PM
276	N/A	9/24/2018 3:36 PM
277	Light modification would help. Some drivers are still unaware of the bicycle lane in an intersection. For example, I almost got hit when a car was turning right from 108th NE to 2nd Ave when I was in the bike lane with flashing lights on a sunny day heading South. Definitely the most dangerous at intersections but drivers waiting to pick up (?) people on the bike lane does not help as riders are forced into traffic.	9/24/2018 3:28 PM
278	north driving traffic can be very challenging at the corner of main and 108th due to the removal of the right turn on red option	9/24/2018 12:51 PM
279	Horrible implementation of the bike lane. It has created gridlock in the morning and afternoon commutes with the high school traffic. I feel this make it more dangerous for bike riders as cars are more impatient with the traffic. The no right turn on red and only one late at 108th and Main is a horrible plan	9/24/2018 12:45 PM

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280	108th is very congested already with a fast growing community. Traffic gets completely backed up now there is only 1 lane. It seems like they made these changes for the less than 1% of people who are on bikes. They have driven in the past with traffic and continue to do so in every other city. I am not why the other 99% have to give up an entire lane. Someone should come look at 108th by the high school and see what this is doing to the traffic before and after school by 108th and Main.	9/24/2018 12:32 PM
281	The bike lane project took away vehicle roadway capacity by 50% in some sections of 108th Ave. At the interaction of 108th Ave SE and Main St, north bound went from two lanes to one lane. Vehicles turning left, turning right and going straight all have to use one lane which slows down movement of north bound traffic especially during school hours at Bellevue High School. Since the bike project started, I have seen fewer than 5 bikes using the dedicated lanes when I was driving on 108th Ave. Near the transit center on 108th Ave NE, there are so many transit users, office workers and business travelers need to get drop off and pick up, where are the vehicles going to stop for drop off or pick up? City of Bellevue has continued to issue building permits for more apartments. Vehicle traffic is going to increase and not decrease. It doesn't make any sense to take away vehicle roadway capacity to address small amount of bike traffic. In addition, I didn't receive any information prior to the implementation of the bike land project which is very disappointing! It was so confusing the first week it was implemented. Drivers didn't know what they were supposed to do. And the City did not provide any statistics or studies to support the dedicated bike lane. What a poor roll out!	9/24/2018 11:49 AM
282	The new bike lanes create accidents waiting to happen. Strongly dislike them, as well as the inability to make right turn on red--really slows down traffic in locations where there are rarely any bikes	9/24/2018 11:03 AM
283	108th NE from 12 to 24 is poorly designed. Traffic safety lane markings have been removed, and lane measurements may not meet code. Bike density does not warrant separate bike lanes in each direction. Painted bike lane markings on the NE corner of 12th and 108 may have contributed to a recent accident of a SB vehicle turning R onto 12th. The large white painted bike designations are ugly. Cars typically drive on the white lane markings or even into the bike lanes. The relative density of vehicles, pedestrians and bicycles does not seem to have been taken into consideration. The shared single pedestrian/bike lane from 20th to 24th is an improvement.	9/24/2018 11:00 AM
284	I applaud Bellevue's efforts to better incorporate cycling into transportation. For too long it has treated cycling as augmented walking. Other nearby communities (Kirkland, Seattle, e.g.) understand that cyclists are not pedestrians and have a need to travel longer distances safely which Bellevue has not supported well in the past. I am both a motor vehicle driver and cyclist. I regard cycling as a form of transportation and I'd like Bellevue to continue to build facility for bikes to operate as an alternative to cars throughout the city. But much more work is needed for bike routes not only in the routes but also in safe bike parking in sensible locations. There are electric car parking spots in many places with priority parking but bike parking is minimal and often hard to location. I don't see why a Tesla needs to drive from Medina to Bellevue downtown and get priority parking.	9/24/2018 10:54 AM
285	The complete removal of drop-off zones has created a perverse incentive for motorists to fully block the bike lane in driveways and intersections.	9/24/2018 10:09 AM
286	Prior to this project, it was already a difficult drive on 108th. I work on 108th and it's become a bit of a nightmare getting to and leaving work. I park in a garage as well and with the decreased lanes, it feels as if vehicles are not welcome. Despite the attempted lure/encouragement to bike or ride transit, it's simply not feasible for those who need to commute by car due to having family obligations, attending school or having a second job.	9/24/2018 9:43 AM
287	I am all for alternate transportation, but by putting the bike lanes on 108th there are no great places to allow for van pool or car pool pick up or drop off along 108th Ave. It would be great to figure out a way to have turn off that people can do quick drop offs with out stopping in the main street.	9/24/2018 9:29 AM
288	I drive on 108th going to and from work every day --So far I have never seen a bike rider. Good solution to a problem that does not exists.	9/24/2018 9:21 AM
289	I love what the city has done on 108th and I am now considering biking to work! I would feel a lot more secure if there were more paths throughout the city that made me feel comfortable because right now it is still really scary for me to bike from my house into downtown.	9/24/2018 8:37 AM

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290	The bike lanes have made it increasingly difficult to exit my building in the afternoon. There is a crosswalk that backs up traffic, pedestrians on the sidewalk, only one lane of traffic in each direction and now bike lanes. What's next?! It can be nearly impossible to get out until someone is courteous.	9/24/2018 6:48 AM
291	I think driving in the downtown area is great. Outside of the downtown area (north of 12th and south of Main) can be improved. I don't understand why the yellow dividing line between the two car lanes was removed and I don't feel as safe driving a car on these roads without the yellow lane divider (or preferably the yellow raised reflectors)	9/23/2018 5:41 PM
292	thank you for continuing to make Bellevue bike friendly. was delighted to find the 108th effort and I really hope you offer more.	9/23/2018 5:11 PM
293	I strongly oppose to this Bicyclist culture that is working its way from Seattle to Bellevue. The Downtown Seattle arrangement is a complete disaster and I now avoid downtown Seattle all together. They no longe get my business. The same will happen in downtown Bellevue if you continue down this path. Most cyclist can't even stay in the bicyclist lane and often want options to swerve to/from the sidewalks back onto the streets, or zip in-and-out of pedestrian walkways or ride with traffic, which ever path suites them, and there is no way the city can enforce safety rules/violations among cyclists. Without a more disciplined set of rules and courtesies, cyclists are an accident waiting to happen given their rogue behaviors. Furthermore, the bicyclist lanes are only going to be used when weather permits. I am all against this rediculous project as it simply contributes to safety issues and traffic congestion.	9/23/2018 10:49 AM
294	I would like to see the study of bike traffic between the hours of 6am and 8pm. Is the dedicated bike lane really needed? Why do bicyclists enjoy all the benefits of using a paved road without paying a dime to construct and maintain those lanes. Does the city have a plan in place to license bikes with a fee simular to car licenses? The modification at 108th ne and ne 12th have greatly restricted car travel for the benefits of a very few bikes. That intersection needs to revert back to the way it was prior to installing the bike lanes immediately.	9/23/2018 10:24 AM
295	Most of the bicyclists ignore bike lanes I've seen in other places. They right on the sidewalk just like 99.9% of the bicyclists in Bellevue the right on the sidewalk they don't care pedestrians are walking they don't care if they yell and scream at pedestrians to move out of the way. Why don't you get I'm populated streets and do it with the bicyclist there. Since Bellevue burned and we have apartments on every street corner it is so crowded and so hard to get around by adding bicycle lanes you've made it even harder. I for one am looking for a different place to live as others are too. It's not the same fun nice family orientated and Bellevue that used to be	9/23/2018 9:02 AM
296	As a motor vehicle driver it is uncomfortable making turns across the bike lanes. this is especially true when making a right turn on red. Bikes often fail to stop when roadway is clear when I can make the turn.	9/23/2018 7:28 AM
297	I would just like you to consider the distraction the crowded area plus the tall buildings add to the driving experiance in downtown and bike lanes would not keep people from using their cars but instead add to the problems that are already acuring. Thank you for trying to keep all safe.	9/22/2018 9:04 PM
298	The plantar boxes are a hazard because they block the vision of the motorist. 108th is a main arterial that has been reduced from 4 lanes to 2, resulting in gridlock.	9/22/2018 6:12 PM
299	Lanes are now too narrow for a vehicle. There's just not that many bicyclists on 108th. We travel it multiple times a day and do not feel safe for us or bicyclists.	9/22/2018 5:12 PM
300	Thank you for making a biking community. I usually put my bike in the car and go to Redmond to bike. Hoping to have bike trail here that connects with the one at Marymoore. Thank you. Tina 253-549-5959	9/22/2018 4:40 PM
301	in case of unprotected bike lanes and a right turn with a car -or- a car parked on the bike line, the risk is still that bikers get into unexpected situations for car drivers. Visibly very clear sections, like 108th SE w/ Main St, helps in making bikers more visible.	9/22/2018 4:24 PM
302	You have now made it worse for cars which is the 99.99%.	9/22/2018 4:22 PM
303	The bike lanes give bikers the belief that they own the road. It is idiotic to make a car turning right have to yield to a bike that is going faster than the car. People are going to get killed. Look at the Europe model where the bikes have their own lanes on the sidewalks with their own traffic signals.	9/22/2018 4:20 PM

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304	Bike lanes should never be installed on high-volume car/truck lanes in our downtown. These vehicles account for by far the vast majority of travel on these streets. They were never designed to accommodate the volume of bike traffic that has now been designed into a disastrous situation even before bikes were introduced. We need to solve the use of personal auto vehicles first before spending millions to accommodate a very tiny portion of all travelers.	9/22/2018 3:23 PM
305	Bike car interaction at main and 12th are much more unsafe bikes heading north go strait in right lane and cars turn across bike lane. Many drivers do not look for bikes. I have almost been hit on my bike almost every time I ride north on 108th at one of these points. Someone will be killed in an accident soon.	9/22/2018 2:58 PM
306	Please add bike lanes with dividers along BellRed and Northup and 140th and 148th.	9/22/2018 1:19 PM
307	Many of my responses are "undecided" or "neutral" because I really haven't noticed many users of the lanes. However, my main concern is near intersections. Without dedicated bike lanes, it's expected that bikes and autos share the lane and queue up behind one another when the forward vehicle is making a right turn. With the bike lane, unless an auto moves to the right and occupies the bike lane prior to a turn, there's an increased risk of a collision between a turning vehicle and a bicycle proceeding straight. Keep in mind that the current laws surrounding a turn stem from best practices developed over time: don't cut lanes during a turn. Unfortunately, the configuration of the new bike lanes disregard some of the best practices learned over time. I encourage alternative transportation and appreciate the sidewalk upgrades and pedestrian paths around the transit station. However, there are a few very prominent obstacles in the way of cycling: First, there just isn't enough room among the current infrastructure to support truly dedicated bicycle lanes. Second, for half of the year, the weather during commute times is often cold, dark, and rainy. For these reasons, especially the second, I doubt significant numbers of people are going to get off a bus and onto a bike to complete a commute.	9/22/2018 12:53 PM
308	I am adamantly against the city spending money on the designated bike lanes in downtown. Bike riders rarely adhere to the rules of the road, which makes it more dangerous for everyone. Downtown is also very congested and should not have sections designated just for bike riders.	9/22/2018 11:41 AM
309	Bikes are supposed to follow the same rules of the road as drivers. It is not okay that they can come in front of cars waiting at a light. In addition the access to neighborhoods has been increasingly restricted on 108th South of Mainstreet. This has created longer backups for residents trying to get out of their neighborhoods. Taking away the free right turn from 108th turning East on Main Street is contributing to the backup on 108th which is already strained due to High School Traffic, lack of access to neighborhoods from 112th and the restrictions placed on travel South on 108th and 16th from 4-7.	9/22/2018 11:26 AM
310	Do not take away car lanes for bicycles	9/22/2018 10:59 AM
311	I live off of 108th so I drive on this stretch of road daily. I can't say that I recall a bike being ridden on the bike lanes ever. Maybe one time. I think there should be more loading zones in front of the Concur building so people can drop off and pick up on 108th. Also, I'd rather have the extra lane on 108th headed south between NE 8th and NE 4th for cars.	9/22/2018 10:45 AM
312	I love the bike lanes!! I think that vehicle drivers still do not notice the bike lanes sometimes. Would it be possible to make the entire lane green?	9/22/2018 10:19 AM
313	I'd like to elaborate on my feelings towards whether physical barriers are needed between cars and bikes: I think for example sharrows are ok and acceptable with parts of road with less traffic flow and slower speeds, but on higher speed, dense traffic areas, barriers are absolutely essential. For example, the more residential parts of 108th Av where there are less cars and where there are already speed bumps to control speed, I feel sharrows are sufficient for cyclists to feel safe, but of course it's always better/preferred to have wide enough space for cyclist and some barrier where feasible.	9/22/2018 10:17 AM

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314	At times it is safer for the cyclist to use the sidewalks. Because the traffic on 108th south of Main street is heavy, plus inexperienced drivers who are not paying attention to driving only (they are using their phones while driving) and automobile drivers who are speeding on 108th SE. Some of the bike lanes on 108th SE Bellecrest neighborhood area could benefit from the use of CHICANES to slow down traffic and to allow for the cyclist going up hill more time and shoulder space upon climbing the steep hill. I have seen cyclist who are struggling up the steep hills who could use more safe space on the hills. Perhaps too have a sign painted on the sidewalks that it is "OK for cyclist to use sidewalks" I like all the green bicycling boxes. However the large green box at 108th SE and Main street, with the long (south) tail and the short stipe lines could drivers get a better idea where they are suppose to STOP. Behind the longer green skinny box? Or can cars go up to the rectangle edge of the bigger green box? Or can they cross the white striped lines and up to the green rectangle box? I like the sign that says "Stop HERE" that makes is clear to drivers who will go LEFT or STRAIGHT on Main Street. The 108th Ave NE treatments have made cycling much better and safer. Like the signs, like the bike lanes stripes and bumpers. How about some trees more trees too? Trees could be planted to also give more barrier to cars and cyclists and beauty to the streets. Soften the urban environment, make it more welcoming and beautiful all seasons of the year but also provide a bike lane/safe street treatment that serves two purposes.	9/22/2018 9:32 AM
315	Reducing car lanes to accommodate bicycles makes no sense in urban area. We can walk or take bus. The weather, hills and amount of car traffic make bicycles impractical.	9/22/2018 9:00 AM
316	The bike box makes the traffic queue long during rush house at main street intersection	9/22/2018 8:53 AM
317	The current bike lanes have certainly resulted in much slower car progress through downtown, particularly the absence of left- and right-turn lanes	9/22/2018 8:50 AM
318	I enjoyed the incongruity of a bicycle lane in downtown Bellevue!	9/22/2018 7:51 AM
319	Use to drop off people at the transit station on 108th. Now I do not know where and how to drop them off. Not clear at all.	9/22/2018 6:58 AM
320	On 108th northbound, just south of Main, the traffic light has effectively been reduced to one lane (no more dedicated left turn lane), making travel from Surrey Downs almost impossible during the afternoon when Bellevue High School students are leaving school. Surrey Downs already lost two exits to transit. The 108th and Main intersection DOES NOT WORK!	9/22/2018 6:43 AM
321	Need a DEDICATED right turn lane at 108th Avenue northbound to NE 12th Street eastbound. Also, if you don't want cars stopping in the bike lanes, you need dedicated pickup/drop off zones for Uber/Lif/taxi.	9/22/2018 4:27 AM
322	The bike path and right turns are a big concern for me. What's the law? Can I get a ticket for taking up the bike lane while making a right turn? This is actually safer for the biker and the driver because making a right turn I need to look left for traffic/pedestrians, right for pedestrians, and now behind me for bikers. Taking the bike lane for turns stops the biker just like cars would have to stop--this is safer for the biker. Removing turn lanes for bike lans has significantly increased the traffic back ups on 108th. I live on 108th and I see the negative impacts on traffic flow. The volume of bikes utilizing the bike path does not warrant the sacrifice in one less lane and safety for all. Bikers also need to be ticketed when not obeying the rules of the road. They should be treated the same if they're to share the road whether or not there's a separate lane or them. I disapprove of the 108th bike path changes.	9/22/2018 3:00 AM
323	(1) It is terrible to remove a right turn line on 108th Ave northbound and main street. It is not safe for pedestrian walking across main street, and some cars will still move to right side of lane to turn right, but the other cars waiting in line to turn right is difficult and unsafe as well. (2) I am for adding new bicycle lane, but as in 108th ave, we converted whole one lane to bicycle lane, make traffic congestion worse and turning difficult	9/21/2018 11:47 PM
324	Many bicyclists seem careless about placing themselves in dangerous situations, such as driver blind spots and cycling past drivers who are signalling a free right turn at a stop light.	9/21/2018 10:07 PM
325	Move the bike lanes to less popular street. It causes huge backups.	9/21/2018 9:08 PM
326	Would be nice to connect it all the way to the 12th st bridge	9/21/2018 9:03 PM
327	I do not like the bike lanes	9/21/2018 9:01 PM
328	It is a good thing to make bike lane visible. Slower vehicle traffic in city center is safer for all users.	9/21/2018 8:45 PM

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329	Please know that I'm not against bikes.....I am a Mt. Biker.....Driving my car in Bellevue is dangerous enough with all the terrible drivers and the bike lanes....rarely have I seen bicyclist using the bike lane on 108th etc.....I don't approve of bike lanes taking away a traffic lanes.....thank you for the city of testing out the bike lanes but at the expense of tax payers this is a waste of money for a very limited number of bikers.....	9/21/2018 8:40 PM
330	There are so few bikes on the road. We need more car lanes. What happened with share the road? The bike lobbyists have kidnapped transportation and the city better wake up and hear the people before they have loud horns and pans banging in the street in front of their homes all night until they make the People commute their priority. Not their dream world car less fantasy. Wake up and build more lanes with all the tax revenue you have made by cramming people on top of each other you money whores.	9/21/2018 8:36 PM
331	I love the implementation of the bike lanes, but I don't think it was the right street or necessarily Bellevue is the right city. Whether or not it's right, Bellevue is and drivers city, from all our parking lots to well thought out roads, it works well. I think biking on the street or sidewalk is an adequate solution through downtown, but sacrificing lanes to create bike lanes is not good for the city	9/21/2018 8:25 PM
332	Please provide drop-off and pick-up at 108th Avenue. By providing bike lane for cyclist, you forgot the thousand of commuters who use bus for their transportation everyday. You did not provide drop-off and pick-up the Transit Center. I believe that many people will use bike lanes only during summer and during winter time nobody will use them. You are spending a lot of money for just few cyclist and forget the thousand of people going to Transit Center to catch their bus. Please provide drop-off point in the Transit Center.	9/21/2018 8:05 PM
333	usually stay away from 108th	9/21/2018 7:54 PM
334	There is lots of confusion with laws regarding making a right turn when there is a bike lane??? Can a vehicle pull into the bike lane?	9/21/2018 7:51 PM
335	Traffic now backs up a lot going north on 108th at main. Less cars get through per green.	9/21/2018 7:30 PM
336	There needs to be a robust separation of bike lanes and vehicle traffic - and however it is accomplished, it needs to be visible and understood by both drivers and bicyclists.	9/21/2018 7:23 PM
337	Bike lanes on 108th are too big! Bikes cross lanes all the time. The designated lanes for bikes are a farce!	9/21/2018 6:59 PM
338	It is getting difficult, unsafe and congestion to drive on 108th Ave since bike lane is added, the bike lane should be removed and return to original four lane street. I do see rarely biker rider on the road.	9/21/2018 6:38 PM
339	I feel strongly that motorists need more education about bike lanes! I understand them, but I am also a biker.	9/21/2018 6:09 PM
340	At 108th SE and Main, the southbound traffic often will turn left almost creating an accident with cars that are further back in the line going straight or turning right. They southbound traffic (left turners going east) can't see (because the road dips on the south side of the intersection and smaller cars can't be seen behind larger SUVs or other larger cars.) or they are impatient and won't wait for their right of way, it's my opinion, this is an accident waiting to happen between cars and cyclists. I don't think the southbound on 108th understand there is no right on red for those traveling north. 108th AVE SE is dangerous for bikers between Bellevue way to main street as this is a 1 lane road.. In addition, High School students often speed and turn blind corners not watching for cyclists. They often turn left (illegally) out of the south lot exit of the High School and can't see bikers. In addition, the road is narrow so bikers go slow and often hold up traffic for impatient parents or students at Bellevue High. You either need to: create 108th as a bike only road or a car only road. Not sure how you do that because there are residential homes along this road. Would be nice to have minimal cars on this road if you want bikers on this street. A definite change in the signal at 108th and main to have a right turn signal for cars going north then east... and a signal for bikes for right of way. I have weekly near misses with oncoming cars on 108th and Main (those cars traveling south on 108th and turning east on main) who think they have the right of way when I am turning right and the oncoming is going left. It makes me nervous that I might hit a cyclist as we both have a green light at the same time. This is a scary poor design.	9/21/2018 5:43 PM
341	Bicycles should not be ridden in downtown Bellevue. Many bicyclists do not follow the rules of the road and are being very dangerous. I have seen bicyclists run red lights, go through stop signs, turn without signaling, etc. It's very scary. Are they accountable? Do they have insurance?	9/21/2018 5:36 PM
342	Enforcement of bike box rules would be appreciated	9/21/2018 5:16 PM

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343	I have been nearly hit (in my car) multiple times by people coming up behind me to use the bike lane in their car to turn right instead of staying in the car lane. People turn right on red despite the sign not to all the time. Education is needed on how to navigate the corner of 108th and Main.	9/21/2018 5:06 PM
344	I've never actually seen a bicyclist use the lane in many times driving down the street. It was a waste of money and space.	9/21/2018 4:14 PM
345	You are trying to force people to ride a bike and not drive their car. I don't agree with all of the bike lanes you are putting all over Bellevue. There is more traffic back-up everywhere.	9/21/2018 3:57 PM
346	I think the new bike lanes are great. We have two daughters that often bike to their activities in downtown Bellevue. I would prefer more bike lanes throughout Bellevue to make biking safer for them. In Denmark and Sweden, they have excellent bike lanes. Bellevue should look at how they design the bike lanes in Copenhagen and Stockholm.	9/21/2018 3:53 PM
347	NE 10th/108th and NE 10th/106th crossing recently got new left turn traffic lights. I'm mentioning them because they might be linked to providing safer turns with bikes. These came with greatly increased waiting times as a pedestrian, not so much because of the additional left turn phase, but because the light no longer switches to Walk along NE 10th if the cars along NE 10th already have green light. You have to wait a full traffic light cycle (as was already the case for the directions crossing NE 10th). This feels especially excessive if the traffic light cycles aren't properly matched to the car traffic volume (i.e. the green light for the crossing direction lasts a long time, even though there only was one car waiting and no others coming afterwards). Tweaking these traffic light cycle durations a bit would help (mostly during off-hours).	9/21/2018 3:26 PM
348	I do not see these lanes being used through the fall, winter and spring. Let's be reasonable. People will not drive bicycles in the rain. It is dangerous. Even today, the ratio is likely 100:1, cars to bicycles. Why tax payer money was spent on this type of social engineering is misguided. This is Bellevue...not Seattle. We are counting on it being different or else we would live in Seattle. Plus all those Lime bikes cluttering sidewalks. Unacceptable.	9/21/2018 3:20 PM
349	Would appreciate east/west lanes to downtown. All bike lanes need to finish, not just end, very dangerous.	9/21/2018 3:14 PM
350	I am disappointed that a car dropping off a bus rider area near the transit center has not been part of this program. Surely someone can figure out how to incorporate this feature? one or two spots... I drop my husband off at the transit center; he injured his leg muscle so I could not drop him off on 106th, a bit too far for him to walk. So I used a bus only space, bad me, but there was no other option.	9/21/2018 3:04 PM
351	Rather than being helpful, I feel that bike lanes can actually be very confusing for motorists as exemplified by the questions in #6 above (this applies not only to the bike lanes on 108th but bike lanes everywhere).	9/21/2018 2:53 PM
352	If it's not acceptable for motor vehicles to use bike lanes as temporary drop off or pick up zones, then it must also be unacceptable for trucks to use the two way turn center lanes for the same things. This is a real safety problem on 108th, and the rest of downtown. Of course it's too do anything about this. No alleys for delivery. So sad.	9/21/2018 2:50 PM
353	Making biking safer and more convenient helps everyone	9/21/2018 2:43 PM
354	This survey is a slanted and biased farce designed to accumulate data to arrive at a desired answer favoring bike lanes. I am embarrassed that our city would operate in this manner but not at all surprised.	9/21/2018 2:38 PM

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355	I'm a long time cyclist, but I'm disappointed in the use of scare city dollars for the very few cyclists i see using the 108th ave lanes. If we did not have other competing "needs" that are critical in this city, it would be fine to cater to the very, very small population that are able to use bike lanes on our hills and wet streets (and lots of bad weather) that we experience in this region. I have rarely seen anyone in these lanes, which i travel one or more times a day and different times of the day, and just about every day. Yes, it's a really "nice to do" thing, but given our unmet needs in more fundamental areas, is it really important to take our urban core and make it a "nice to do" paradise for a tiny fraction of those who might use it? Let's get the overpriced East Link done, and have people use that to get around, and provide a way for cyclists to put their bikes on the Link rail cars, as they can on a bus. While i'm told there are a lot of people who bike, what i see on the ground (often referred to as ground truth evidence) is that few if any use these marked routes, and does not justify spending more to make they physically separate (as in Seattle) is not a good use of public funds given other needs. And if there are that many people demanding these lanes, lets get some sort of user tax in place on bikes and cycling gear.... again, given that we have higher priorities on the city's agenda, many of which are about concerns as to how we address more fundamental and critical human needs for our higher diverse population.	9/21/2018 2:27 PM
356	Get off the bike kick in this city of hills and unkept roads that need pavement/pot holes fixed!	9/21/2018 2:13 PM
357	I hate hate hate when Uber's or other cars pull into the bike lane, stop, and throw on their four-ways. I see people do this all the time. If you are going to do separate bike lanes, barriers are helpful.	9/21/2018 2:08 PM
358	Totally unacceptable at 108th and main to to have no right turn on red and the bike box.	9/21/2018 2:07 PM
359	The bike lane going around the traffic medians north of 12th is a nightmare when the road is busy. NOT ENOUGH space!	9/21/2018 2:06 PM
360	The northbound intersection on 108th at Main is a disaster. Confusing, inefficient, creates traffic with almost no bike traffic, even at rush hour. It increased travel times and the confusion will result in a major accident. Awful design.	9/21/2018 1:58 PM
361	It's always better to have clarity...who belongs where, and to know what to expect.	9/21/2018 1:47 PM
362	I think the bike lanes have made driving on 108th more difficult on an already difficult street. On NE 2nd and 108th which is now a one lane street, it is impossible to make the light if going straight if someone is turning right due to the bike lane and pedestrians crossing. We need 2 lanes for drivers throughout downtown Bellevue to accommodate drivers and pedestrians. Bicyclists should drive with traffic only, should be enforced and all should be educated. There is no room for separate bike and driving lanes with the uncontrolled growth in DT Bellevue.	9/21/2018 1:44 PM
363	I haven't noticed any throughput issues.	9/21/2018 1:43 PM
364	Too many people are blocking the bike lanes in their cars. Also, cars nose out of driveways into the bike lane and block the way.	9/21/2018 1:38 PM
365	I don't feel the city did enough to get input from or inform local residents about the bike lane change. I'm signed up for city email lists and read info the city mails out, yet this bike lane caught me (and all of my neighbors) completely by surprise.	9/21/2018 1:24 PM
366	I had a friend who was disabled by a vehicle/bicycle accident. I'm concerned I'll make a mistake and turn into a bicyclist. So all you can do to prevent that from happening is a good thing... thank you	9/21/2018 1:17 PM
367	There needs to be better physical separation at the corners of intersections too. Currently people driving can take the corners at an even wider angle now. There needs to be physical concrete curb out on the "inside intersection" corner delineated by the two crosswalks so that when we are driving we have to take a much sharper turn which will ensure that we are forced to slow down much more significantly and make it much less likely that we will turn in front of someone on a bicycle coming up in the lane beside us.	9/21/2018 1:16 PM
368	I ride a motorcycle whenever possible.	9/21/2018 1:16 PM
369	Downtown Bellevue is becoming increasingly congested. The idea to take away vehicle lanes to allow for more space for bicycles is shortsighted and addresses a very small percentage of those who commute, shop, etc. To me, the overwhelming numbers support vehicle traffic lanes not being removed nor their numbers reduced just to permit more room/road for bicycles. As a pedestrian, I have had more close encounters with and been nearly hit by bicycles (on sidewalks and crossing at marked intersections) than as a vehicle driver.	9/21/2018 1:11 PM

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370	Bicycle traffic is at present very light, however vehicular traffic has grown tremendously through the years both for work hours and Holiday Seasons. Bicycle traffic and pedestrian traffic stop vehicles and delay turns and crossings and is backing up congestion throughout the City. How about adding 4 Way Pedetrian X crosings at major intersections to relieve the conjested intersections. As far as bicycle lanes expense of millions spent I can remember when the City of Bellevue required "horse trail connectors" . The weather will reduce bicycle use, but the increase of vehicles continue each year. Maybe, solve the bigger issue (traffic flow) before reducing driving lanes. Dale Hutson	9/21/2018 1:06 PM
371	The ideas are good. But implemented at the wrong location. It has caused more congestion and also increases pollution. Considering the traffic ratio between bicycles, motor vehicles, and pedestrians, th space allocation has been done disproportionately. Kindly re-consider the allocation.	9/21/2018 1:01 PM
372	Would be nicer if the bike lane was consistently separated (planter box / post) throughout the length of the street. The current design switches too much.	9/21/2018 12:54 PM
373	There are a lot of exits from parking lots of different companies on 108th Ave in downtown - these places needs enhanced bike lanes to cross a street and merge the traffic	9/21/2018 12:51 PM
374	108th is too busy. Should be on a less-travelled road, like 106th. Connections to 110th (to get to the 520 trail) or west to Medina to get to the 520 trail are not good -- too much traffic, no bike lanes.	9/21/2018 12:50 PM
375	The bike lanes have made the existing roads too narrow for cars, trucks, and buses. It has made it more dangerous for cars, trucks, buses, bikes, and pedestrians. Additionally, right turns are now a lot more difficult and adding the bike lanes has changes the angles of turns. I have seen vehicle tires get caught up on the sides of the sidewalks due to this. The bike lanes have increased danger to motor vehicles, bikes, and pedestrians.	9/21/2018 12:49 PM
376	It is a video obstacle course out there on the 108th mess that you have created. If I did not work on this street I would avoid it at all cost. There is a disaster waiting to happen and it is not going to go well for the city of Bellevue.	9/21/2018 10:19 AM
377	This has been a disaster for a driver as - the many diversions in favor of bicyclists is amazing	9/21/2018 10:16 AM
378	I have worked on 108th Avenue where they just installed the bike lanes since 1990 (28 years). I can recount maybe seeing 25-30 bicycles on that street in the 28 years of commuting on this section of road. Since installing the lanes I have had 2 incidences where I have almost been sideswiped by cars coming out of the parking garages to get into the right turn lane. The city has really mucked this up. How many people could have been fed, housed for the cost of these stupid lanes. Also, the city realizes we live in Seattle and not Southern California right? We are entering into the rainy season - how many cyclists do they expect will be out there. Just another example of government waste of taxpayer money. Perhaps if they funded these silly projects from their own pocket books they would think twice.	9/21/2018 9:38 AM
379	I'm really upset with the removal of turn lanes. It makes my travel so frustrating! Bikes can basically go anywhere they want, but if I get stuck behind one car, I have to sit through all the lights before I can turn right. I experience this frequently, and to be honest, it gives me a bit of road rage. Also, we live on one end of the bike demo while a friend lives at the other. We carpool daily and it takes a lot longer to get to him because we have to wait for cars in front of us to turn right. We need turn lanes.	9/21/2018 9:22 AM
380	Congestion has increased which only increases CO2 as cars slow down and burn fuel inefficiently. The cost of fueling a human to ride a bike is more CO2 intensive. Please get rid of the bike lanes which only serve a tiny fraction of the people and ruin the environment.	9/21/2018 9:11 AM
381	Bikes in the PNW account for 2% of daily travel. However the bikers are not paying for the upkeep of the roads like drivers do in their gas taxes. Don't take from the 98% of daily commuters who are PAYING for the roads to add bike lanes! Bike lanes need to be outside the current road ways. If I wanted my roads taken for bikers I'd move back to Seattle! 108th is now more backed up then ever. The 8th street crossing is a death trap for bikers as there is no more turning lane. Everyone is trying to turn right across the bike lane but has to do it from the middle lane which backs up traffic and causes people to rush. Please stop taking our roads...	9/21/2018 9:03 AM
382	I live on 108th. In my opinion the bikeway lanes only increase vehicle congestion because of the elimination of turn lanes like the one onto 12 st. I have seen minimal use of the lanes by bikes and an ugly proliferation of rent bikes in the neighborhood!	9/21/2018 8:35 AM

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383	Driveing south on 108th at 112th making a left requires several light changes at times of higher traffic. with so many north bound cars having only one lane for left, right, and through there is no chance to turn left.	9/21/2018 8:19 AM
384	Like all good experiments, it should end soon.	9/21/2018 7:38 AM
385	You have created a nightmare in this city. You've built too many buildings and have not improved the roads. You added hundreds of people into a space that use to hold few. NOW you taken more of the horrible road away from cars and made this a total horrible experience. I live on 108th and this is the worse idea you have had to date. It use to take me minutes to get from my house to main...now it is a frustrating experience.	9/21/2018 6:46 AM
386	We should not be taking valuable road space for something that 1% of the population will use. They are already allowed to use the roads as is.	9/21/2018 6:38 AM
387	i like the new lane a lot but there are still a few areas where cars cross the bike lane to go into parking garages that feel unsafe.	9/21/2018 6:31 AM
388	I have lived off of 108th for 25 years. On any given day I travel 6 to 8 times up and down 108th. Since the bike installation the ratio of pedestrians to bike riders using this lane are about 10 pedestrians to 1 cyclist. I have seen very few cyclists. The cyclists I have seen ride outside of the bike lane into 108th. When the cyclist is in the lane and there is oncoming traffic you have to slow down and wait for the oncoming traffic to pass so you can get past the cyclist. Hello...did anyone measure the width of 108th...it was already a narrow road and now it is very unsafe with the cyclists AND pedestrians as it is packed with pedestrians now. When I approach NE 12th, the ability to turn right is absolutely ridiculous. You have a traffic light that is timed for a very short time and only one line to queue for the cars going straight, left or right. It can take several lights to get through the intersection. I challenge the city workers to spend a day going back and forth on this road at different times to experience this firsthand. Do not be in a hurry because these new lanes will impede your ability to get to point A to point B. If you encounter a bicyclist, you will most likely encounter an aggressive cyclists as I did the other night. This cyclists zipped in front of me to get out of the bike lane to make a left hand turn into NE 12th. Downtown Bellevue has already become a nightmare to drive in...Uber drivers stopping in the middle of Bellevue Way to drop off passengers and I would be rich if I could collect \$100 for all the people..Uber drivers?...who make illegal U turns wherever they like. This bike lane has added to my frustration. I am very unhappy with this bike lane. Lastly, I find the planters very distracting and not safe. I am very unhappy how my tax dollars are being spent on projects like this. This was and is a terrible idea.	9/20/2018 9:08 PM
389	There are so few bicycles on 108th - mainly Jimmy John's sandwich delivery south of NE 8th - and almost entirely cars and pedestrians north of 108th (no bikes). The questions in this survey seemed very tilted to confirm the project - not looking for all opinions. It seems that there was a great deal of money, time and effort spent on creating a project that has very very few participants. I feel that the City needs to fund projects that affect a larger population - like street overlays, vegetation control to mitigate blind spots, park enhancements, mitigating utilities costs, etc...	9/20/2018 7:34 PM
390	Traffic flow does not seem to be impacted by the interim bicycle facility.	9/20/2018 7:03 PM
391	I have lived on NE 17th Street off of 108th Ave for 25 years. My house is off the section of 108th Ave between NE 12th and NE 24th. I remember 108th before the speed bumps, traffic circles and sidewalks were added to this section. Overall this was the perfect balance for Cyclists, Cars and pedestrians. The speed bumps and traffic circles forces cars to slow down so it was perfectly safe for Cyclists to ride in the road. Cars could easily navigate around them and pedestrians used the sidewalk. I grew up riding my bike on this street, walking as a pedestrian many times every week, and now I drive it daily. I never felt unsafe on this section of 108th walking, cycling or driving. It was the perfect street for all modes of transportation. This changed when the Bike lanes were added. The section of Bike Lanes between NE 12th ST and NE 24th Street does NOT work well for cars, pedestrians or cyclists. Not only are they unnecessary, I feel that they make things unsafe for all modes of transportation. Since the Bike Lanes have been put in I have only seen a handful of Cyclists use them. I have seen MANY more pedestrians and joggers walking in the bike Lanes. Previously pedestrians kept to the sidewalk. The bike Lanes increase the danger to pedestrians as the lanes give them a false sense of security to place themselves closer to traffic. After the bike Lanes were added, the rest of the road has become FAR too narrow to be navigated safely in a car. I end up being forced to drive in the bike lane while passing oncoming traffic, especially over the speed bumps on this section of 108th. The city has not even replaced the center deciding turtles! This is very disorienting as a driver. Please remove the Bike lanes along this section! This is still a residential area of Bellevue and does nothing to improve safety. It agravates residents who live along this road.	9/20/2018 6:42 PM

108th Avenue Demonstration Bikeway Evaluation Questionnaire

392	This survey references only 108th AVE SE though the city sneakily put in on 108th AVE SE and with zero neighborhood notification! It is shameful the way the city has acted on this project. We have very little roadway for cars and to take away lanes for very few bikers is frankly a very stupid idea. The amount of dollars and wasted time and wasted gas is staggering.	9/20/2018 6:16 PM
393	I am 80 with health problems, and for that reason cannot ride a bike.	9/20/2018 5:48 PM
394	Childrens' toys and motor vehicles do not mix!	9/20/2018 5:42 PM
395	Bike lanes are not needed!!!!	9/20/2018 5:19 PM
396	I think the garish paint to make bike paths on the roadway is in poor taste. It makes our now good looking city look "cheap".	9/20/2018 5:16 PM
397	Let's screw up everyone else's commute for the 3 people a day that use the bike line. Genius.	9/20/2018 5:03 PM
398	I love everything about what's already been done and would be glad to see dedicated bike lanes across most or all of downtown. In an ideal world there would be interconnected dedicated bike lanes from 100th to 112th between Main St and NE 12th St.	9/20/2018 3:55 PM
399	The current configuration at the intersection of South bound 108th and NE 8th causes undue delays with cars waiting to turn right while pedestrians are crossing.	9/20/2018 3:18 PM
400	Get those GREEN BIKES out of the city. They are in the way constantly. They are a hazard to safety. I drive all over Bellevue daily and have never yet scene anyone riding one of those. Bellevue is a small enough town that walking is more convenient and the way people seem to prefer.	9/20/2018 3:17 PM
401	A very expensive effort to accommodate relatively few users in the summer and almost none in the winter.	9/20/2018 3:03 PM
402	My experience has been mostly negative in that bikers are not using the new bike lanes, are potentially causing more accidents, and cars are using them to drop off passengers. I feel like I am more likely to hit either another car or a biker because of this. Not to mention I take 108th every day and since the lanes were introduced I've maybe seen 4 people use them. My main concern is that we have created an option for wealthier people to get around Bellevue on their bikes, while those of us who live outside of the city and have to commute by car have one less lane and worse traffic. It has made my commute in and out of Bellevue more stressful.	9/20/2018 2:43 PM
403	The biggest drawback I have seen from these changes was taking 2 lanes and turning them into one. I turn left from 8th onto 108th and before the changes I never had any issues with the left turn light. Since the change, there have been many times many people have missed the light because the backup to go into the Key Center and Symetra buildings has blocked traffic from flowing. This was never an issue when there was 2 lanes and the right lane was used for going into the building parking garages.	9/20/2018 2:25 PM
404	Turning right onto 8th from 108th is extremely difficult now. Sometimes I have to wait 2 light changes just to turn right. Approx. 10min. The pedestrians keep vehicles from turning on a green light and the vehicles going strait get held up from the vehicle trying to turn right. This will back up a lot of streets during holidays. I have used this route 5 days a week and since the lane was put up I have seen 1 bike using that lane and a lot of frustrated drivers. I would think the hundreds of cars would be more important than a few bikes on a lane that will hold up traffic backed up to 10th street. A lot of people I know just don't understand it. Just try to turn right there and you will understand peoples frustration. Joel / Diamondbanque	9/20/2018 2:07 PM
405	I not sure this bike lane experiment has been worth the cost and confusion created by the revisions to the streets that were not intended to have bike traffic added to them without a widening of the lanes....I have seen very few bikes being used, except of course for the many abandoned bikes left any old place they want that makes Bellevue look like Hooverville Seattle, in a very cluttered way that does not bode well for our future	9/20/2018 2:06 PM
406	My biggest concern is the number of Uber/Lyft vehicles parking in the bike lanes, not just dropping/picking people up. I've rode up along side them to see that they are checking their phone for the next customer with no regard to the fact that they are "parked" in a traffic lane. There seems to be a lack of respect for just the paint. I support adding more physical barriers to cars abusing the bike lane and finding (where?!) designated pick-up/drop-off locations for rideshare vehicles. I wish COB Police would enforce/ticket these people.	9/20/2018 1:45 PM

108th Avenue Demonstration Bikeway Evaluation Questionnaire

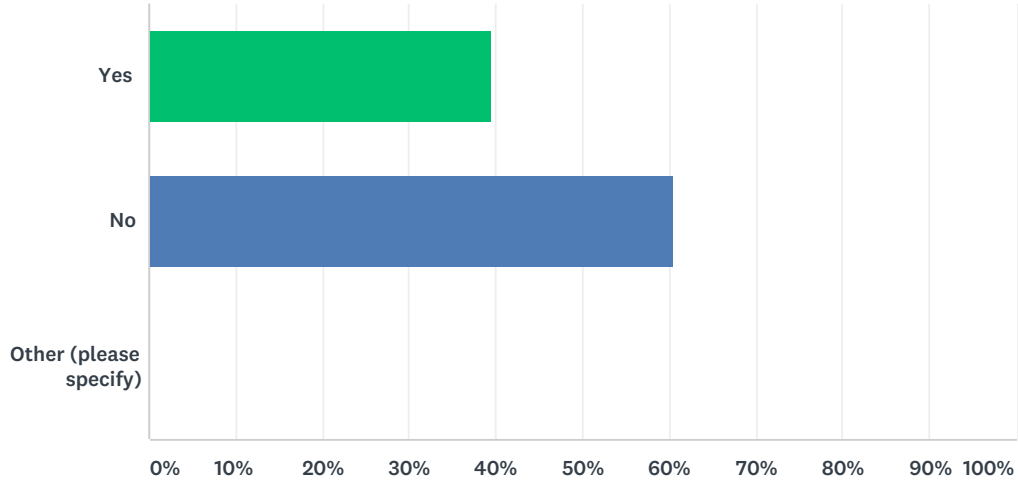
407	While I appreciate that people who bike, enjoy these improvements, it comes at great cost to the tax payer and even greater cost to the flow of motor vehicles through the city. This seems like a disproportionate cost given how many bicyclists there are in Bellevue and the fact that laws and rules already exist about how motor vehicles and bicyclists need to share the road.	9/20/2018 12:45 PM
408	1) This is one of the main streets for the financial industry in Bellevue. Why would the City put a bike path on a road that has multiple building parking garages spilling out onto it at any given time. There are backup into the garage of people waiting to get out due to reduced lanes and congestion. 2) Buses can barely make the right hand turn coming off of NE 8th onto 108th due to the lack of 2 lanes. They almost run up on the curb and endanger pedestrians. 3) Traffic turning left off of NE 8th onto 108th backs up in to the intersection at rush hour. 4) Traffic turning right off of 108th onto NE 8th is now backed up almost into the preceding intersection, due to only having one lane. If they are trying to turn right the pedestrian traffic crossing the street from the Salesforce building consists of large walking groups at any given time.	9/20/2018 12:40 PM
409	I used to travel north on 108th to get to my bank for my office, and I can't do it anymore because traffic is so terrible getting up that street. I would rather you would have worked to use that space to move more vehicles. You caused more of a problem for traffic by adding the bike lanes, and the entire time I've seen maybe 2 bicyclists. And how heavy will the bike traffic be in the 7 months of rain? You do all this to accommodate almost nonexistent downtown bicycling in an area that doesn't have good enough weather often enough, and you always work against people who are trying to live their lives and have the freedom of driving to work.	9/20/2018 12:34 PM
410	I drive on 108th between NE 8th and NE 10th at least twice a day, 5 days a week. In addition, my office overlooks the intersection at 108th and NE 8th. It appears to me that these bike lanes, as implemented on that section of street, have REDUCED SAFETY for BOTH bicyclists and, more significantly, pedestrians -- and possibly for cars as well. What's happening for bicyclists is that the planters and other dividers make it MORE DIFFICULT to see bicyclists when making a right turn from southbound 108th onto NE 8th. The design of the bike lane necessitates that cars cross over the bicycle path when making a right turn, increasing potential for a collision between a car and a bicyclist. When bikes used to be in the same lanes as cars, it might slow down traffic, but at least you haven't designed the situation to put bikes and cars literally on a collision course. Making matters worse, the planters and so on make it harder to see in the passenger side rear view mirror whether there's a bicyclist coming up on the right side of a car when the car is making a right turn. In terms of pedestrian safety, the change in traffic flow seems totally counterproductive. The intersection of 108th and NE 8th used to have two lanes on 108th going south. The right lane used to cross the intersection and then terminate right away after it crossed NE 8th. Because of that, commuters used it as a de facto right turn lane. The bike lane removed that lane. What's happening now is that cars that used to turn right in that lane are now in the only southbound lane. During peak traffic hours, pedestrians often cross NE 8th for the whole duration of the light. If there's one car in the line of cars that needs to turn right, it now blocks the entire line of cars heading south. This gives rise to the following dynamics: 1) Traffic gets backed up southbound. It often takes more than one cycle of the light for a car to get through the NE 8th intersection. 2) Traffic occasionally gets backed up all the way to NE 10th, and starts blocking the NE 10th intersection, which never happened before. 3) Cars are now turning right with pedestrians close by in the crosswalk because they know they're blocking other cars. This is illegal, and more important, dangerous to pedestrians. Whereas there is an occasional bicyclist in the bike lane (not even one every 5 minutes), there are hundreds of pedestrians crossing that intersection. The bike lane has effectively increased safety for a small number of bikers at the expense of reduced safety for a large number of pedestrians. In terms of vehicle safety, drivers behind the car trying to turn right, but stopped because pedestrians are in the crosswalk for the entire green light cycle, now get frustrated. It's now common to see cars diverting into the left turn lane, running the red light in the left turn lane, and changing lanes in the intersection back into the southbound lane. The potential collision between cars and bikes is an issue at all times, but the pedestrian and vehicle safety issue is not really a problem during non-peak hours. Pedestrians clear the intersection or are sparse so they don't really delay the cars that are turning right, and everyone goes through the intersection OK. At peak times, though, pedestrian traffic is heavy at the same time car traffic is heavy, so the increased number of pedestrians in the crosswalk effectively reduces the southbound lane capacity -- but mainly during peak hours -- the time you'd least want that to happen. Overall I would say there are 5-10 times as many cars running the red light as there are bikers, based on what I see from the windows in my office. And that's during nice weather. For the 8 months it rains here, the ratio could be 100:1. If we're going to be taking space away from cars, I would have preferred to see that space used to make the city more pedestrian friendly. We seem to be gaining pedestrians a lot faster than we're gaining bikers.	9/20/2018 11:05 AM

108th Avenue Demonstration Bikeway Evaluation Questionnaire

411	One of the biggest wastes of government funds (construction) and a big tax write off. The bike lanes are rarely used in downtown Bellevue! It's a complete waste of public space! It's called take the bus or walk....you will get around a lot faster than by bike.	9/20/2018 10:20 AM
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Q8 Have you ridden a bicycle on the 108th Avenue since the completion of the Bikeway Demonstration Project?

Answered: 1,168 Skipped: 64

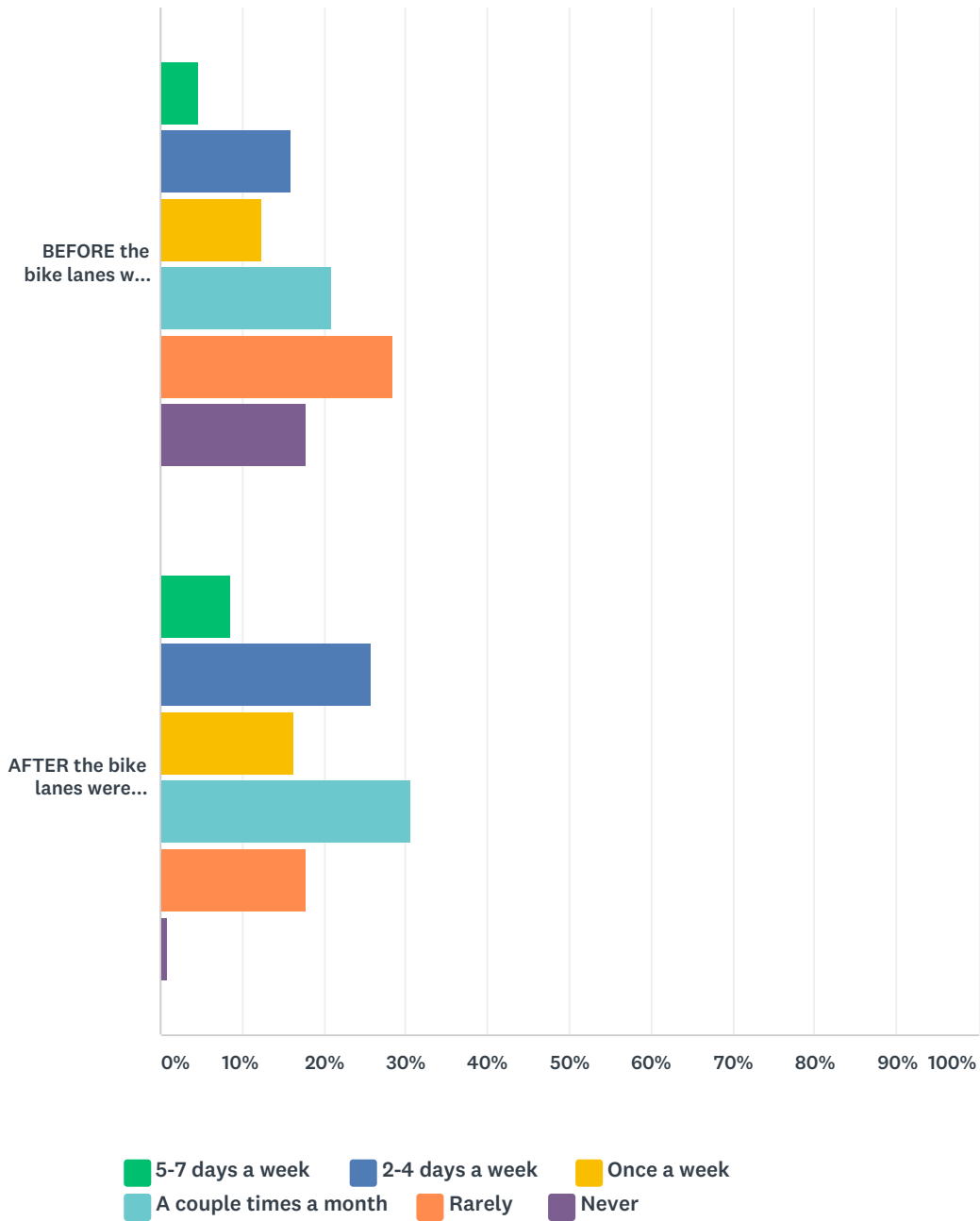


ANSWER CHOICES	RESPONSES	
Yes	39.64%	463
No	60.36%	705
Other (please specify)	0.00%	0
TOTAL		1,168

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q9 How frequently did (do) you ride a bicycle on 108th Avenue?

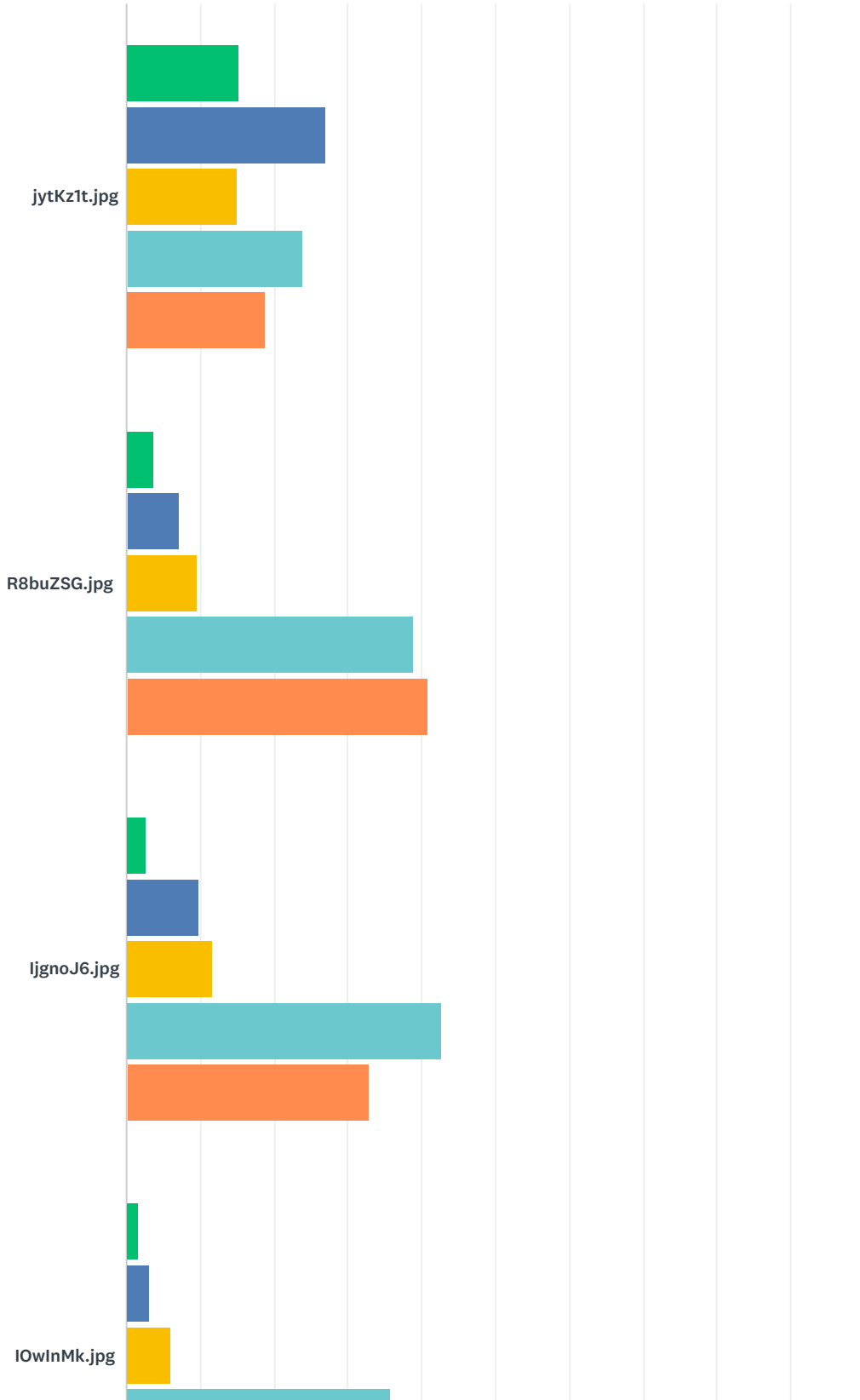
Answered: 444 Skipped: 788



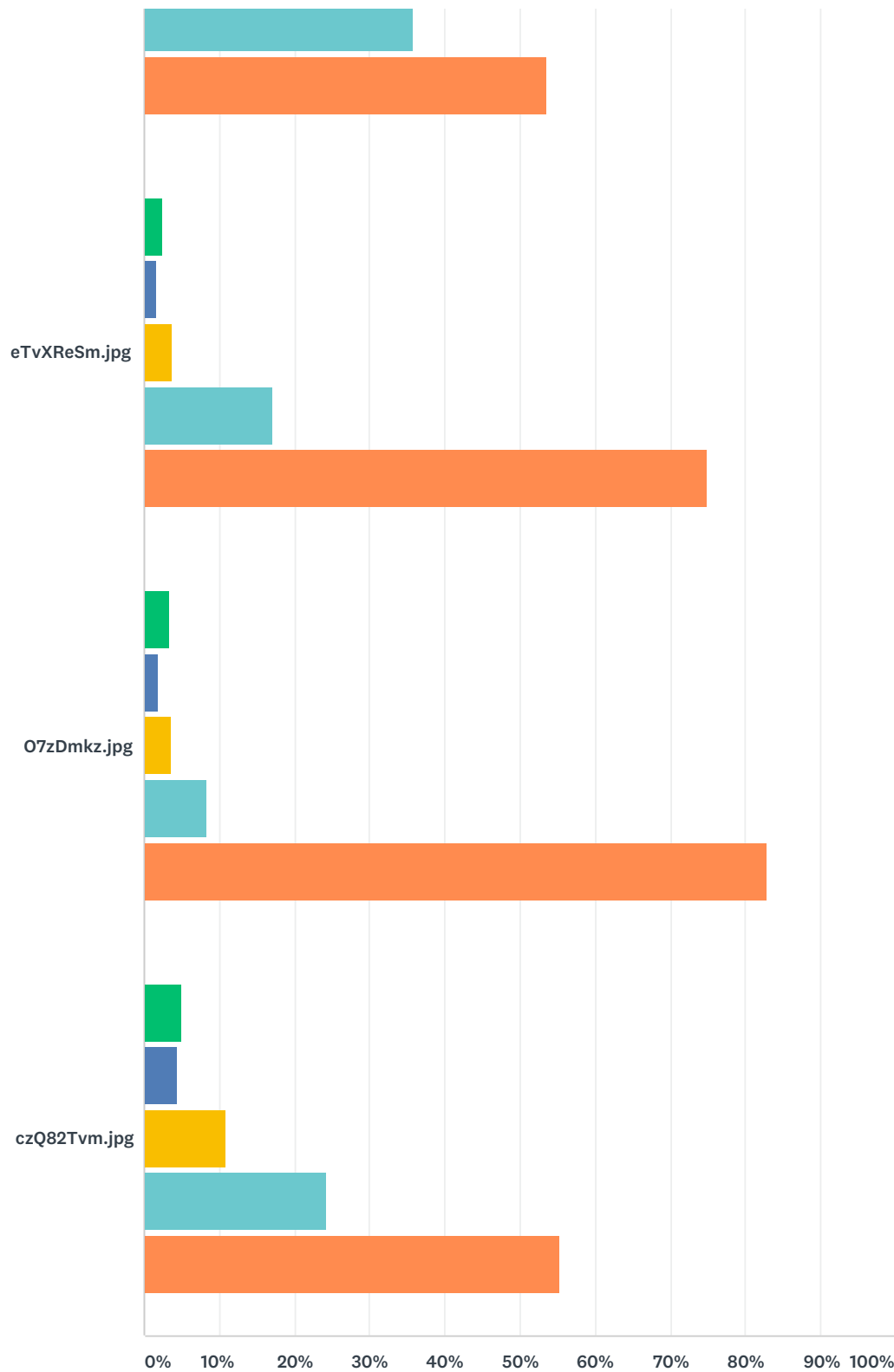
	5-7 DAYS A WEEK	2-4 DAYS A WEEK	ONCE A WEEK	A COUPLE TIMES A MONTH	RARELY	NEVER	TOTAL
BEFORE the bike lanes were installed?	4.63% 20	15.97% 69	12.27% 53	20.83% 90	28.47% 123	17.82% 77	432
AFTER the bike lanes were installed?	8.53% 37	25.81% 112	16.36% 71	30.65% 133	17.74% 77	0.92% 4	434

Q10 What is your comfort level when riding a bicycle on the following facilities on 108th Avenue?

Answered: 426 Skipped: 806







108th Avenue Demonstration Bikeway Evaluation Questionnaire



■ Very Uncomfortable
 ■ Somewhat Uncomfortable
 ■ Neutral
■ Somewhat Comfortable
 ■ Very Comfortable

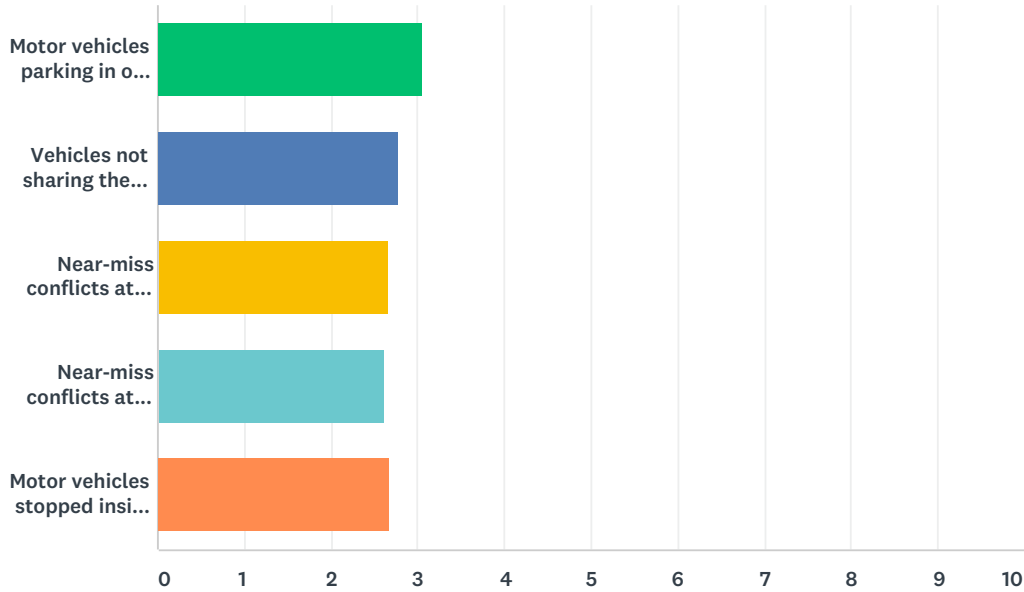
VERY UNCOMFORTABLE	SOMEWHAT UNCOMFORTABLE	NEUTRAL	SOMEWHAT COMFORTABLE	VERY COMFORTABLE	TOTAL
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108th Avenue Demonstration Bikeway Evaluation Questionnaire

	15.29% 65	27.06% 115	15.06% 64	23.76% 101	18.82% 80	425
	3.76% 16	7.06% 30	9.65% 41	38.82% 165	40.71% 173	425
	2.82% 12	9.88% 42	11.76% 50	42.59% 181	32.94% 140	425
	1.67% 7	3.10% 13	5.97% 25	35.80% 150	53.46% 224	419
	2.61% 11	1.66% 7	3.79% 16	17.06% 72	74.88% 316	422
	3.29% 14	1.88% 8	3.53% 15	8.47% 36	82.82% 352	425
	4.96% 21	4.49% 19	10.87% 46	24.35% 103	55.32% 234	423

Q11 While riding a bicycle on 108th Avenue, what particular issues do you regularly encounter on your route?

Answered: 436 Skipped: 796



	NEVER ¹	RARELY ²	SOMETIMES ³	VERY OFTEN ⁴	ALWAYS ⁵	TOTAL	WEIGHTED AVERAGE
Motor vehicles parking in or waiting in (i.e., blocking) bike lanes	7.34% 32	17.89% 78	42.66% 186	25.92% 113	6.19% 27	436	3.06
Vehicles not sharing the roadway	8.53% 37	32.95% 143	36.18% 157	16.59% 72	5.76% 25	434	2.78
Near-miss conflicts at driveways	11.03% 48	33.10% 144	37.93% 165	14.25% 62	3.68% 16	435	2.66
Near-miss conflicts at intersections	13.82% 60	34.56% 150	33.87% 147	12.67% 55	5.07% 22	434	2.61
Motor vehicles stopped inside the bike box at the Main Street intersection during red traffic lights	17.38% 73	25.71% 108	34.52% 145	16.90% 71	5.48% 23	420	2.67

#	OTHER (PLEASE SPECIFY)	DATE
1	Drivers not looking and turning randomly. (Mostly women on cellphones.)	10/31/2018 7:17 PM
2	Preferring riding on the sidewalk over anything	10/31/2018 3:46 PM
3	I don't ride this area very often, usually weekends, rarely rush-hour	10/23/2018 9:51 AM
4	Vehicles turning right across bike lanes without looking behind first.	10/22/2018 3:42 PM
5	More green paint and protected bike lines	10/20/2018 4:08 PM
6	debris in bike lane - leaves	10/19/2018 12:35 PM
7	Cars stopped in bike lane approaching Main St from south	10/16/2018 4:44 AM
8	Crossing all lanes in order to make a left turn at the red light. Generally requires riding at high speed so as to not disrupt the flow of traffic. For a slower cyclist this creates congestion for all involved.	10/15/2018 2:37 PM

108th Avenue Demonstration Bikeway Evaluation Questionnaire

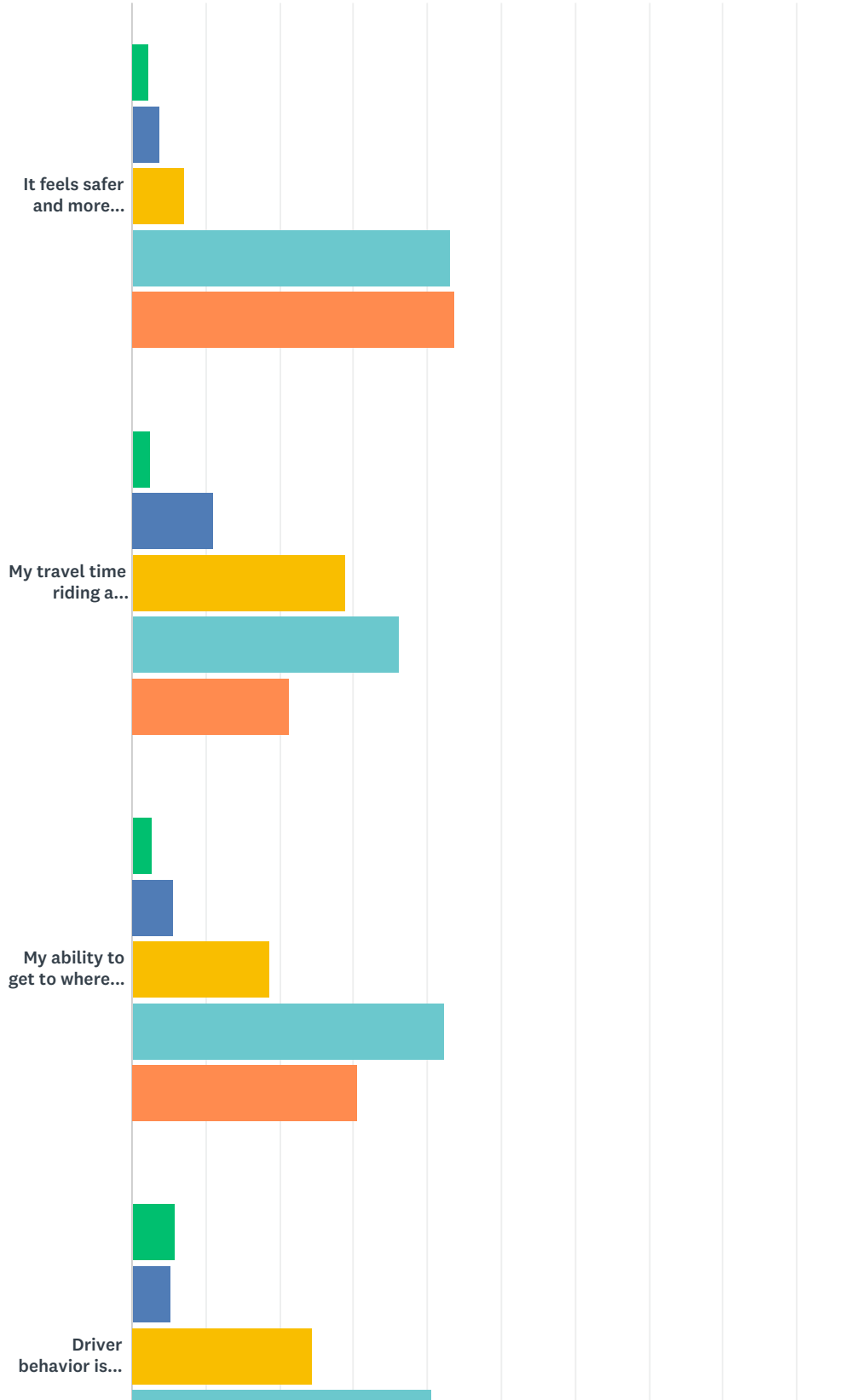
9	Bike lane interruption at the crosswalk between 2nd and 4th (Northbound) is problematic since I have to squeeze back into busy traffic	10/15/2018 11:33 AM
10	Difficulty to turn and access 108th from perpendicular streets	10/8/2018 9:54 AM
11	The confusing situation adds to the danger, esp at intersections, where it's not clear how to make left turns and right turns for both cars and bicycles.	10/5/2018 10:35 PM
12	Rude or inattentive drivers (usually on cel phones)	10/5/2018 11:46 AM
13	Parks and Recreation, Netflix	10/5/2018 11:07 AM
14	there's a pinch point across from sea star restaurant that causes issues sometimes	10/4/2018 3:20 PM
15	Distracted drivers texting	10/4/2018 2:58 PM
16	Vehicles crossing the bike lanes outside of designated weave zones	10/4/2018 10:32 AM
17	I ride defensively and having driven in this area know that drivers are confused.	10/4/2018 10:12 AM
18	I'm usually riding at pretty low traffic times.	10/3/2018 5:07 PM
19	right turns by drivers at intersections	10/3/2018 4:45 PM
20	Cars that don't feel comfortable sharing the road... and the opposite .. cars going way too fast..	10/3/2018 10:13 AM
21	Bellevue drivers are the worst	10/3/2018 8:33 AM
22	Garbage cans in bike and ped zone too! Hard to navigate with bike, stroller, or wheel chair	10/3/2018 6:28 AM
23	The odd combination of buses, bikes, cars and a turn lane southbound at NE 4th.	10/3/2018 4:23 AM
24	Don't know	10/2/2018 10:22 PM
25	Uber and Lyft vehicles were frequently blocking the 108th bike lane before the planter boxes were installed.	10/2/2018 7:17 PM
26	not sharing the lane, don't know what the green boxes are. overcoming drivers unknowing anything about bike riders	10/2/2018 6:38 PM
27	drivers swerving - near misses	10/2/2018 3:18 PM
28	Roadworks signs unnecessarily blocking the lane north of NE 8th	10/2/2018 3:17 PM
29	Construction blocking with no easy merge	10/2/2018 2:32 PM
30	Busses going in and out of the bike lane.	10/2/2018 2:26 PM
31	There was construction blocking part of the demonstration project.	10/2/2018 1:25 PM
32	Motor vehicles that violate the turn restrictions/limitations on 108th (at Main St), both north- and southbound.	10/2/2018 11:34 AM
33	Cars being rude and yelling at bikers	10/2/2018 11:12 AM
34	The construction just north of NE 8th St makes the bike lane inaccessible.	10/1/2018 10:00 PM
35	Buses and uber/Lyft/usps stopped in the bike lane.	10/1/2018 9:17 PM
36	Honking/aggressive driving	10/1/2018 8:57 PM
37	distracted drivers	10/1/2018 8:09 PM
38	Right turning vehicles in intersections are scary.	10/1/2018 5:21 PM
39	Additional issues - cars trying to aggressively pass on 108th and cutting me off. Cars ignoring the "residential access only" sign and using 108th as a short cut to bellevue way during rush hour, often cutting me off. Cars queued up at 108th and bellevue way, making it difficult to continue down 108th.	10/1/2018 9:13 AM
40	Vehicles shifting into right turn lane in front of a bike without signaling.	10/1/2018 6:20 AM
41	Inattentive drivers (texting while driving)	9/30/2018 8:34 AM
42	Buses swinging into the bike lane at the Main street intersection to make a right turn from 108th to Main (southbound to westbound)	9/28/2018 2:27 PM
43	Buses turning - they're wide so take over the entire area	9/28/2018 1:47 PM

108th Avenue Demonstration Bikeway Evaluation Questionnaire

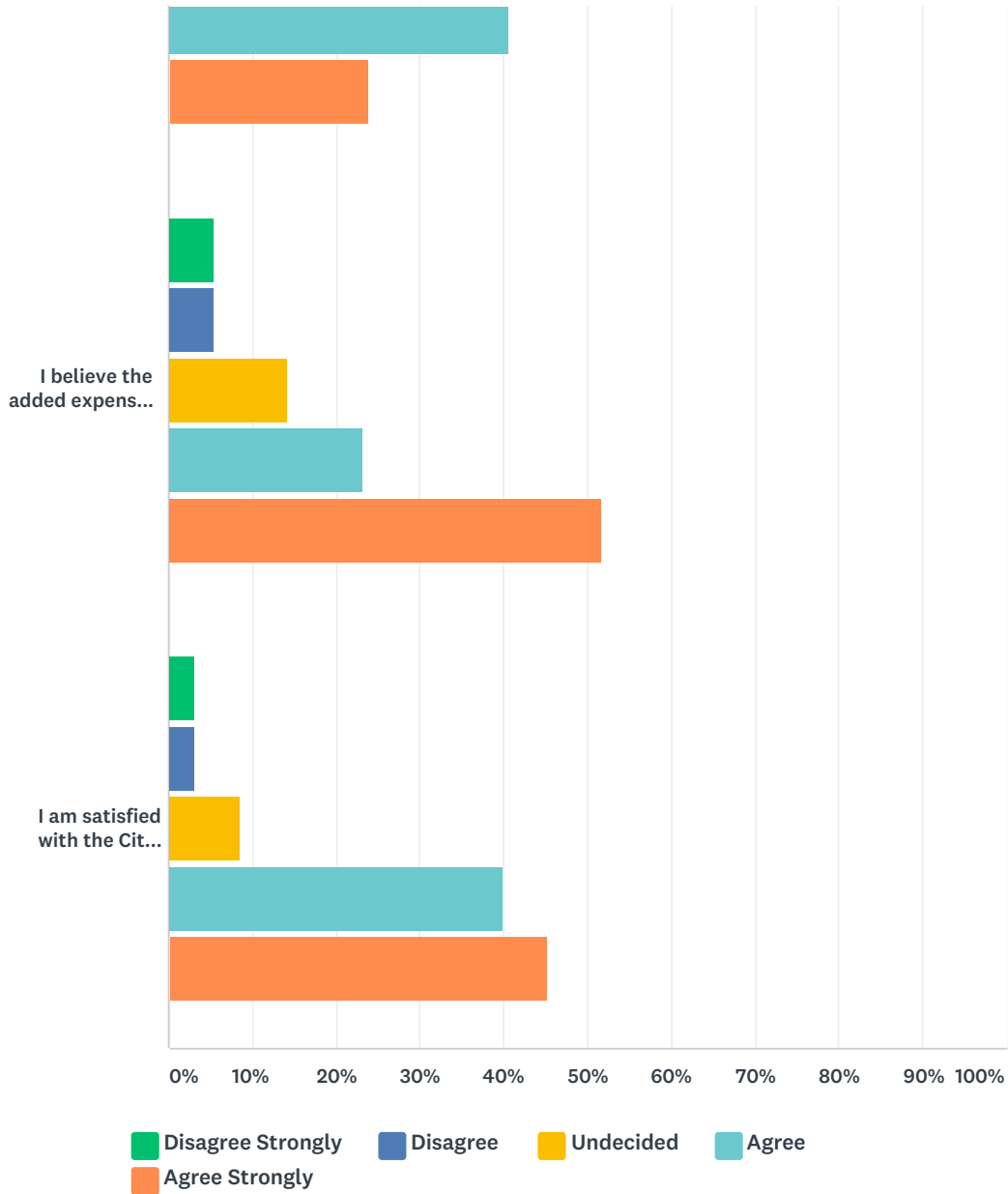
44	vehicles using the bike lane as a turn lane	9/27/2018 1:03 PM
45	Driveways are very dangerous to bikes. Cars should be made aware!	9/27/2018 9:33 AM
46	Construction	9/26/2018 12:12 PM
47	Many drivers totally ignore the bike lanes.	9/26/2018 9:18 AM
48	Distracted motorists	9/25/2018 10:45 AM
49	motorists who stop so far forward in intersections that I have to go into traffic to get around them	9/25/2018 10:22 AM
50	Note: this applies only to north of 12th.	9/25/2018 6:20 AM
51	interaction with cars when the lane shrinks	9/24/2018 6:52 PM
52	Haven't actually seen the bike box so perhaps it is in a section of 108th that I don't ride on.	9/24/2018 3:30 PM
53	Between 8th and 10th street, construction forces me abruptly into traffic. This is where near misses occur.	9/24/2018 10:14 AM
54	Vehicles stopped in bike lane at corner of expedia in southbound direction. This seems to be the only option for drop-offs. Additionally, the re-paved stretch between NE 8th and NE 10th no longer has road markings for bicyclists.	9/23/2018 11:35 PM
55	Pedestrians in the bike lane, between 4th and 8th at bus station. They see protected area as walking area. Uber and Lyft are also in bike lane often. Dangerous thru there	9/22/2018 3:05 PM
56	Uber drivers are always pulling over	9/22/2018 2:47 PM
57	There are never problems. Who said there were?	9/21/2018 8:40 PM
58	No safe connections to the bike lane	9/21/2018 6:49 PM
59	cars parked in bike lanes, traffic signage placed in bike lanes, construction signs in the bike lanes...rarely a cop anywhere	9/21/2018 1:51 PM
60	Using the bike box to turn left is frightening.	9/21/2018 1:45 PM
61	We need to ban right on red in the downtown core.	9/21/2018 1:19 PM
62	Inconsistent bike lane is annoying. Since I'm fast enough to keep up with traffic, it's just easier to take the lane.	9/21/2018 12:56 PM
63	vehicles blocking exits from parking lots near City Center	9/21/2018 12:53 PM
64	No real connection to the bike route north on 110th.	9/21/2018 12:52 PM
65	Parking outside the coffee shop at 10th sometimes blocks the bike lane	9/21/2018 9:31 AM
66	Cars clueless as to why the facilities are there	9/21/2018 7:44 AM
67	near miss conflicts where cars pass too close to me or just don't see me.	9/21/2018 6:37 AM
68	South-bound on-street parking north of NE 10th not wide enough. Cars spill out into bike lane.	9/20/2018 7:11 PM
69	UPS delivers across from Hmart and Expedia continues to use their frontage for employee pick-up and drop-off. Also, the timing of the lights undeniably favors cars and especially cars moving east/west.	9/20/2018 2:34 PM

Q12 As a person who rides a bicycle on 108th Avenue, do you agree or disagree with the following statements?

Answered: 438 Skipped: 794



108th Avenue Demonstration Bikeway Evaluation Questionnaire



	DISAGREE STRONGLY	DISAGREE	UNDECIDED	AGREE	AGREE STRONGLY	TOTAL
It feels safer and more comfortable riding a bicycle on 108th Avenue	2.29% 10	3.67% 16	7.11% 31	43.12% 188	43.81% 191	436
My travel time riding a bicycle on 108th Avenue improved	2.53% 11	11.06% 48	28.80% 125	36.18% 157	21.43% 93	434
My ability to get to where I want to go on 108th Avenue improved	2.76% 12	5.75% 25	18.62% 81	42.30% 184	30.57% 133	435
Driver behavior is safer and calmer with the bike lanes on 108th Avenue	5.95% 26	5.26% 23	24.49% 107	40.50% 177	23.80% 104	437
I believe the added expense of purchasing and maintaining planter boxes is worthwhile	5.48% 24	5.48% 24	14.16% 62	23.29% 102	51.60% 226	438
I am satisfied with the City's efforts to solicit input from the community on the 108th Avenue project	3.21% 14	3.21% 14	8.49% 37	39.91% 174	45.18% 197	436

108th Avenue Demonstration Bikeway Evaluation Questionnaire

Q13 If you have additional information to share about your bicycle riding experience on 108th Avenue, please specify in this section.

Answered: 144 Skipped: 1,088

#	RESPONSES	DATE
1	I am your best target. I live at 10th/106th, and work at 116th/S.1st. So this is my main route for biking and a primary one for driving. One challenge is 108th is a bus route anyhow. The trial area, mostly from 110th to Main, is all bus station from 8th to where 5th would be, if there were a 5th. So not normal. The turn lanes need work. You've put cars and pedestrians in conflict. For us bikes, who are more mobile than either. And it's pissing the driver off. Which isn't a safe idea. 108th South to Main East is a real problem in the mornings. The high school results in a LOT of traffic coming 108th heading North, that will happily run through red lights, over pedestrians and over cyclists. You can't move the high school, but right now, at 8am, it's not really practical to bike or drive from 108th South to Main East; the only real option is to cut through the H-Mart/OfficeDepot parking lot because of the high school traffic that doesn't care about markings, lights, etc. Bellevue Police has bike officers. You should send them a memo about these lanes, and other lanes. They seem to only ride on the sidewalks. Kind of a bad and dicky example. Bus drivers have been pretty good. It's hard to make a turn from 108th North to 8th heading East. Not quite as well marked as it should be. And... the lights seem to require some pressure I can't exert in a bike to make the lights work. Crosswalks are really screwy - if you don't press the signal like 20 seconds BEFORE it would apply, it skips. (A really bad example is 116th and SE 1st, by the old police station and current Lexus dealership. Lights won't trigger for a bike, and the walk signal will make you wait five minutes because it has some magical cut-off. Even cars run those reds regularly.) Yes, I bike, drive and walk these areas all the time. Love the happy hour scallops at SeaStar!	10/31/2018 7:17 PM
2	It is a necessary improvement to connect to the bike ways north and south along 108th.	10/31/2018 5:46 PM
3	For the driver Behavior question. It's hard to answer because that's an apples and oranges comparison. And other places of the city people driving don't need to share the road and think about people biking. on this stretch of road they do and I've experienced some drivers acting oblivious or resentful of that. I'm not sure why you asked the same perceptions questions of people driving and people biking. The bike Lanes are clearly not to make people driving feel safer in general.	10/31/2018 11:58 AM
4	The biggest problem with 108th is the lack of connections. I can't easily and safely get to 108th, and since I'm not going to 108th, I can't get to where I'm going either.	10/31/2018 10:15 AM
5	Thank you for thinking of bicyclist!	10/30/2018 7:54 AM
6	Last week I was hit as a driver turned left from main onto 108th (headed south). Fortunately I was just a bit shaken and banged up. If changes like those on 108th were on the street I was on, it might not have happened.	10/24/2018 1:14 PM
7	I have bicycled in Copenhagen - and the advantage they have is lack of hills. The hill on 108th around 16th Ave S is very steep - Bellevue Way is must more pleasant for bicycling - but really cannot afford to give any space to bicycles - taking it away from cars. Lately, though, I bicycle over 520, through Medina and up Main street to my job at 108th & 2nd. Before the 520 bike lane, I was using I-90 - 110th to 28th - then 108th - and go off 107th, then using the crosswalk - go up steep - but short hill of SE 16th - then on 108th that steep hill from Bellevue way to SE 16th on 108th is unpleasant....and causes sweating - and there are no showers at my employer - so I do all I an to avoid breaking a sweat.	10/24/2018 10:28 AM
8	The reduced traffic lanes means longer lines of cars at lights and at driveways, as turning vehicles now block traffic flow. These longer lines are a problem on a bike, particularly if I also have to turn or enter a driveway. I'm not sure I'm better off with bike lanes - might really have been better before.	10/23/2018 8:22 AM
9	Nothing specific about 108th - would LOVE to see this done on 106th as well; also would be AMAZING to have this on 120th & 12th all the way into Bellevue. Coming from the Corridor trail can be hazardous and having this marking in the streets would be awesome	10/23/2018 7:26 AM

108th Avenue Demonstration Bikeway Evaluation Questionnaire

10	Because of the improvements to 108th when I bicycle I stay off of other unimproved streets which I feel is a benefit to drivers.	10/22/2018 4:21 PM
11	Still hard to get to 108th ave, more connectivity	10/20/2018 4:08 PM
12	there was a driveway from a building that crossed the bike lane and no green 'danger zone' paint there. There is curb "bulb" that projects into the bike lane with little warning.	10/19/2018 12:35 PM
13	Need more safe connections through the city please	10/19/2018 11:59 AM
14	I like additional temporary signage placed along route to remind drivers to look for cyclists. I would advocate for making these permanent and extending. This is especially important for drivers at driveways crossing bike lanes.	10/19/2018 9:59 AM
15	This is fantastic! It one more step to the completion the inner Lake Washington loop, and I feel much safer for most of the path. That's not to say I don't have any feedback. 1st, there are too many curb cuts/opportunities for hooks here, which should be reduced in partnership with Bellevue's planning department. Second, the alternative connections to other bike routes, especially a northern connection with 520 trail, are insufficient (though the south end connection is great!) How about a greenway on NE 1st/2nd? In the same vein, please start planning some excellent bike connections to efforts in Bel-red! Next, please have more bike parking on site, and perhaps at the detriment of car parking? Especially on these bike corridors, it's frustrating to have to find some tree to cable lock my bike to. Finally, it would be great if Bellevue had more locations worth biking to. Land use policy begets transportation policy - please permit more residential/apartments/bars/music venues/offices in downtown Bellevue that I can bike/walk/take transit to, or that would be conducive to a car-free lifestyle.	10/19/2018 1:26 AM
16	The 108th Avenue project has been great, but I am still not riding as much as I would like in Bellevue since I need to come from outside the downtown area to get into Bellevue.	10/16/2018 8:57 AM
17	The curbs in the curb and post separated lanes are a menace. Between the Expedia building and Wells Fargo there are often cars stopped in the bike lane and I need to go around them. The curb separators don't stand out enough (they are short and the same color as the lane markings) and provide a hidden obstacle when trying to move out of the bike lane. Almost took me out one time.	10/16/2018 6:46 AM
18	Thanks for trying this. Would be nice if you could better connect 108th with bike lanes crossing 405 on 12th St.	10/16/2018 4:44 AM
19	Too short :-D. Bellevue is still a very car-centric city. The more drivers can get used to walkable/bikeable roads, the more we will shift from established ideas that roads are only for cars to do as they please. I also think bike lanes improve driver awareness, making everyone better, more careful drivers.	10/15/2018 2:37 PM
20	Thanks it's improved my safety	10/15/2018 11:33 AM
21	This is now a nice, fairly safe route—I will definitely use this route now when traveling through Bellevue.	10/13/2018 6:41 PM
22	The 108th bike lane is an island! My family needs more lanes so we can get to 108th more easily.	10/12/2018 10:05 AM
23	This is a busy street with multiple types of users. Making it completely comfortable for bikers disrupts all other users: pedestrians, delivery trucks, drivers, buses, etc. A completely dedicated bike lane through Bellevue would be great, but the useless expense of the contrived solution on 108th is not worth helping a few bikers to inconvenience everyone else	10/11/2018 9:06 AM
24	Planter boxes - i.e. elements that make it risky or impossible for drivers to be in the bike lane, either driving or parking - are the best and safest. More please!	10/9/2018 11:11 AM
25	I really loved the new bike lanes on 108th and hope to have more bike lanes in Bellevue. 8th Street will be great as it's scary to share road with motor vehicles.	10/9/2018 9:15 AM
26	Thanks for efforts	10/8/2018 7:37 PM
27	The pedestrian crossing near NE 2nd PL can be challenging to pass. I have to veer into traffic to get through it. If the outcropping were cut to accommodate bicycles (but maintain the vehicle outcropping) it would make it feel a lot safer to me.	10/8/2018 10:16 AM
28	Would like to improve area near transit center with bus boarding islands	10/8/2018 9:54 AM

108th Avenue Demonstration Bikeway Evaluation Questionnaire

29	First, thank you for trying to improve bicycling in Bellevue! It's not a bike-friendly place (riding on Bellevue Way or BelRed Rd is suicidal), so I welcome your efforts. But in biking the 108th bike lane, it's sort of stressful, because every block has a different type bike lane (I assume, because it's a demo), so I can't just relax and sort of follow the same type bike lane. And, I don't know what to do about it, but the stop lights are a PAIN. Biking isn't any faster than driving. The lights are slow, cars & bikes don't know what to do, and there's a lot going on (missing car lanes, new bike lanes of different types, ped crossings, etc.).	10/7/2018 11:23 AM
30	Get rid of planter boxes. We only need a dedicated lane that's marked off with one or two white strips.	10/6/2018 10:25 AM
31	I never rode on 108th before the bike lanes, so I can't really answer the questions above.	10/5/2018 10:35 PM
32	I really appreciate the new bike lanes on 108th, even as an occasional cyclist (I drive more than I bike). One area of frustration is the signal timing at NE 2nd, why does it always default to 2nd? It is annoying for a bike to restart at a red light! A car can restart with no effort! Plus, I think there is more traffic going north-south than east-west. Can you have the signal default to 108th? I get that the rest of the streets are much busier in the east-west direction.	10/5/2018 9:53 PM
33	Parks and Recreation, Netflix	10/5/2018 11:07 AM
34	I would utilize the bike lanes on 108th Ave much more frequently if there were the same type of bike lanes on connecting streets.	10/5/2018 7:03 AM
35	More bike lanes and options throughout Bellevue please.	10/5/2018 2:03 AM
36	Hi I am just discovering Bellevue on bike. Since the opening of the 520 bridge I feel exploring Bellevue is a great opportunity for me. I like to ride, but am not a super jock. The ride across the beautiful 520 bridge with a destination in Bellevue is very appealing. The other day I went to BAM. I love coffee shops and would bike in winter to a hot drink in Bellevue then come home to Seattle. The more bike infrastructure there is in Bellevue that is truly lane separated the more appealing this type of recreational ride is for me. Thank you for supporting bikers.	10/4/2018 7:15 PM
37	None. Thank you for the survey and thank you for the improvements on 108th Ave.	10/4/2018 7:12 PM
38	keep on putting at least painted bike lanes all over the city!	10/4/2018 4:39 PM
39	Please build more bike Lanes, especially traveling east-west	10/4/2018 3:48 PM
40	I'm a serious bike commuter, who has cycled to Bellevue for work for 9-years. The 108th changes are an EXCELLENT improvement. Thank you.	10/4/2018 3:37 PM
41	I particularly like the green bike lanes. The planter boxes make the space much more visible for drivers.	10/4/2018 12:06 PM
42	The improvements to 108th Avenue for bicyclists are fantastic! Thank you! One area of concern is where the bicycle lane disappears at the cross walk just north of NE 2nd Place. This is fine when there are pedestrians crossing, but when there are none, and a car is just behind me, I am always concerned that I will get "squeezed out" if the car driver decides they would like get ahead of me before driving through the crosswalk. Even if they don't, I always feel particularly vulnerable at this location. My second area of concern is when I wish to turn left at NE 10th St when traveling north along 108th Ave. Because of the planter boxes, it is difficult to get into the left turn lane on 108th. Is it designed so that bike riders should continue straight across NE 10th and then stop and join the traffic waiting to travel west along NE 10th?	10/4/2018 11:17 AM
43	It's great. I changed my commute home to use more of 108th instead of going down to 114th. I feel safer and I can enjoy the ride more instead of hoping cars don't pull out in front of me going down main street.	10/4/2018 10:37 AM
44	My change in use of 108th had more to do with a change in where I live than the changes to the bike lane.	10/4/2018 10:35 AM
45	I used to detour to 110th street before the bike lanes were installed. Now traffic flow for both bicycles and cars is more predictable, and therefore safer.	10/4/2018 10:32 AM
46	Driveways are dangerous, but sure what the solution is. I think planter boxes create too much separation to the point that bikes and cars are not paying as much attention to each other. Then you are forced to interact at driveways and intersections and can have issues when you are less aware of each other. That is how I have been hit in a different bike lane before by a car turning right at a stop light crossing through the bike line I was in.	10/4/2018 10:18 AM

108th Avenue Demonstration Bikeway Evaluation Questionnaire

47	Going north on 108th, between the bus plaza and 8th, the lane shifts from the right to the left, with an unprotected section and then the turn. Allow for smoother riding by eliminating the unprotected straight section and making a longer angled turning section.	10/4/2018 10:14 AM
48	Magic paint is not substitute and does confuse drivers. Physical barriers are clearer to everybody.	10/4/2018 10:12 AM
49	I ride on sidewalks, especially with Lime bikes when there is no bike lane. when I'm on my on bike, I am more comfortable in traffic.	10/4/2018 10:11 AM
50	It's challenging to navigate around the buses in the southbound lane, and motorists don't appear to expect the bike lane to shift	10/4/2018 10:00 AM
51	Make it fully protected all the way through	10/4/2018 9:26 AM
52	As a cyclist, planter boxes don't make me feel safer than other clearly separated options (buffered bike lanes, bollards, etc.). They also aren't superior in helping me, as a car driver, see and avoid cyclists. As a citizen/taxpayer, I question whether the space and expense consumed by planters (in comparison with other effective separators of bike & vehicle traffic) are justified by any increase in safety.	10/3/2018 4:07 PM
53	I work(ed) on 112th and NE 8th (Bravern), so I did not much use 108th street in my commute. There were a few times I rode out of my way to check it out. I thought the new bicycle lanes were good -- they strike the right balance between cost and value, and I felt relatively safe using them. The biggest concern I have is that there are few connections. There is no good way to get to 108th from the north, and there are few good ways to get from 108th to other areas in Bellevue. If my trip starts on the north end of 108th and ends somewhere in the middle, then the current bike lanes are great. Otherwise they are insufficient. Without connections, we will never see much traffic from bikes and reduction of vehicle traffic. We need a bicycle network -- several north/south and east/west thoroughfares connected to the regional thoroughfares (eastside rail corridor, 520 trail, etc.). Once these are in place, I think we will see better flow of people through the city, from both vehicles and bikes.	10/3/2018 2:50 PM
54	I love riding on 108th and can't wait to see more Bellevue streets upgraded in a similar way. Bellevue has historically been a pedestrian/bike hostile city. As Bellevue begins to embrace quiet, carbon-free, and healthy transportation options, it becomes a more fun, vibrant, and safe place to live.	10/3/2018 2:42 PM
55	i seldom ever see law enforcement on this route... lots of autos just cutting through to avoid Bellevue Way. Usually these drivers are rushing to beat traffic, so they speed.	10/3/2018 10:13 AM
56	The sidewalk bump out between N.E. 2nd and N.E. 4th where cars and bicycles briefly merge with NO way out (curb-restricted) seems unsafe and slows both cars and bicycles unnecessarily ; It increases risks and decreases flow. It should be removed.	10/3/2018 9:48 AM
57	Need to keep Uber and trucks from stopping and blocking the bike lanes	10/3/2018 8:33 AM
58	The 108th project has been a game changer for our family. We go out of our way to use the lanes going between Surrey Downs and anywhere downtown. They also give the street a great character. Combined with the Lime bikes, Bellevue is becoming a great place to bike	10/3/2018 6:28 AM
59	The planter boxes near intersections seem to confuse right turning drivers, this is the area I have experienced the most conflict, drivers turning across the bike lane cutting off bike traffic.	10/3/2018 5:54 AM
60	The planter boxes were actually installed too close to the curb. Even on your picture you can see how they are not centered in the buffer. Markings on the ground indicate that you intended to place them in a centered position. Moving them out that half foot would help a lot	10/2/2018 10:22 PM
61	I couldn't select anything on question 7, but will note that I strongly prefer the planter boxes - they are mandatory to keep cars from parking in the bike lane.	10/2/2018 7:17 PM
62	planter boxes are a nice safety barrier between the cars and bikes so I'm not always worrying about being hit by accident.	10/2/2018 6:38 PM
63	Waste of taxpayer money.	10/2/2018 4:36 PM
64	Planters block drivers' view of bicyclists: "Out of sight, out of mind" syndrome. Removal of right turn lane northbound at NE 12th has made the situation WORSE and more dangerous for bicyclists going straight. I nearly got hit by a car turning right - the driver simply didn't look.	10/2/2018 3:17 PM
65	Love the improvements and wish they were available all the way to other major bikeways such as the 520 trail.	10/2/2018 2:26 PM

108th Avenue Demonstration Bikeway Evaluation Questionnaire

66	More!	10/2/2018 2:08 PM
67	I used to take 112th on my commute, and didn't feel safe even though I was mostly riding on the sidewalk - drivers aren't looking for bikes as they pull into / out of parking lots and driveways. Now I take the bike lanes on 108th, and it's like night and day - I actually feel safe. Thank you Bellevue!!!	10/2/2018 12:05 PM
68	I am aware that the scope of the demonstration project did not include changing curbs, but would be critical to making 108th Ave truly safe for cyclists and drivers- the frequent merging from sharrow to protected bike lane due to existing curb bulb outs is dangerous.	10/2/2018 11:34 AM
69	I commute by bike daily to an office on 108th. Prior to the bike lane i would take a longer route on less busy streets to get to work. This bike lane is much better then the previous street design. Only complaint would be the sharrows that appear in certain sections. Those areas are dangerous and cars are not willing to share the road in a safe way.	10/2/2018 11:28 AM
70	Getting to 108 requires going up two blocks, which is slower and makes cars impatient. Crossing Bellevue downtown still feels unsafe. Coming from the south, Richards Rd cars drive too fast, 118th is nice but then crossing Bellevue feels dangerous all the way up to 12th via 112th	10/2/2018 8:38 AM
71	Thank you for this project and exploring ways to make cycling safer and more broadly appealing	10/2/2018 7:24 AM
72	As I said above, the construction just north of NE 8th makes that part of the bike lane inaccessible, so I often ride the sidewalk anyway.	10/1/2018 10:00 PM
73	These new lanes were literally a lifesaver on my weekly visits to overtake hospital this past summer. The contrast with 112th (which is a nightmare) was night and day. Thank you thank you thank you!!!	10/1/2018 9:17 PM
74	distracted driving is an issue	10/1/2018 8:09 PM
75	More bicycle facilities please	10/1/2018 7:14 PM
76	It's tough to make a left turn southbound onto 2nd, as you have to cross traffic at an odd location. And until light rail is complete, 2nd is the best way to get onto the bike-friendly road parallel to 405.	10/1/2018 6:32 PM
77	Unprotected, unbuffered areas where bike lane shifts feel particularly uncomfortable. Some drivers are openly aggressive toward cyclists	10/1/2018 5:54 PM
78	Thanks for all of your work making Bellevue work well with pedestrians, bikes and cars	10/1/2018 1:44 PM
79	More bike boxes and planter dividers please!	10/1/2018 1:41 PM
80	I love the improvements!	10/1/2018 1:36 PM
81	My major commute is on NE 8th ST towards 140th AVE NE. Please improve bike lanes on NE 8th ST as the bike lane abruptly ends from 120th AVE to 108th AVE. I commute to work daily on Bike and I had few near-miss conflicts.	10/1/2018 11:20 AM
82	Please reconsider the placement of the planters on the lane S to N on 108th outside of the Key Center. It is difficult to get from the bike lane to merge and turn into the parking lot for the key center.	10/1/2018 9:33 AM
83	THE PLANTER BOXES SHOULD NOT! NOT! NOT! BE PAINTED BLACK!!!! It's extremely difficult in the evening to discern the presence of BLACK or dark planter boxes, making biking MORE DANGEROUS. ALSO, the other day I saw a cop pull over a cautiously driving elderly man outside of rush hour driving down 108th towards Bellevue way. HOWEVER, EVERY DAY I'm aggressively passed by people using 108th as a shortcut to Bellevue Way or from Bellevue Way to downtown during rush hour. PLEASE enforce the residential access only during commuting hours.	10/1/2018 9:13 AM
84	don't like the area for bikes on 108th where there's no bike lane.	10/1/2018 8:29 AM
85	I travel on 108th for two blocks and then need to make a left turn (either into my office or heading East on 2nd). This means that the physical separation is less valuable, since I need to go outside to box, merge with traffic and make a left turn.	9/29/2018 7:32 AM
86	I have thoroughly enjoyed the new bike lanes on 108th. I work in the Symetra building, and prior to the dedicated lanes, I was hesitant to ride my bike to work. I now am wanting to commute by bike as much as possible. I really appreciate the lanes and efforts by the City of Bellevue. I hope they become permanent.	9/28/2018 8:38 PM
87	Move the bike lane to 106th	9/28/2018 3:36 PM
88	I am not aware of the costs involved - so my answer to the planter box question is suspect.	9/28/2018 2:27 PM

108th Avenue Demonstration Bikeway Evaluation Questionnaire

89	Should make it longer - the bike lanes end after a few blocks so aren't sufficient.	9/28/2018 1:47 PM
90	Remove the new bike lanes and restore the general purpose lanes	9/27/2018 8:22 PM
91	It should be considered that bike lanes, especially strongly divided or colored lanes, can lull drivers into false expectations of where to spot cyclists. When cyclists enter the vehicle lane to make a left turn off the bikeway, for example, they may encounter drivers that don't expect that behavior or even think it's not legal. Consider the intersection of 116th Ave NE and NE 24th St, for example, where the bike lane gives no indication of many cyclists needing to turn left onto 24th to get to the 520 Trail. Some anticipation of at least these special cases might help. Markings, similar to those that show bike lanes crossing left over right turn lanes to continue straight, might be helpful!	9/27/2018 1:03 PM
92	Drivers often do not like bicycles and other communities need to be aware that bicycles share the same rights and responsibilities as cyclists - appropriately give way to bicycles	9/27/2018 9:33 AM
93	Great start, please build a network of protected lanes, and do not use sharrows. Lowest grade should be a painted bike lane.	9/27/2018 12:26 AM
94	Keep it going. The usage will only increase and the need to support and prepare for huge bike growth is important.	9/27/2018 12:14 AM
95	Near misses are not being evaluated. Police are needed to train the public AND amateur bike riders (using bike loaners) who DON'T follow road rules. Cars are turning and ignoring bikers. Cars and bikes are NOT respecting crosswalks putting walkers in danger. Cars AND Bikers are running red lights routinely.	9/26/2018 11:38 AM
96	Na	9/26/2018 10:57 AM
97	See my last comment Also bike riders need to be proactive solicited by the city To give their feedback as they are proprionaly smaller group I would suggest engaging with HR of the major companies that reside in DT Bellevue (MICROSOFT, Amazon, Expedia,Concur) etc as they all have fair amount of riders	9/26/2018 9:51 AM
98	Planter boxes create a confusing and dangerous situation. Construction companies along 108 TOTALLY IGNORE the bike lanes and use it for equipment staging and road signs.	9/26/2018 9:18 AM
99	As a bike rider I am very comfortable riding in the designated lanes on 108th. I wish they were all over town! I love the planter boxes, as they offer some beauty to a lot grey. I do think that cars are still getting the hang of how to share the road but I truly believe giving bikers a space of their own on the roads is changing the way people commute.	9/26/2018 8:38 AM
100	Thank you for doing this and other bicycle safety improvements in Bellevue. I appreciate the work done and I find myself doing more bicycling here in my home town.	9/25/2018 7:56 PM
101	Planter boxes are hit or miss for me. In my experience they are often not maintained properly and end up looking sad. I think that their function is necessary.	9/25/2018 2:50 PM
102	Drivers seem more frustrated or impatient when they perceive that the bike right-of-way is slowing them down like the bike box at 108th and main. I will always choose the sidewalk over a shared lane.	9/25/2018 2:41 PM
103	We need more cycling infrastructure to connect neighborhoods to downtown. I've had multiple road rage incidents with drivers on the streets I need to take in order to get to dedicated trails/lanes. I'll be transferring to a downtown office next year, and the route from my house near crossroads to downtown has some scary spots. There's no dedicated cycling lanes on from Northup & 156th to the cycling lanes on 140th. There's about 200 feet between 8th and 140th to the start of the 8th cycling lanes. The 8th cycling lanes will take me nearly to downtown if I turn onto 124th, 5th, 120th, and 4th. But then they end.	9/25/2018 10:45 AM
104	I love these new bicycle lanes. It is a huge improvement over the usual style of bicycle lanes to have the planters separating motorized traffic from the bicycle lanes. I used to have to ride around a large private bus that was parked in the left lane every morning (northbound, just north of the Bellevue Transit Center), taking me directly into car traffic in the next lane. Now that bus is gone! That alone is an enormous improvement.	9/25/2018 10:34 AM
105	108th is the least useful section to add this to. Bellevue way 4th and a few other busy, high curb, zero shoulder sections would make bike commuting a lot easier. Also drivers need to be taken to task for ignoring both bikes and pedestrians where there aren't signals. I've been clipped twice on Bellevue Way SE and 3rd and consider myself lucky for not getting hurt.	9/25/2018 10:22 AM

108th Avenue Demonstration Bikeway Evaluation Questionnaire

106	My biggest fear when biking on busy roads is that a parked car will open it's door right as I'm biking past. For that reason I prefer biking in the center of the traffic lane with the cars than in a narrow bike lane that runs adjacent to parked cars. This made it difficult to answer the question 7. ("What is your comfort level when riding a bicycle on the following facilities on 108th Avenue?"), which provided no indication of where vehicle parking was in relation to the bike lane. I rated on "Bike Lanes: A 4-6 foot wide painted lane" as Uncomfortable primarily due to the parked car issue and not the proximity to traffic.	9/25/2018 9:38 AM
107	I would absolutely LOVE to see this idea expanded to other areas of downtown Bellevue and even into some heavily traveled suburbs.	9/25/2018 9:25 AM
108	Thank you for building these! They make my commute safer and more enjoyable, especially in the areas with additional protection from the bollards, curbs, and planters. People parking in the lanes is an issue unfortunately but overall I'm very happy with the project and look forward to seeing more ped/ bike friendly design in Bellevue!	9/25/2018 9:17 AM
109	I think the improvements on 108th are a great first step to making Bellevue more bike friendly and would love to see similar improvements extended around the city to make it easier for bikes to get to and from the downtown core.	9/25/2018 8:45 AM
110	I live on 108th, but i did not receive any request for input before this was done. It seems they did not care what people thought beforehand, and now are doing an insincere attempt at justifying it after it's done. I am Very Very unhappy with the city of Bellevue right now. Congestion and difficulty driving are just getting worse and worse, and the city is responsible for most of it.	9/25/2018 6:20 AM
111	You need an east west connection going across much of the city.	9/24/2018 6:52 PM
112	See previous comments.	9/24/2018 5:37 PM
113	108th Ave is great, but getting anywhere from it is difficult. Getting across I-405 requires biking on sidewalks, and most of the East-West bike lanes are missing crucial portions. The more connections that the 108th Ave bike lanes have to other parts of Bellevue (especially regional trails), the more useful it will be.	9/24/2018 3:36 PM
114	I find separation helps the most in curves. Drivers like cutting into bike lanes around corners. I think separation helps the most there. Intersections without light modifications are still a little sketchy.	9/24/2018 3:30 PM
115	I love the 108th bikeway! Relative to biking through downtown Bellevue before, it's a vast improvement. All of the weaving from curbside to between bus/parking lanes and driving lanes is confusing over such a short distance, but maybe it was intentional as part of the pilot to test the different facilities. I would prefer picking one and sticking with it for the whole span (buffered bike lanes!).	9/24/2018 10:18 AM
116	As a bicyclist heading southbound on 108th at the transit center, the bus-only green light was confusing on first encounter. Given the nature of the crossing (walk sign for all crossings), I'm torn between acting like a pedestrian and ignoring the red light (while walk signals are active) or acting like a non-pedestrian and respecting the red light (at all times). It seems most folks choose the latter. Several of the in-road sensors for detecting bicyclists at intersections are so close to the intersection that, in order to stand over them, I have to block line of sight for drivers making right hand turns who are attempting to look to their left to determine if they can safely execute their turn. As a result I tend not to stand on/near the bicycle sensors, except when the intersection is mostly empty. That being said, when cars are there, there is no need for me to stand on the sensor. The construction in the northbound lane between NE 8th and NE 10th causes northbound buses and other large vehicles to obstruct the bike lane. Suppose nothing can be helped here. Additionally, after being re-paved, there are no longer any bike lane markings in the northbound lane near NE 10th. The positioning of the bike lane at the southern end crossing main st is awkward. It would seem to make sense for traffic flow (right turn probably way more common than continuing forward), but trying to jockey from left side of lane to right side of lane is occasionally awkward.	9/23/2018 11:35 PM
117	riding from i90 to 520 is very unsafe. there are a number of bike lane that end nowhere. even the new 108 lanes end on NE12 and there is no bike lane on NE12 which is a very busy road to connect to 116th north to 520. Also since the lightrail work have taken away part of the bike path next to 405 the link from NE4th to NE12 on 112 has become progressively more dangerous. Since the traffic is unbearable driving i encourage the city at investing in bike lanes	9/23/2018 8:23 PM

108th Avenue Demonstration Bikeway Evaluation Questionnaire

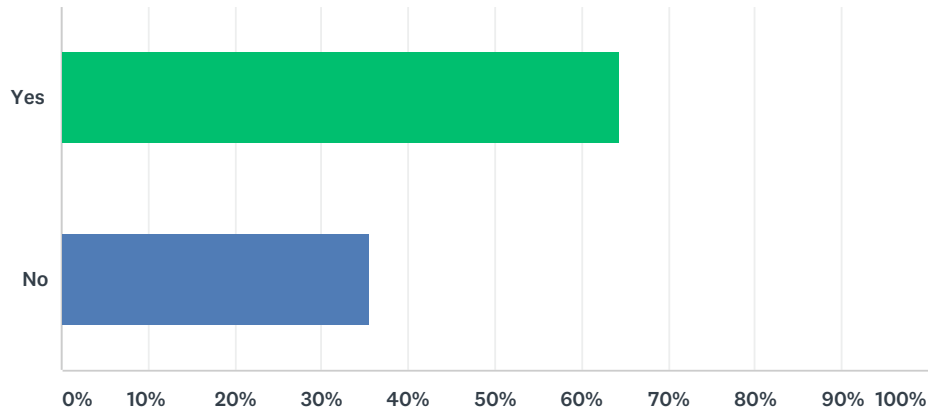
118	In Munich, they have bike lanes that are upraised sidewalks adjacent to the pedestrian area of the sidewalk. It feels very safe because it feels equivalent to being a pedestrian, but still provides clear demarcation to separate bikes from pedestrians. In my mind, that setup is optimal, but the physical barriers in Bellevue are still quite good.	9/23/2018 7:13 PM
119	I like the fact that it is there. directs cars on where to go and bikes belong	9/23/2018 6:19 PM
120	There are frequent problems with taxis and TNC vehicles blocking the 108th Ave bike lane to drop off passengers near the transit center. It might be a good idea to have a designated space for passenger drop-offs on the street here (outside the bike lane).	9/23/2018 4:45 PM
121	The areas of the roadway that are separated with physical barriers, planter boxes and plastic humps is less desirable for me as a bike rider. These tend to create areas that gather debris and make it difficult to clean. I prefer to have separate lanes but not physical barriers.	9/23/2018 4:16 PM
122	I usually avoid biking in Bellevue because of its lack of bike facilities. The new 108th bike lanes made a much safer, more comfortable connection for me between the 520 trail and the I-90 trail. It is a significant improvement for safe cycling in the City of Bellevue.	9/23/2018 3:36 PM
123	Please keep and continue to improve this vital north-south bike corridor. It will be complimented by some key east-west improvements to create a basic bike network so people of all ages and abilities can get around by bike.	9/23/2018 1:04 PM
124	The improvement definitely help increase the visibility, safety of bikers and separation with motor vehicles and bikers. As an experienced biker, I still need to expect the worst from every car and that has saved me a lot of times. (ex: unlawful maneuvers, vehicles parked on bike lanes) On Main/108th SE, cars still turn right in red. Car drivers still go from 108th NE to 108th SE even if it's forbidden. Without enforcement (camera?) this won't change a lot. The more physical separation (planter boxes etc) the better, if not the more visible indication the better. Double white lines help a bit but IMHO experience not all motor drivers respect double lines.	9/22/2018 4:32 PM
125	Overall it seems less safe. Cars zip in and out. Intersections at main and 12 north bound are scary. Almost get hit every ride. 550 drivers at 12th never stop for bikes.	9/22/2018 3:05 PM
126	Microsoft commuters will more likely to bike than drive, helping improve the traffic. Especially with 520 bike lane and this, more and more Microsoft employees will bike. This is critical because the company is set to expand 20% in the next few years.	9/22/2018 2:47 PM
127	The Bellecrest Neighborhood Association would have preferred to have been included in early on meetings with other organizations (DTBA, Bellevue Chamber of Commerce, etc.) Surrey Downs, Enatai, etc.) may have liked to been included too. A request Please include "neighborhoods too". What I experience and what I see on 108th SE street and 108th NE street are more cyclists. Great! What I see and experience as a cyclist are drivers still going too fast, not sharing the roads, speeding past cyclists (not giving at least 3 feet clearance) Dangerous and scary for all concerned. With the high school and other nearby schools we have walkers, cyclist and school and Metro busses all using 108th SE and NE to get kids to and from schools, after school and before school activities, sporting events etc and parents, grandparents. I believe that the use of some CHICANES might benefit all alternative transportation people (cyclists, walkers, buses, carpoolers) because it would demand slower speeds on 108th SE and NE and people would have to take turns sharing the road with cyclists and walkers. Also it will likely influence drivers to USE 112th and Bellevue Way so that the automobile driver and delivery cars/trucks who want to get to I-90 and downtown, Wilburton and Enatai areas without "cutting through" on 108th SE and NE. Let's face it, reducing "cut through" traffic on 108th NE/SE would make 108th more attractive to use by cyclist and walkers. Win -WIN! Make 108th NE/SE the City of Bellevue case study and show case bike and pedestrian gold standard example of alternative transportation at it's finest. With East Main station coming soon I see more demand for walkers and bicyclist using 108th. Keep collecting data and refining this roadway. On the 108th NE part I do wonder if speed bumps would be useful? or rumble treatments to slow down drivers and or bring attention to the fact that there is a bike lane on the side of the road. More education signs on 108th SE all the way to the I-90 trail. Education of drivers is needed over the whole way. Thank you, going on a bike ride now!	9/22/2018 10:10 AM
128	Mixed pavement in bike lanes makes them less comfortable.	9/22/2018 8:16 AM
129	Stop creating a solution for a Problem that does not exist. Cars and bikes live in harmony on 108th. How many accidents with injuries have there been? How many of those were the fault of aggressive cyclists? How many car accidents? Results=we need more car lanes. You are going backwards idiots.	9/21/2018 8:40 PM

108th Avenue Demonstration Bikeway Evaluation Questionnaire

130	What I mentioned earlier. The implementation was well done and well thought out, but I don't think scarifying lanes is a good choice. Bellevue is driving based, and I don't think this will help anything	9/21/2018 8:28 PM
131	Needs more connections. I come from the north. I ride the bike lanes on 116th Av until they end, then sidewalks on 116th Ave and 12th st to get to 108th. The signals are very long and the sidewalks are narrow and bumpy. My usual destinations are on Bellevue way, so I ride 6th st to get there. It is also very slow.	9/21/2018 6:49 PM
132	Protected bike lanes are by far the safest option. Curbs/posts, or planter boxes are ideal for keeping vehicles from moving into the bike lane. However, intersections are still very dangerous for cyclists and pedestrians. Going straight on the right side of a right turning traffic lane is a recipe for disaster. Driveways are also very dangerous. Humans see what they are looking for... Drivers are looking for cars.. not pedestrians and not bikes. They see that the road is clear and stomp on the gas, oblivious to someone pedaling or walking by. Take a read of this article written by a former Royal Air Force fighter pilot regarding how the human brain processes vision. https://vrdriversim.com.au/wp-content/uploads/2017/02/1211-Road-Survival-Guide-Final.pdf	9/21/2018 6:09 PM
133	Biking on 108th is a lot safer. We should do everything we can to make Bellevue bike friendly and decrease the opportunity for a cars to hit bicyclists.	9/21/2018 3:56 PM
134	The last time I went through, there was new pavement covering the bike lane, there needs to at least be temporary markings.	9/21/2018 3:08 PM
135	The green lanes and bike boxes create confusion and false sense of security for bike riders.	9/21/2018 2:00 PM
136	The design is clearly pasted onto an existing street. The bike lanes jump around a lot side-to-side.	9/21/2018 1:45 PM
137	Focus on making the intersections safer. This is where most collisions between drivers and cyclists are likely to occur. Make the right turns require a sharper turn to slow down drivers. Ban right on red throughout the downtown core.	9/21/2018 1:19 PM
138	108th is not the best route into downtown bellevue	9/21/2018 12:52 PM
139	I really like that to the south 108th goes all the way to connect with the I-90 trail. I wish there was separated infrastructure to get from 108th to 112th where I can then get to the 520 trail.	9/21/2018 6:37 AM
140	108th is a good start. Need to add east/west connections on Main Street and NE 12th Street.	9/21/2018 6:28 AM
141	Some of the medians on 108th Avenue did not allow for the bicycle facility to be fully implemented. Future downtown medians should better anticipate the build-out of the bike network.	9/20/2018 7:11 PM
142	Love it. It would be great to see the dedicated bike lanes expanded to all of downtown. I live downtown but drive almost everywhere because biking feels like a great way to subject my family to a funeral. If there were dedicated bike lanes, I'd always be biking.	9/20/2018 3:58 PM
143	I really enjoy riding on 108th now. I live in North Bellevue so I often take it up to NE 24th Street and it's a pleasant, low-stress way for me to ride out of downtown. I still use NE 12th (heading east) to leave downtown and wish there was better bike/ped infrastructure (missing link) between 116th Ave NE and 120th Ave NE (and the connection to the new segment of the ERC). Thanks for all your efforts thus far -- I appreciate all the bike infrastructure improvements that COB has implemented!	9/20/2018 1:53 PM
144	Very limited experience because I do not feel safe riding a bike in downtown. It's risky just walking. Walk signals mean nothing to some drivers, and many have not heard of pedestrian right of way. I would definitely enjoy bike riding if it were made safe.	9/20/2018 1:34 PM

Q14 Have you walked on the sidewalks on 108th Avenue since the completion of the Bikeway Demonstration Project?

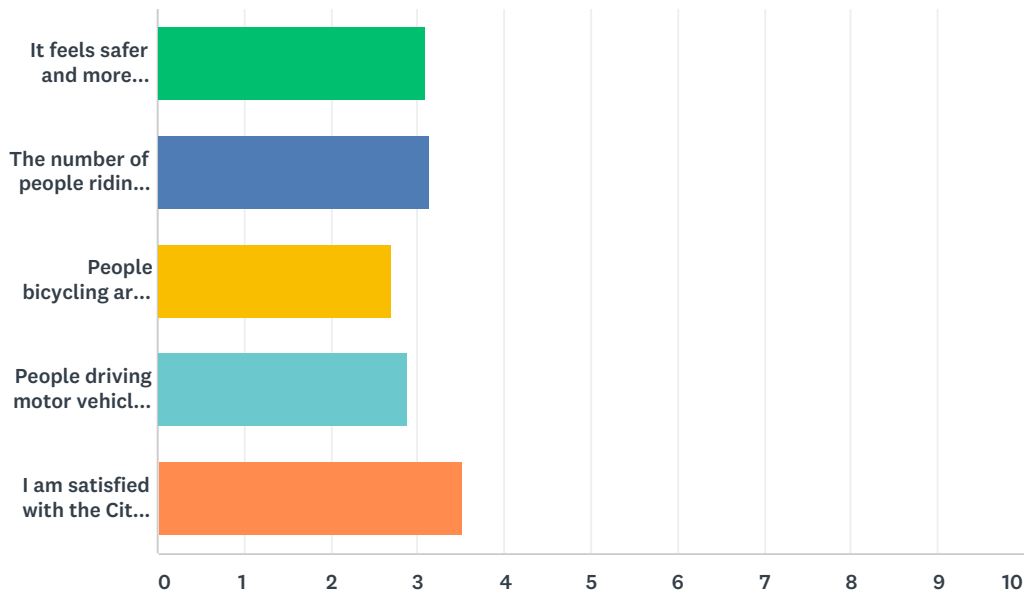
Answered: 1,142 Skipped: 90



ANSWER CHOICES	RESPONSES	
Yes	64.54%	737
No	35.46%	405
TOTAL		1,142

Q15 As a person walking on 108th Avenue, do you agree or disagree with the following statements?

Answered: 721 Skipped: 511



	DISAGREE STRONGLY	DISAGREE	UNDECIDED	AGREE	AGREE STRONGLY	TOTAL	WEIGHTED AVERAGE
It feels safer and more comfortable to walk on 108th Avenue	11.37% 82	16.37% 118	34.95% 252	25.24% 182	12.07% 87	721	3.10
The number of people riding bicycles on sidewalks decreased	8.48% 61	14.88% 107	42.00% 302	24.90% 179	9.74% 70	719	3.13
People bicycling are more likely to yield to people walking	20.31% 146	19.33% 139	36.02% 259	18.92% 136	5.42% 39	719	2.70
People driving motor vehicles are more likely to look both ways before driving out from side streets and driveways	13.23% 95	21.73% 156	36.21% 260	21.87% 157	6.96% 50	718	2.88
I am satisfied with the City's efforts to solicit input from the community on the 108th Avenue project	14.53% 104	6.84% 49	19.13% 137	31.70% 227	27.79% 199	716	3.51

108th Avenue Demonstration Bikeway Evaluation Questionnaire

Q16 If you have additional information to share about your walking experience on 108th Avenue, please specify in this section.

Answered: 179 Skipped: 1,053

#	RESPONSES	DATE
1	Bellevue drivers are horrible and do not look out for pedestrians or bikes	11/1/2018 3:41 PM
2	see last set of comments	11/1/2018 2:20 PM
3	It creates more worry and distraction for drivers	10/31/2018 8:59 PM
4	OMG, so I just wrote this huge missive covering all this, and there's a peds section! The new lane markings have not improved things at all for me as a pedestrian. But that's not really a bad thing - it's not bad. Bellevue is good, if you ignore the screwed up crosswalk buttons. For reference, we're talking mostly from PSE (3rd and 108th) to the main street (8th, not Main). As a pedestrian, the dedicated crosswalk at BellCentre, just north of SeaStar, is really nice. The road narrows, which is hard on me as a bicyclist, because pompous posuer jerks driving BMW SUVs crowd me out on the narrow lane, but as a walker, it's great. The 4th/108th intersection is fine. Love the textured asphalt, although the art is losing it's lines. It's a straight shot past that. Love that the stupid voices on the bus area got changed about 15 months ago. But it's fine. So, those crosswalk buttons... if a light is within 10 seconds of changing, and I press the crosswalk button, why do I not get a "Walk"? Why, on some intersections (e.g. 106th and 10th), can I get a walk when I press it and it's already at "Don't Walk"? Why does 116th and 1st South seem allergic to ever allowing a walk on the next cycle? This is causing massive jaywalking. If we press the button before the next change, respect it.	10/31/2018 7:25 PM
5	It feels nice to walk this street since installation of the bike Lanes. Buffering between cars and pedestrians makes me feel safer	10/31/2018 11:59 AM
6	I haven't noticed any difference.	10/30/2018 1:35 PM
7	Drivers are speeding and driving distracted. Bike lanes is not a solution to this underlying problem.	10/29/2018 1:20 PM
8	Bicyclists should follow the protocol as vehicle drivers when they are on their bikes. If they want to get the right of way like pedestrians, they must dismount first. Unfortunately most of the time in WA, bicyclists want the best of both worlds (right of was as a pedestrian and yet never dismount), their speed makes it difficult for drivers to respond fast enough when the bicyclists just appear out of nowhere.	10/28/2018 9:58 PM
9	Prior to the introduction of lime bikes, there were not nearly as many bikes in this area (12th+108th). Walking is still pretty simple but I worry about the number of young people biking w/o helmets-- imo the # of accidents will increase.	10/26/2018 9:28 PM
10	Get rid of bike lanes.	10/25/2018 10:49 AM
11	It should be OK to ride on side-walk as overflow	10/24/2018 10:22 PM
12	people like pulling fast out of city center and don't want to yield to pedestrians. Buses often run red lights.	10/24/2018 8:19 PM
13	This is In regards to the last question about soliciting input from the community. As someone who's worked in Bellevue on 108th Ave for the last 10 years, I do not recall seeing any communication about the bike lane project and when it was going to go live. I was surprised as many other drivers were because there were a lot of cars suddenly swerving out of lanes that were no longer car lanes and it was nerve wracking getting through 108th Ave. Traffic backed up as people were trying to figure out how to get around.	10/24/2018 1:34 PM
14	it is tough after a stressful day at work to want to look for pedestrians and bicyclists and pull out of a driveway onto 108th. I wish there were more automotive entrances to buildings that do not cross the sidewalk - there is one in Portland Oregon - Standard Plaza, 1100 SW 6th Ave #100, Portland, OR 97204	10/24/2018 10:32 AM

108th Avenue Demonstration Bikeway Evaluation Questionnaire

15	I was never bothered by bikes before. I have worked on 108th near the transit center for 5 years, and never ever had an issue with bikes on the sidewalk. I walk out to lunch every day. These questions make me wonder if the people pushing for this even understand the problems they are attempting to solve--these questions imply you are solving something which was NOT a problem.	10/23/2018 11:40 AM
16	stop making bike lane	10/23/2018 8:54 AM
17	Inexperienced bikers don't know how to use the bike lanes vs the sidewalks - have seen a few near misses!	10/23/2018 7:26 AM
18	I saw biker on the sidewalk yesterday. Also I would think skateboarders would be in that lane but aren't. Seems like you took up a lot of roadway for what?	10/23/2018 6:37 AM
19	It looks fantastic.	10/22/2018 12:24 PM
20	I feel like I have more of a buffer between me and the cars therefore I feel safer but can not vouch for the cyclists.	10/22/2018 11:56 AM
21	I never felt unsafe on the sidewalks to begin with so don't understand the leading questions.	10/21/2018 1:33 PM
22	The addition of bicycle lanes on 108th Avenue in downtown Bellevue between Main Street and NE 8th Avenue has reduced the width of the southbound motor vehicle lane on 108th Avenue where it begins on NE 8th Street to a point that it can barely accommodate large vehicles such as buses and trucks.	10/21/2018 9:27 AM
23	When I'm walking around town, I rarely see cyclists using the bike lanes that have been built out for them. I rarely see cyclists ever. I'm often stalled at a light waiting to turn right, since the right turn lane is now a dedicated bike lane.	10/16/2018 6:15 PM
24	I noticed that cars are sometimes parked into the bicycle lane between 10th and 12th (where there is street parking and a bicycle lane next to it). This seems very unsafe to bicyclists who have to move into the auto lane.	10/13/2018 6:03 PM
25	The 108th bike lane makes the sidewalk feel more spacious!	10/12/2018 10:06 AM
26	108th Ave is the only pleasant street to walk on in Downtown Bellevue. Please employ traffic calming measures (including bicycle lanes) on other streets.	10/12/2018 9:38 AM
27	Even with bike lanes I see bikes riding on the sidewalk. so, the majority is negatively impacted for a small minority.	10/10/2018 9:38 AM
28	I work on 108th, and heard nothing about this before it was built. I like the concept, just wondering how I missed the info about it. I know Bellevue is usually good about public outreach.	10/9/2018 10:11 PM
29	Cars still turn right on red sometimes without checking for pedestrians OR bikes. Can we add No Turn On Red signs?	10/9/2018 11:13 AM
30	cars staging, parked or dropping off people in bike lanes make the sidewalks more dangerous. many bicyclists simply operate on the sidewalks anyway.	10/8/2018 12:43 PM
31	I find bike facilities in downtown Seattle do add to pedestrian safety from drivers alertness.	10/8/2018 10:51 AM
32	The new bike lane on 108th is great but there are many parts of Bellevue, especially in the Overlake area, where it is hard to ride a bicycle. With a small amount of repainting you could make it much safer. Redmond has done a good job and you should follow their example.	10/7/2018 5:21 PM
33	Right turns on red lights is still extremely dangerous for pedestrians, as it is at other intersections as well, which we believe needs to be addressed before additional bikes are considered.	10/7/2018 5:02 PM
34	I never experienced walking on 108th before the bike lanes, so I can't really answer the above questions.	10/5/2018 10:36 PM
35	Walking on 108th is fine. Fix 110th in front of toys-r-us!	10/5/2018 9:55 PM
36	Parks and Recreation, Netflix	10/5/2018 11:07 AM
37	I work at PSE and ride my bike 2 days per week. I would ride on 108th but the shoulder on the road that flows from 118th to 108th is closed due to construction. Because of that, I ride to that corner and walk my bike the rest of the way. All the construction that's happening is hindering access to the 108th Street bikeway for me. Otherwise, I would like to ride it and check it out.	10/5/2018 7:36 AM
38	I do feel that the bike lanes (and reducing from 2 to 1 lane in certain sections) have reduced the car speed on 108th Ave.	10/5/2018 7:04 AM

108th Avenue Demonstration Bikeway Evaluation Questionnaire

39	I think as a cyclist, I may be on the sidewalk more that I was previously just at the spot where I transition from walking my bike to riding my bike at the transit center.	10/4/2018 10:41 AM
40	Bicyclists do not yield to pedestrians and treat the bike lane as a free flowing lane	10/4/2018 10:39 AM
41	The green bikes parked all over the place that I have rarely seen anyone actually use are annoying. It's already hard enough to find places to pass people walking slow to have to maneuver around bikes that aren't needed too.	10/4/2018 10:17 AM
42	There definitely is more awareness of cyclist now.	10/4/2018 10:13 AM
43	It is a crazy area to walk but also hard for drivers coming out from underground parking to be able to look both ways and to be able to get into the road because of pedestrians who are not courteous, or those on bikes who do not proceed at traffic speed. Bikes and cars do not respect the buses. I like the cross walk trying to get people across the street asap. I really hate the Limebikes. Bike riders own their bikes, people need helmets to ride. I don't know if people in Bellevue need to be permitted to ride bikes. They were in Corvallis Oregon.	10/3/2018 4:05 PM
44	Taking away the right lane for turning on 108th means that everyone behind the turning vehicle has to wait until all the pedestrians have cleared. Then as you begin to turn, the "fearless biker" comes from behind you and on your right. stopping for him again everyone, both the turning vehicle and even those just wanting to go straight are forced to wait. You have created a very dangerous situation for the good of the very few.	10/3/2018 3:55 PM
45	I see more bikes on the sidewalk than in the bike lanes. Bike lanes didn't magically fix that!	10/3/2018 2:01 PM
46	never see anyone on bicycles	10/3/2018 1:48 PM
47	Bicyclists should obey the SAME traffic rules as cars, but they often decide to either act as pedestrians or cars whenever they like. Bikes should be equipped with bright head and tail lights, loud horns... Overall, unless they have a dedicated lane that's separated from the cars, I feel unsafe both as a car driver and as an occasional bike rider, or even as pedestrians.	10/3/2018 12:31 PM
48	It's good that we are thinking about bicycle lanes and safety in general. But there needs to be strictly enforced rules so that pedestrians are not bullies by people on the bike. Seems like no one thinks about those who walk to places. Most bicyclists and car drivers just don't care about pedestrians and the city doesn't seem to be concerned that much either.	10/3/2018 10:47 AM
49	I have worked on 108th [by the transit center] for one year and have only noticed maybe one person per week on a bike even after the project. I'm looking out my window right now and see none. I doubt I'll notice one all day. [I do know someone in the building who commutes by bike occasionally so there's at least one I guess.] I can't answer the questions about bike users because -- i never see any. I can say with certainty all the bike stuff is a huge eyesore - especially the rental bike parking area markings on sidewalks [by the transit center, etc], in front of Bellevue Corporate Plaza, etc. Just yuck.	10/3/2018 9:45 AM
50	Drivers are horrible in Bellevue these days, no regards to pedestrian safety at all. They do not respect are who are crossing or bicyclists. They block crosswalks, almost run over children who are crossing driveways or sidewalks. Something needs to be done about this - tickets for not stopping for pedestrians and cyclists, tickets for not stopping when coming out of driveways etc would be a good start.	10/3/2018 7:26 AM
51	The benefits of this project from a pedestrian perspective are largely related to its place making aspects in my mind. I do like the city's efforts to educate drivers through the signs and direct where lime bikes are left through the paint on the sidewalks.	10/3/2018 7:19 AM
52	The planter boxes are a huge improvement to the pedestrian experience. They are so much nicer to look at than the plastic poles. Personally I think the improvement for the pedestrians due to the planter boxes are larger than for cyclists. Yup should definitely keep them and expand them	10/2/2018 10:27 PM
53	The bicycle riders sneak up from behind and feels unsafe to walk at night	10/2/2018 6:27 PM
54	Have not experienced a problem with bikes on the sidewalks and walk on 108th regularly	10/2/2018 6:25 PM
55	It would be wonderful if you could change the personalities in Bellevue who feel entitled to drive over the sidewalk and wait for traffic while blocking walkers. But I doubt if that is possible. Probably the same personality that does not use turn signals.	10/2/2018 5:01 PM

108th Avenue Demonstration Bikeway Evaluation Questionnaire

56	My focus is on 108th just north of 12th, where I live. It's rare to see a bicycle on 108th there, and the painting of bicycle lanes made the auto lanes too narrow, so narrow that the center line was removed, requiring cars to navigate around each other while no one uses the bicycle lanes. A better assessment of the situation would have saved City money.	10/2/2018 4:30 PM
57	It would be great if there was a SIDEWALK on both sides of 108th Ave where Bellevue children walk to school buses so that they don't have to cross the street unnecessarily, which creates very dangerous situation. Wonder how much sidewalk we could have gotten if we did not build a bike lane???	10/2/2018 2:59 PM
58	Where the bikes lanes cross the vehicle lanes, I've observed many close-calls and a few minor incidents. It's not "normal" to have a bike lane cross over a lane you're entering.	10/2/2018 2:04 PM
59	See prior comments	10/2/2018 12:59 PM
60	protect access to businesses. The interests of those who walk, drive and cycle should be balanced. Lines on pavement is a very dangerous way to do sidewalks. We need real sidewalks in many places in the City.	10/2/2018 12:51 PM
61	There's no difference as it relates to walking.	10/2/2018 11:06 AM
62	I rarely see people biking at times I walk (like lunch).	10/2/2018 8:27 AM
63	I fear construction will continue to interfere work sidewalk use. I don't think this is an issue on 108 now, yet that is cold comfort based on walking in DT Bellevue for years.	10/2/2018 7:27 AM
64	Drivers are very inattentive in this area.	10/2/2018 6:23 AM
65	Get rid of cyclists. Get rid of bike lanes.	10/1/2018 8:16 PM
66	I can't think of the late time that I walked on 108th that I saw a bicycle before or after the change. I walk up there at least once or twice a week. I have family members who walk up there about 5 days a week. Bicycles have never been an issue for pedestrians that I've ever heard.	10/1/2018 7:02 PM
67	Bikeshare bikes most likely to be used on the sidewalk, personal bikes have decreased	10/1/2018 5:56 PM
68	Signal activation is not welcoming for pedestrians. Often times jaywalking is the only efficient way to cross intersections.	10/1/2018 3:25 PM
69	Include more signage to keep drivers from driving/parking/loading in bike lanes. If possible, increase enforcement of this. Cars driving illegally in the bike lanes tend to nearly hit pedestrians who are crossing the street, and they tend to completely disregard bikes.	10/1/2018 1:04 PM
70	i have seen only a few bicycles on 108th, hence can not draw any conclusions. so far, both four wheeler and bicycle riders have been considerate of pedestrians, so no complaints on that front.	10/1/2018 12:23 PM
71	108th is not the best street for bike lanes. Competing with bus traffic in not my preference when riding. I use 110th or 106th primarily instead of 108th due to grade and traffic.	10/1/2018 11:24 AM
72	In the presence of bike lanes, I don't think cyclists should be allowed to ride bikes on sidewalks.	10/1/2018 9:15 AM
73	Some bikers do not stop at red lights as they think their bike lane is exempt. MORE PATROL and education to bikers. They MUST follow the rules of the road.	10/1/2018 8:49 AM
74	Bikes should not be allowed on city sidewalks.	10/1/2018 8:39 AM
75	Drivers seem a bit more confused how to handle the areas with bike lanes, especially since they still seem to want to do drop offs and pick ups, even though there is no longer a place to do it.	10/1/2018 8:35 AM
76	Jimmy Johns delivery people still ride on sidewalks and even though I have a direct view of this new bike lane experiment from my office, I don't recall seeing a bicycle use it yet.	9/29/2018 11:05 AM
77	Eliminate all individual-wheeled vehicles from sidewalks (strollers / wheelchairs exempt). If we're going to have bike lanes, then ALL scooters, skateboards, etc. must be in that lane.	9/29/2018 9:52 AM
78	I haven't noticed a difference walking.	9/29/2018 7:35 AM
79	I walk 108th all the time and rarely encounter a cyclist on the sidewalk. They always seem to be in the new lanes.	9/28/2018 8:40 PM
80	Mas parking por favor.	9/28/2018 2:32 PM
81	For hire transports need significant policing in this area. While the "Yield to Pedestrians" stencils on 108th and 6th (by transit center) are quite obvious, too many cyclists do not yield to peds	9/28/2018 2:30 PM

108th Avenue Demonstration Bikeway Evaluation Questionnaire

82	I have observed that motor vehicles are more vigilant when turning on red since there is an additional bicycle lane now. I'm not sure if they'll continue to be since the number of bicycle riders substantially decreases after summer. I'm glad that the City is taking these initiatives to support and encourage ecofriendly transportation. I would love if there were more dedicated passenger drop areas too. Right now, we have one near the West end of Bellevue Transit Center but with the newly constructed bike lane, they've blocked that out with white road dividers. I don't see where Uber/Lyft would be able to stop now.	9/28/2018 2:25 PM
83	I drive this way every single work day. I've YET to see anyone riding a bicycle on 108th Ave crossing the green area in front of the parking garages. I do see people walking there all the time, though.	9/28/2018 2:16 PM
84	Relocate the bike lane to a less crowded street.	9/28/2018 2:09 PM
85	I feel like the bike lanes are not used very often. I think the reduction of a car lane was a more negative impact than any positives that the bike lane offered.	9/28/2018 1:58 PM
86	Bikes should be on sidewalks. It is insane to devote this level of city resources to less than 2% of the population that ride bikes downtown. Roads are for cars!	9/28/2018 1:57 PM
87	those bike lanes are poorly planned and adds to burden the bottleneck	9/28/2018 1:56 PM
88	The traffic for buses, cars, bikes and walkers on 108th it's definitely better but not quite safe yet.	9/28/2018 1:53 PM
89	Bike riders do not obey rules for motorists or pedestrians	9/28/2018 1:50 PM
90	The Jimmy John's cyclists still heavily use the sidewalk, from what I see, and they're all rude.	9/28/2018 1:44 PM
91	With the exception of Jimmy Johns employees no one bikes on sidewalks on 108th. And for that matter, almost no one bikes on 108th since the lane implementation	9/28/2018 1:40 PM
92	My spouse and I walk through the intersection of 108th Ave NE and NE 112 Street several times a week. We feel the new bike lanes have made walking through the intersection more dangerous. With the northbound lane on 108th Ave NE reduced to one lane, impatient drivers making turns on to NE 112th Street, seem to pay less attention to pedestrians.	9/28/2018 8:59 AM
93	See comment on previous section.	9/28/2018 7:00 AM
94	Why would adding a bike lane improve pedestrian safety if the bikes are still on the sidewalk	9/27/2018 8:23 PM
95	Just stated the facts in the previous information box. The streets are absolutely NOT safer.	9/27/2018 10:49 AM
96	I would be happy to share my experience and suggestions in person	9/27/2018 9:34 AM
97	Why are you doing the survey after the fact. what does it matter at this point? Bikers are the rudest and most entitled vehicles on the road, who think they do not have to follow rules, but blame drivers if they get in accidents.	9/27/2018 6:52 AM
98	the new bike lanes sucks!	9/26/2018 9:37 PM
99	A simultaneous ALL pedestrian crossing on 108th and 4th with their own green light would have been a much better solution than what ended up happening. Now when traffic wants to turn right, it is constantly blocked by crossing pedestrians (looking usually at their cell phones!). The guy who made this decision should be demoted or fired!	9/26/2018 12:54 PM
100	Walking continues to be a challenge in Downtown Bellevue. Intersections are just not safe. Cars and now bikes are not following motor vehicle "road rules". The number of "near misses" are not being recorded and certainly NOT Policed. Running red lights and "shooting the gap" while pedestrians are walking in pedestrian crosswalks is an everyday occurrence.	9/26/2018 11:44 AM
101	There weren't that many bikes riding on sidewalks before. Now that bikes have their own, 'safer' lane, they seem to be even more bold than before, and by bold I mean they disregard pedestrian safety even more. They rarely stop at crosswalks, cut across driveways and make right turns right through people crossing.	9/26/2018 11:31 AM
102	Shouldn't the driver always look both ways at an intersection? If I am correct, I thought that streets were made for cars.... Now the driver has so many distracting lines and indications it is dangerous. Bicycles are now the "King" of the road and I have found that many a bicyclist rests against my car at a light so he doesn't have to put his foot down... NOT OK!	9/26/2018 11:25 AM
103	Na	9/26/2018 10:58 AM

108th Avenue Demonstration Bikeway Evaluation Questionnaire

104	The problem areas; Jimmy Johns cyclists and those on bikes cutting between 108th and 106th (between 4 and 8th). This has gotten better. Traffic officers who actual guide traffic (and assist vehicles with merging) during peak hours are a GREAT help. The officers who focus on pedestrian/bike traffic only exacerbate a negative situation	9/26/2018 10:06 AM
105	there is friction between transit and bikes. 108th Avenue NE is part of the Bellevue Transit Center. 106th Avenue NE is a better choice for the bike facility; all modes would be better off with less friction.	9/26/2018 10:04 AM
106	Lime Bikes is trashing our sidewalks with their bikes (which I used) but that's not ok to use our taxpayer sidewalks to enable their business.	9/26/2018 9:19 AM
107	With the current bicycle traffic levels I wouldn't mind at all sharing the sidewalk with bicycles.	9/26/2018 9:01 AM
108	Since the "green bikes" project started, I feel like we have more inexperienced riders so they tend to ride on the sidewalk since the rather hit a pedestrian than feel like they will be hit by a car.	9/26/2018 9:01 AM
109	I disagree with the City's effort to solicit input as they should have done this before adding the lanes not after.	9/26/2018 8:42 AM
110	Generally, I have not noticed a difference related to any of the questions below. I rarely see a bike on the sidewalk.	9/26/2018 8:42 AM
111	I think sidewalks should be wide enough to accommodate bikers as well as walkers. I don't think all bikers are confident enough in the bike lanes or other drivers to feel safe and I think providing a safe environment for all would be beneficial.	9/26/2018 8:40 AM
112	I am not sure if the bikers follow any rules.	9/26/2018 8:39 AM
113	A 21 question survey is not an effective way to solicit feedback. You will only get people on the far ends of the opinion spectrum.	9/26/2018 8:34 AM
114	I feel the physical barriers between bicycle lanes and those for vehicles obscure pedestrians to both bicyclists and motorists, and I DO NOT feel - physically - safer, although I want bicycles off of the sidewalk altogether.	9/25/2018 8:00 PM
115	See comment under #7: There is nowhere to pick up/drop off people for the transit center. I cannot believe the city has taken away the only safe place to do this without having to pay a fee! Additionally, taking away the turn lane is very unsafe. Traffic gets backed up on 108th anyway, and now this bike lane has made it FAAAAARRRRR worse in high traffic times! Who has the right away turning right, anyway? Bike riders seem to take the attitude that they OWN the roads, and they don't pay any taxes to be on it! If they're going to ride on the road or in the special bike lanes, then the bike should be licensed to be there. The fees for this license should pay for the bike lanes, and general road safety and maintenance. Please, don't misunderstand me: I'm not saying all bikes should be licensed; only those that use city streets and bike only lanes on the streets. Bikes that are only on trails, should not have to be licensed, as like hikers, a trail pass is required.	9/25/2018 3:19 PM
116	n/a	9/25/2018 2:42 PM
117	The sidewalks at the intersection of 108th Ave and 8th St are narrow, resulting in large crowds at key times (lunch) spilling into the bicycle lane, road, and private property. Drivers in the southbound right-turn lane on 108th are often looking left instead of at the pedestrians, resulting in pedestrian / vehicle conflicts.	9/25/2018 11:23 AM
118	I like the all-directions pedestrian crossing by the transit center. I hope this can be done at more intersections. Cars on NE 8th St. are fast and furious and pedestrians have to wait a long time to cross.	9/25/2018 9:42 AM
119	8th and 108th is still an unsafe and frustrating intersection to cross and I'm not sure the bike lanes really address that. Also, could we please get rid of "beg buttons"? Pedestrians shouldn't have to wait an extra light cycle just because they didn't push a button quickly enough.	9/25/2018 9:24 AM
120	I have little interest in riding a bicycle on 108th due to the bus traffic. Busses have huge blind spots and are visual obstructions for automobiles. I don't understand why Bellevue chose 108th for the demonstration.	9/25/2018 9:00 AM
121	I don't walk that route often, probably only once since the bike lanes went in, so I don't really have any strong opinions about the experience.	9/25/2018 7:45 AM
122	The bicyclist doesn't care about others safety. They drive on bike lane when they want to. When there is a red light, they drive in the passenger pavement. Extremely dangerous!	9/24/2018 9:04 PM

108th Avenue Demonstration Bikeway Evaluation Questionnaire

123	I walk on the 108th sidewalk each day and have know problem sharing the sidewalks with bicyclist. Just wish I had the experience of seeing one on the sidewalk or bike lane.	9/24/2018 7:43 PM
124	I walk every day in the neighborhood along 108th, and don't see that the bike lane work has made any difference relative to pedestrians and bikes. Most bikes rode in the street before, and they still do now.	9/24/2018 5:39 PM
125	Bike Lanes have helped greatly to make sidewalks safer from road traffic.	9/24/2018 12:17 PM
126	I live downtown and do not own a bicycle, but I believe it is very important that Bellevue encourage and facilitate bicycles in the downtown area. For many reasons: clean environment, energy reduction, traffic reduction, convenience, safety. Thank you for giving citizens an opportunity to provide our input.	9/24/2018 12:11 PM
127	Recently, I counted 10 pedestrians, several motor vehicles and no bicycles as I walked. On rare occasions I have seen a single bicycle which could easily have been operated on either a shared road or sidewalk as permitted by state law or Bellevue ordinance.	9/24/2018 11:06 AM
128	Let have bike day on 108th where only bike allow to be on the street.	9/24/2018 9:40 AM
129	No change in my walking experiences on 108th from before the bike lanes were installed.	9/24/2018 8:34 AM
130	Many bikes still use the sidewalk. What is the point of spending all this money on bike lanes? We cannot control every biker's behavior and some obviously feel more comfortable on the sidewalk.	9/24/2018 6:51 AM
131	Honestly at this point I enjoy the function of my body below the neck too much to ever enter an intersection without a visual 3-way handshake between me and any driver, even if I have right of way, and I don't think I will ever change this behavior as a pedestrian in Bellevue, or elsewhere.	9/23/2018 11:42 PM
132	My wife and I walk from the Ashwood District to downtown frequently and even though traffic has increased we feel as safe walking now as we did years ago.	9/23/2018 10:30 AM
133	Again Bicyclist are still riding on the sidewalk	9/23/2018 9:04 AM
134	People are riding the rental bikes on the sidewalks at high speed often under electric power. They ring bell and expect pedestrians to get out of the way. Also, the riders of rental bikes are not wearing helmets.	9/22/2018 5:13 PM
135	In a perfect world, everybody watches out for everybody else. However we live in a world where most people walking are preoccupied or listening to music with earbuds. These walkers are as much dangerous to bikers as the other way around. For this reason I am not in favor of allowing adult bikers on sidewalks.	9/22/2018 4:35 PM
136	The green bike lane paint should be painted on ALL portions of the bike lanes, not just at intersections.	9/22/2018 1:22 PM
137	The added bike lanes really haven't affected the sidewalk usage. Again, I have only noticed occasional cyclists before and after the conversion. I haven't really noticed a difference in driving or cycling habits. Most drivers yield, but there are enough that don't, for various reasons, so that you have to be prepared to avoid them: this is generally easier to do while walking, which is why I wouldn't want to bike around them. That said, there are plenty of cyclists with bad habits also.	9/22/2018 1:04 PM
138	When I walk on 108th SE and NE my biggest concerns are the speeds of cars/trucks and Increased number of cars/trucks that make walking on 108th unsafe, unpleasant as cars speed at 25-35mph speeding past me and many times I am with my dog or kids. The larger volume/great numbers of cars cutting through on 108th SE and 108th NE, drivers "blowing through" the intersection of 108th NE and Main street (going south) where it is clearly marked "Right Turn Only" scofflaw abounds here As do cars and trucks going straight through during the RESTRICTED hours and days of Mon.-Fri. 4-7pm intersection at SE 16th and 108th Ave SE. People scofflaws attitudes and behaviors of our fellow citizens are disheartening and frustrating to City of Bellevue Police, Transportation staff and others, including residents of Bellecrest, Surrey Downs etc. alike. But as a walker to 108th both SE and NE I see more can be done to make this a really good and pleasant way for bikers and walkers to use this roadway more. Reduce volume of cars, reduce speed limits from 25 mph to 20 or 15 mph, use CHICANES and maybe more speed bumps as measures to discourage speeders, cut through speed racers who want to get to I-90, neighborhoods south of downtown. This past summer City of Bellevue did do great and helpful work on 108th YeaH! Road markings, new crosswalks, share roads bike icons, green boxes for bikes and safety measures. Thank you so much. Progress is being made. If we could reduce traffic volumes and speeders, that would help a lot. Notify WAZE, Google maps, etc. 108th NE and 108th SE is not a cut through road for you to avoid congestion conditions in West Bellevue. Keep up to good work. Make 108th a gold standard showpiece of bike and walkers pleasant streets to use and get out of a car.	9/22/2018 10:39 AM

108th Avenue Demonstration Bikeway Evaluation Questionnaire

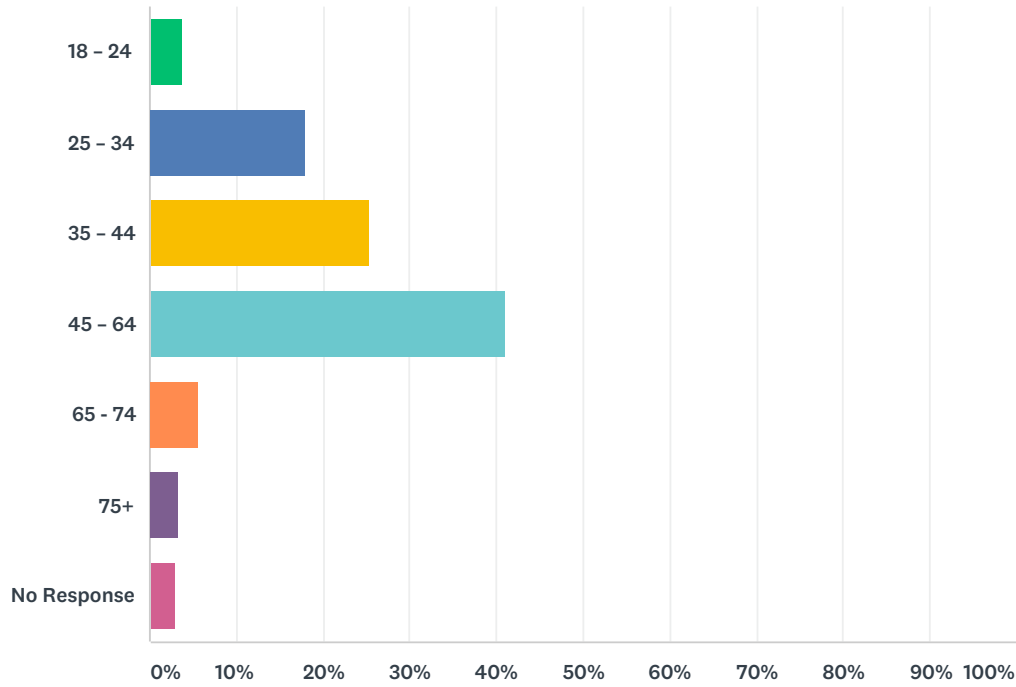
139	with regards to driver awareness of bicyclists, there needs to be continued effort... hopefully this will improve as more people ride bicycles, too.	9/22/2018 10:23 AM
140	I didn't necessarily noticed less people riding bicycles on sidewalks, but I definitely noticed more people riding bicycles overall on the new bike lanes in the area, especially on the new city shared bikes.	9/22/2018 10:21 AM
141	It is rare to see a bicyclist on 108 but traffic in the single lane now backs up.	9/22/2018 9:03 AM
142	Big cities like NYC eliminate the right turn on red for safety of pedestrians. In downtown Bellevue, this rule should be in effect. I do not feel safe crossing the streets with my small children in strollers while people look the other direction to make a right on red completely ignoring the fact that I'm trying to cross the street. They have to creep forward therefore blocking the cross walk. This needs to stop.	9/22/2018 3:04 AM
143	There wasn't much people riding on the sidewalk to beginning with, so I cannot say it decreased. I actually do not mind a few people ride on sidewalk because those ride on sidewalk tends to be slower and more careful than those ride on the bike lane. I feel safer to have slower rider ride on sidewalk.	9/21/2018 11:53 PM
144	It is great to see people biking on 108th. If biking is safer, it makes me feel safer as a pedestrian since there is a bike buffer between cars and sidewalk.	9/21/2018 8:48 PM
145	It fine. Nothing has changed. No one rode their bike on the sidewalk.	9/21/2018 8:41 PM
146	Please provide drop-off and pick-up at Transit Center.	9/21/2018 8:08 PM
147	Most bike lanes are not used, cause confusion and create more traffic delays. Most of the city employees who make some of these decisions do not live in the area. Many of their ideas look good on paper but are not practical.	9/21/2018 7:04 PM
148	The signals are very long. It is very slow to walk around downtown Bellevue. People driving encroach on the crosswalk to turn right on red and then block people walking.	9/21/2018 6:50 PM
149	cars do not understand bike lanes and etiquette	9/21/2018 6:13 PM
150	Too many speeding cars on side streets	9/21/2018 5:45 PM
151	I feel much less safe walking in Bellevue now that there are bicyclists there. I think bicyclists should be required to be licensed, insured, and take riding safety classes.	9/21/2018 5:41 PM
152	I haven't noticed a whole lot of difference. There are fewer bikes on the sidewalks for sure.	9/21/2018 3:57 PM
153	If safety is paramount, bicycles must be separated from pedestrians. dedicated bike lanes do not keep bikes off the sidewalks. This can be seen in many other bike friendly cities such as Amsterdam. The only solution is to change the RCW so that, No bikes on sidewalks. Bikes must be registered. Bikes must have visible license numbers. Enforcement.	9/21/2018 3:00 PM
154	This survey is a joke biased towards favoring bike lanes.	9/21/2018 2:39 PM
155	make improvements for the rest of us majority population and get off the bikes.	9/21/2018 2:16 PM
156	i feel safer crossing the street on foot, now that cars aren't clipping the corners all the time	9/21/2018 1:52 PM
157	Too much growth, no input on growth from residents or traffic solutions.	9/21/2018 1:46 PM
158	It seems to have also slowed down traffic a bit which makes walking much more pleasant since the noise of traffic is reduced.	9/21/2018 1:20 PM
159	Pedestrians still have to watch out for being mowed down by bicylists. It has made it worse for cars, trucks, and buses driving in narrower and fewer lanes so that has made it more dangerous for pedestrians. Thought, concern, care, preference, etc., is not given to pedestrians in Bellevue, even though the City of Bellevue has stated that Bellevue has high priority on walk-ability.	9/21/2018 12:52 PM
160	You are safer on the sidewalk as a walker, a biker and a motor vehicle in my opinion.	9/21/2018 10:22 AM
161	I answered undecided to the question regarding decrease in bikes on the sidewalk because there very, very, very, very rarely were any bikes on the sidewalks before the bike lanes or in the 28 years I've worked on this street.	9/21/2018 9:41 AM

108th Avenue Demonstration Bikeway Evaluation Questionnaire

162	Walking has always been good. From my experience, drivers have keep a good lookout except for coming out of some places like the Hyatt parking garage on 10th. I feel like the bike demo does nothing for walkers. If anything, I see it as bad. Drivers are separated from the sidewalk more, can't see who's there as well as before. And from the perspective of someone who's built a little road rage from the bike demo, I'm less likely to be aware.	9/21/2018 9:33 AM
163	Its more dangerous overall. Cyclists do not honor motor traffic laws, nor do they pay for road upkeep. If bikes are to be allowed, they should purchase tabs and licenses to operate on the roads.	9/21/2018 9:13 AM
164	Walking has been a pain primarily due to the construction. The bike lanes have not changed anything for walkers...	9/21/2018 9:04 AM
165	It would be great to address the lack of crosswalks in the area on Main between 106 and 108. There are a lot of apartment buildings and barely any ways to cross the street. We also need to retime the signal at Main and 108th. With the bikes and the pedestrians, the wait to cross should not be as long as it is.	9/20/2018 8:26 PM
166	There are few, if any, people riding bikes on 108th.	9/20/2018 7:35 PM
167	Walking along the section of 108th between NE 12th and NE 24th has been safe for many years, after the addition of the speed bumps, traffic circles and sidewalks. Cyclists generally used the road and there was plenty of room for everyone. The bike lanes provide no benefit to pedestrians along this section.	9/20/2018 6:47 PM
168	Bikers are in the street, in the bike lanes or on the sidewalk. There is no enforcement keeping them where ever you think they should ride.	9/20/2018 5:50 PM
169	People riding on sidewalks are dangerous. Bikers do that because they are novices who don't feel comfortable on the street.	9/20/2018 5:17 PM
170	The bike lane has made no difference whatsoever to walking on the sidewalks	9/20/2018 5:04 PM
171	I have never been worried about being hit by a car while walking on 108th, however, bikes are still using the sidewalk.	9/20/2018 2:45 PM
172	The pedestrian beg buttons at intersections need to take into considerations the amount of pedestrians using the downtown sidewalks. The time spent waiting at the intersections of NE 4th and NE 8th street is imbalanced compared to the amount of time allotted to cars traveling north/south or east/west.	9/20/2018 2:37 PM
173	Don't like the idea of abandoned bikes allowed to be dropped off anywhere they please on the sidewalks	9/20/2018 2:08 PM
174	No	9/20/2018 1:55 PM
175	I like that there are larger margins for bikers and walkers both.	9/20/2018 1:36 PM
176	I have nearly been hit by a bicycle while I was standing on the sidewalk at the corner of 108th and NE 8th. The bicycle was 2 feet away from the bicycle lane, but didn't use it.	9/20/2018 1:35 PM
177	As a regular pedestrian on 108th, I feel just as safe now as I did before. I didn't feel unsafe before.	9/20/2018 12:47 PM
178	I walk to work on 108th every day, rain or shine. This project is a waste of tax payer money. Since the lanes have been in effect, I have seen exactly 5 bicycles in the lanes. Traffic is backed up in the intersections and the lanes are very confusing to drivers. Buses drivers have trouble turning the corners due to the reduced lanes.	9/20/2018 12:45 PM
179	This question is impossible to answer meaningfully right now, because of the constant construction on 108th between NE 8th and NE 10th. The west side pedestrian pathway is mostly clear now, but the east side is constantly blocked by construction vehicles. The so-called bike lane is also often blocked by cars picking people up and dropping them off. If I were biking, I think I'd rather bike in the car lane than the bike lane, just because if I'm trying to bike in the bike lane I'll be swerving all the time back into traffic to get around cars parked in the bike lane. I think it's safer just to stay in one lane, with the cars, than to be swerving in and out of the bike lane.	9/20/2018 11:08 AM

Q17 What is your age?

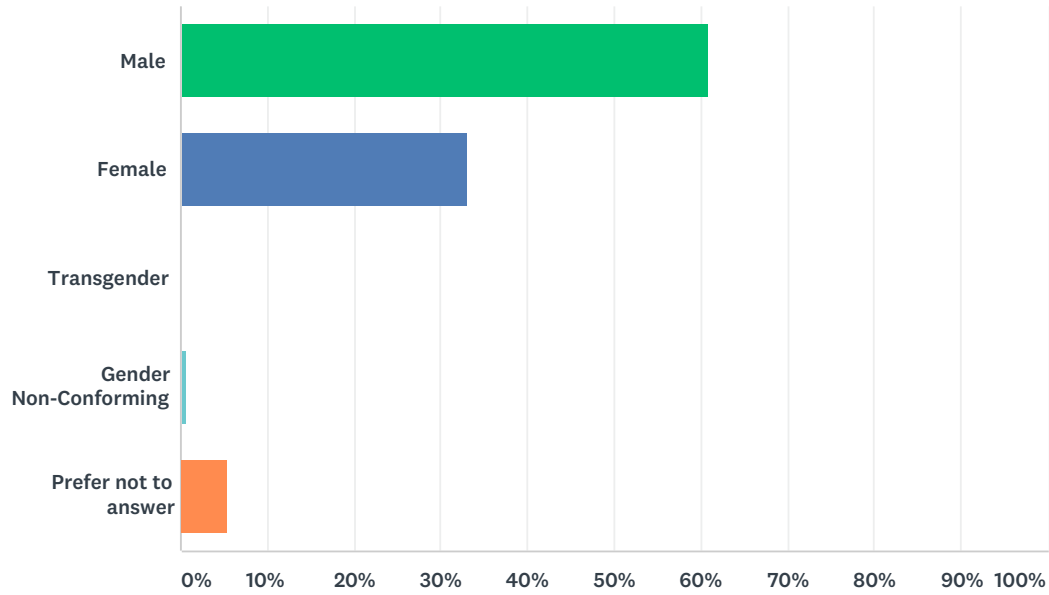
Answered: 1,117 Skipped: 115



ANSWER CHOICES	RESPONSES	
18 - 24	3.67%	41
25 - 34	17.99%	201
35 - 44	25.34%	283
45 - 64	41.09%	459
65 - 74	5.64%	63
75+	3.40%	38
No Response	2.86%	32
TOTAL		1,117

Q18 I Identify my gender as...

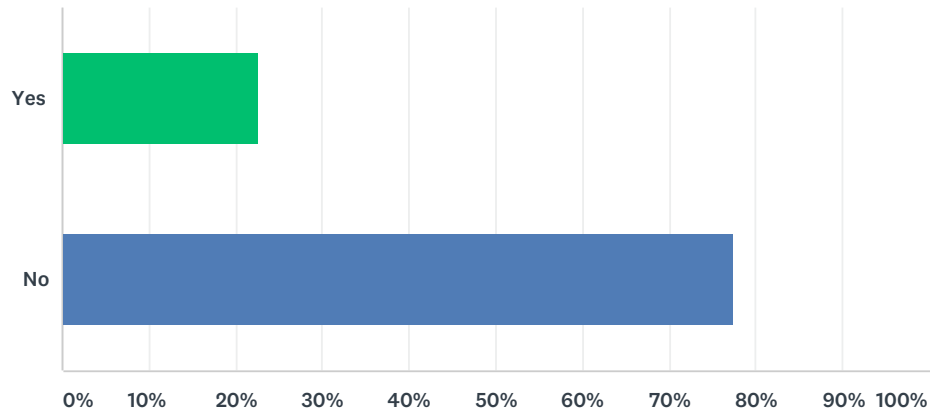
Answered: 1,117 Skipped: 115



ANSWER CHOICES	RESPONSES	
Male	60.79%	679
Female	33.12%	370
Transgender	0.09%	1
Gender Non-Conforming	0.54%	6
Prefer not to answer	5.46%	61
TOTAL		1,117

Q19 Do you live in Downtown Bellevue

Answered: 1,115 Skipped: 117

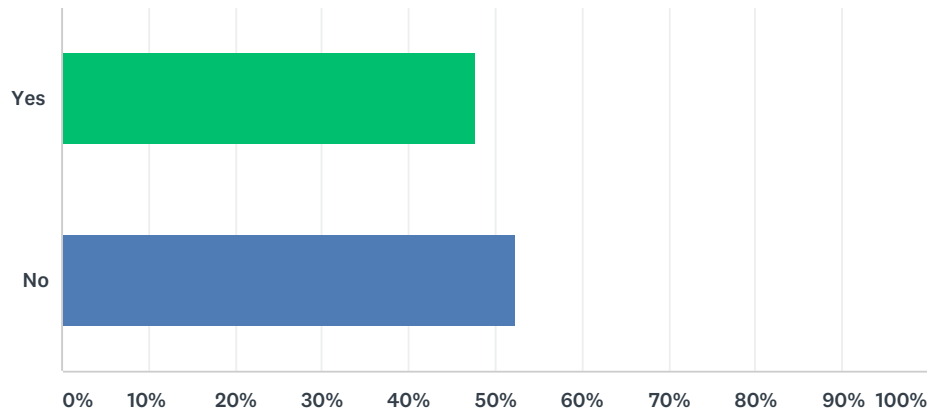


ANSWER CHOICES	RESPONSES	
Yes	22.60%	252
No	77.40%	863
TOTAL		1,115

Write-in responses omitted to protect respondent privacy.

Q20 Do you work in Downtown Bellevue

Answered: 1,108 Skipped: 124

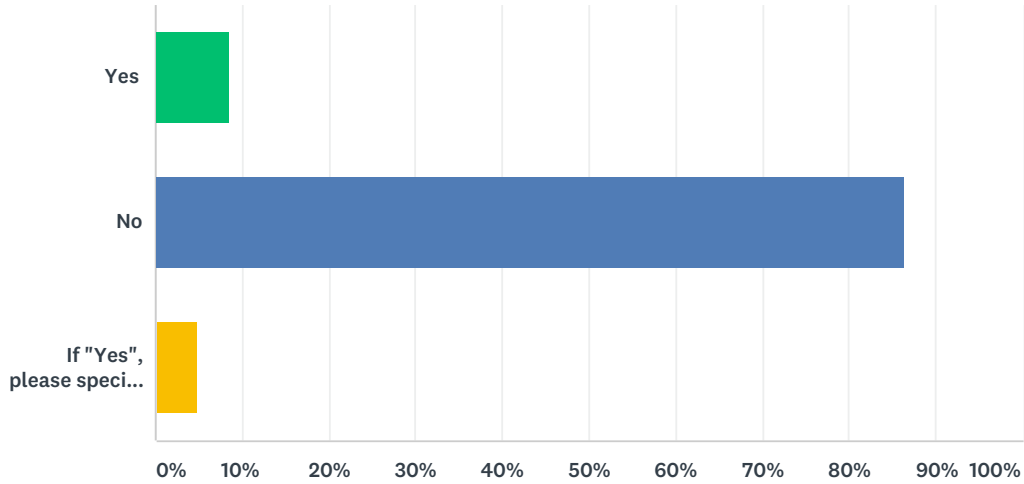


ANSWER CHOICES	RESPONSES	
Yes	47.74%	529
No	52.26%	579
TOTAL		1,108

Write-in responses omitted to protect respondent privacy.

Q21 Do you represent a business or organization with interests in Downtown Bellevue?

Answered: 1,108 Skipped: 124



ANSWER CHOICES	RESPONSES	
Yes	8.66%	96
No	86.46%	958
If "Yes", please specify, which business or organization?	4.87%	54
TOTAL		1,108

Write-in responses omitted to protect respondent privacy.

Appendix 4: SimTraffic Model Results

Before
SimTraffic Model Reports

3: 108th & Expedia Performance by movement

Movement	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.2	0.1
Total Delay (hr)	0.3	0.3	0.2	0.2	1.2
Total Del/Veh (s)	13.1	3.3	1.8	4.4	3.7
Stop Delay (hr)	0.2	0.1	0.1	0.2	0.6
Stop Del/Veh (s)	10.0	1.0	0.6	3.3	1.9

20: 108th & NE 12th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.1	0.1	0.2	3.0	0.2	0.2	0.0	0.0	0.0	0.2	0.3	3.5
Total Delay (hr)	0.0	1.3	0.1	0.3	0.6	0.0	0.3	0.7	0.1	0.5	0.4	0.1
Total Del/Veh (s)	7.3	7.4	3.9	8.9	4.2	2.6	41.8	12.4	7.8	39.5	42.5	6.6
Stop Delay (hr)	0.0	0.9	0.0	0.2	0.4	0.0	0.3	0.6	0.1	0.5	0.4	0.1
Stop Del/Veh (s)	5.2	5.0	3.2	6.6	2.7	1.9	38.3	10.3	5.7	36.4	38.5	5.1

20: 108th & NE 12th St Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.4
Total Delay (hr)	4.6
Total Del/Veh (s)	9.0
Stop Delay (hr)	3.5
Stop Del/Veh (s)	7.0

21: 108th & NE 8th Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.4	0.1	0.2	2.6	0.3	0.4	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	5.6	0.4	4.3	2.8	0.1	0.9	1.7	0.1	1.1	3.3	0.1
Total Del/Veh (s)	89.4	37.6	13.0	44.8	11.3	8.5	73.2	48.5	5.6	79.5	47.4	33.1
Stop Delay (hr)	0.3	4.8	0.4	3.8	2.2	0.1	0.8	1.5	0.1	1.0	3.0	0.1
Stop Del/Veh (s)	85.5	32.3	11.4	39.4	8.8	7.5	71.0	44.6	4.9	75.3	42.6	30.9

21: 108th & NE 8th Performance by movement

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.5
Total Delay (hr)	20.8
Total Del/Veh (s)	30.0
Stop Delay (hr)	18.2
Stop Del/Veh (s)	26.2

22: 108th & NE 4th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.4	0.1	0.2	2.7	0.4	0.5	0.0	0.0	0.0	0.0	0.0	0.3
Total Delay (hr)	0.6	2.6	0.1	3.8	2.6	1.2	0.5	2.5	0.2	0.6	1.6	0.5
Total Del/Veh (s)	63.9	30.6	15.2	42.5	17.0	18.1	58.9	39.7	5.2	50.7	35.1	27.4
Stop Delay (hr)	0.5	2.2	0.1	3.3	2.0	1.0	0.5	2.3	0.1	0.6	1.4	0.5
Stop Del/Veh (s)	61.1	26.6	14.0	37.2	12.7	15.0	57.0	35.7	4.5	48.6	32.0	26.2

22: 108th & NE 4th St Performance by movement

Movement	All
Denied Delay (hr)	0.4
Denied Del/Veh (s)	0.7
Total Delay (hr)	16.7
Total Del/Veh (s)	28.4
Stop Delay (hr)	14.5
Stop Del/Veh (s)	24.7

23: 108th & NE 2nd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.7	0.5	0.4	3.4	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.4	0.3	0.1	0.1	0.6	0.2	0.5	2.1	0.1	0.9	0.8	0.1
Total Del/Veh (s)	19.3	8.8	5.8	13.0	11.2	8.4	25.6	19.4	19.2	41.0	8.6	11.3
Stop Delay (hr)	0.3	0.2	0.1	0.1	0.4	0.2	0.4	1.6	0.1	0.8	0.7	0.1
Stop Del/Veh (s)	16.8	6.1	4.9	10.7	7.4	6.7	21.6	14.6	16.1	38.6	7.0	9.8

23: 108th & NE 2nd Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.4
Total Delay (hr)	6.3
Total Del/Veh (s)	14.7
Stop Delay (hr)	5.0
Stop Del/Veh (s)	11.7

24: Main St. & 108th Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.0	0.2	0.2	3.0	0.3	0.3	2.5	0.6	0.7	0.0	0.0	0.0
Total Delay (hr)	0.4	1.3	0.2	1.6	1.1	0.3	0.7	3.1	1.7	0.3	0.1	0.1
Total Del/Veh (s)	23.0	9.9	6.1	30.0	8.9	7.5	38.6	44.8	36.2	33.1	1.6	5.9
Stop Delay (hr)	0.3	0.9	0.2	1.5	0.8	0.3	0.6	2.6	1.5	0.3	0.0	0.1
Stop Del/Veh (s)	20.6	6.9	4.5	27.2	6.3	5.8	32.7	36.6	30.3	30.2	0.5	4.6

24: Main St. & 108th Performance by movement

Movement	All
Denied Delay (hr)	0.4
Denied Del/Veh (s)	0.7
Total Delay (hr)	11.0
Total Del/Veh (s)	18.0
Stop Delay (hr)	8.9
Stop Del/Veh (s)	14.6

126: 108th & NE 6th Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	6.7	0.4	0.4
Total Delay (hr)	0.2	0.2	1.8	0.0	0.1	2.1	4.3
Total Del/Veh (s)	32.2	31.7	18.5	11.7	14.3	15.9	17.5
Stop Delay (hr)	0.2	0.2	1.3	0.0	0.1	1.5	3.2
Stop Del/Veh (s)	30.7	30.3	13.8	9.0	13.1	11.4	13.2

190: 108th & NE 10th Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.3	0.2	0.2	3.4	0.1	0.1	0.6	0.1	1.1	0.5	0.1	0.1
Total Delay (hr)	0.4	0.7	0.1	0.3	0.4	0.0	0.5	1.6	0.1	0.6	2.4	0.3
Total Del/Veh (s)	12.9	5.9	4.0	12.2	5.4	3.4	51.9	44.6	7.0	53.3	45.7	33.5
Stop Delay (hr)	0.3	0.5	0.0	0.2	0.3	0.0	0.4	1.4	0.1	0.6	2.1	0.3
Stop Del/Veh (s)	10.6	4.1	3.3	10.2	4.0	3.1	48.0	39.0	4.2	49.4	40.2	30.1

190: 108th & NE 10th Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.6
Total Delay (hr)	7.3
Total Del/Veh (s)	18.1
Stop Delay (hr)	6.3
Stop Del/Veh (s)	15.4

329: 108th & City Center Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.2	0.0	0.1
Total Delay (hr)	0.0	0.1	0.4	0.3	0.6	0.2	1.4
Total Del/Veh (s)	18.9	6.9	4.4	4.2	14.0	1.9	5.2
Stop Delay (hr)	0.0	0.1	0.1	0.1	0.4	0.0	0.8
Stop Del/Veh (s)	17.3	6.7	1.0	2.3	10.5	0.4	2.8

330: 108th & Symetra Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.6	0.2	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.7	0.3	0.2	0.3	1.5
Total Del/Veh (s)	25.8	6.6	16.6	4.1	2.0	3.7	4.9
Stop Delay (hr)	0.0	0.0	0.5	0.1	0.0	0.1	0.8
Stop Del/Veh (s)	24.6	7.1	12.6	1.0	0.3	1.9	2.5

Total Network Performance

Denied Delay (hr)	2.0
Denied Del/Veh (s)	0.8
Total Delay (hr)	77.6
Total Del/Veh (s)	30.7
Stop Delay (hr)	62.1
Stop Del/Veh (s)	24.6

Queuing and Blocking Report
Existing AM

10/30/2017

Intersection: 3: 108th & Expedia

Movement	NB	NB	SB	SB
Directions Served	L	T	T	TR
Maximum Queue (ft)	71	125	104	138
Average Queue (ft)	38	22	8	57
95th Queue (ft)	67	87	60	128
Link Distance (ft)		325	174	174
Upstream Blk Time (%)				0
Queuing Penalty (veh)				0
Storage Bay Dist (ft)	50			
Storage Blk Time (%)	5	3		
Queuing Penalty (veh)	20	2		

Intersection: 20: 108th & NE 12th St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LT	R
Maximum Queue (ft)	23	193	165	79	131	122	170	63	131	99
Average Queue (ft)	4	89	49	39	55	32	62	22	64	30
95th Queue (ft)	17	158	122	71	112	78	121	54	120	78
Link Distance (ft)		652	652		635	635	587		1182	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	250			250				150		50
Storage Blk Time (%)							1		27	1
Queuing Penalty (veh)							0		8	0

Queuing and Blocking Report
Existing AM

10/30/2017

Intersection: 21: 108th & NE 8th

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	T	R	L
Maximum Queue (ft)	159	272	252	188	439	366	213	154	125	233	83	141
Average Queue (ft)	28	198	158	82	230	120	104	56	42	92	33	53
95th Queue (ft)	102	262	237	161	363	243	180	120	98	178	64	113
Link Distance (ft)		627	627	627		618	618	618	303	303	303	
Upstream Blk Time (%)						0				0		
Queuing Penalty (veh)						0				0		
Storage Bay Dist (ft)	110				440							250
Storage Blk Time (%)		38			1							
Queuing Penalty (veh)		4			3							

Intersection: 21: 108th & NE 8th

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	216	179
Average Queue (ft)	108	84
95th Queue (ft)	183	154
Link Distance (ft)	581	581
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 22: 108th & NE 4th St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	R	L	T	TR
Maximum Queue (ft)	80	211	183	303	341	331	77	184	99	125	99	221
Average Queue (ft)	33	115	70	194	133	161	28	139	36	37	40	90
95th Queue (ft)	72	185	149	297	252	272	67	207	70	93	81	170
Link Distance (ft)		618	618		626	626	174	174	174		215	215
Upstream Blk Time (%)								5				0
Queuing Penalty (veh)								7				1
Storage Bay Dist (ft)	310			280						150		
Storage Blk Time (%)				2						0		
Queuing Penalty (veh)				7						0		

Queuing and Blocking Report
Existing AM

10/30/2017

Intersection: 23: 108th & NE 2nd

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	T	TR
Maximum Queue (ft)	96	145	53	211	81	268	121	103	112
Average Queue (ft)	38	52	20	82	38	132	56	42	53
95th Queue (ft)	81	101	50	154	73	219	107	80	100
Link Distance (ft)		591		639		608		325	325
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	220		250		200		170		
Storage Blk Time (%)				0		2			
Queuing Penalty (veh)				0		1			

Intersection: 24: Main St. & 108th

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	103	170	154	240	138	164	194	588	79	77
Average Queue (ft)	34	90	70	101	75	77	66	230	26	25
95th Queue (ft)	77	147	121	186	119	141	180	492	65	57
Link Distance (ft)		606	606		613	613		1451	608	608
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	250			300			120			
Storage Blk Time (%)							0	33		
Queuing Penalty (veh)							1	20		

Intersection: 126: 108th & NE 6th

Movement	WB	NB	SB	SB
Directions Served	LR	TR	L	T
Maximum Queue (ft)	158	254	149	279
Average Queue (ft)	59	138	35	171
95th Queue (ft)	122	231	109	283
Link Distance (ft)	641	313		285
Upstream Blk Time (%)				1
Queuing Penalty (veh)				3
Storage Bay Dist (ft)			100	
Storage Blk Time (%)			1	20
Queuing Penalty (veh)			3	5

Queuing and Blocking Report
Existing AM

10/30/2017

Intersection: 190: 108th & NE 10th

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	R	L	TR
Maximum Queue (ft)	99	134	115	76	118	111	107	234	165	179	325
Average Queue (ft)	41	60	38	30	42	22	29	92	35	43	150
95th Queue (ft)	84	114	84	64	95	68	76	181	93	112	252
Link Distance (ft)		645	645		640	640		581			587
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	280			250			200		175	130	
Storage Blk Time (%)								2		0	15
Queuing Penalty (veh)								2		0	8

Intersection: 329: 108th & City Center

Movement	WB	WB	NB	SB	SB	SB
Directions Served	L	R	TR	L	T	T
Maximum Queue (ft)	30	52	194	74	142	17
Average Queue (ft)	5	19	57	50	14	1
95th Queue (ft)	24	46	145	81	77	12
Link Distance (ft)	488	488	215		313	313
Upstream Blk Time (%)			0			
Queuing Penalty (veh)			0			
Storage Bay Dist (ft)				50		
Storage Blk Time (%)				13	0	
Queuing Penalty (veh)				17	0	

Intersection: 330: 108th & Symetra

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	24	18	74	218	79	123
Average Queue (ft)	1	3	50	24	6	40
95th Queue (ft)	10	14	79	115	51	95
Link Distance (ft)	441	441		285	303	303
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			50			
Storage Blk Time (%)			14	0		
Queuing Penalty (veh)			35	0		

Network Summary

Network wide Queuing Penalty: 147

20: 108th & NE 12th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.4	0.1	0.2	2.5	0.3	0.4	0.0	0.0	0.0	0.2	0.3	3.7
Total Delay (hr)	0.0	1.3	0.0	0.3	1.7	0.1	0.7	0.3	0.5	0.3	0.3	0.1
Total Del/Veh (s)	9.6	7.9	4.0	9.8	6.4	4.0	46.0	19.8	9.5	39.7	38.9	7.0
Stop Delay (hr)	0.0	1.0	0.0	0.2	1.0	0.0	0.6	0.3	0.3	0.2	0.3	0.1
Stop Del/Veh (s)	7.7	5.6	3.3	7.1	3.8	2.9	42.1	16.9	6.4	37.0	35.3	5.7

20: 108th & NE 12th St Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.4
Total Delay (hr)	5.7
Total Del/Veh (s)	9.3
Stop Delay (hr)	4.1
Stop Del/Veh (s)	6.8

21: 108th & NE 8th Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.6	0.2	0.3	2.3	0.2	0.2	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay (hr)	1.4	9.5	0.5	3.2	7.1	0.2	2.3	3.9	0.6	1.5	3.2	0.2
Total Del/Veh (s)	102.7	32.3	18.0	66.5	22.5	18.0	67.2	44.0	9.8	67.3	53.5	12.7
Stop Delay (hr)	1.3	7.8	0.4	3.0	5.7	0.2	2.2	3.4	0.6	1.4	2.9	0.2
Stop Del/Veh (s)	96.5	26.3	15.4	62.3	18.0	16.5	64.0	39.2	8.8	63.1	47.9	11.3

21: 108th & NE 8th Performance by movement

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.3
Total Delay (hr)	33.8
Total Del/Veh (s)	33.7
Stop Delay (hr)	29.2
Stop Del/Veh (s)	29.1

22: 108th & NE 4th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.8	0.3	0.3	2.7	0.3	0.4	0.3	0.9	0.3	0.1	0.1	0.4
Total Delay (hr)	1.2	6.8	0.5	1.7	4.9	0.8	0.6	2.0	0.5	2.9	2.9	0.8
Total Del/Veh (s)	60.6	32.1	27.9	49.1	24.5	22.5	53.5	43.6	11.0	55.1	30.7	28.8
Stop Delay (hr)	1.1	5.6	0.5	1.6	3.9	0.7	0.6	1.8	0.5	2.7	2.5	0.8
Stop Del/Veh (s)	56.5	26.2	24.3	45.0	19.3	19.5	51.8	39.9	10.4	52.0	27.1	27.3

22: 108th & NE 4th St Performance by movement

Movement	All
Denied Delay (hr)	0.4
Denied Del/Veh (s)	0.4
Total Delay (hr)	25.7
Total Del/Veh (s)	32.1
Stop Delay (hr)	22.3
Stop Del/Veh (s)	27.8

23: 108th & NE 2nd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.3	0.7	0.7	3.5	0.4	0.4	0.5	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.5	1.3	0.1	0.1	0.7	0.1	0.3	0.7	0.1	1.1	2.2	1.0
Total Del/Veh (s)	19.8	11.7	9.4	18.2	10.6	9.6	38.8	14.7	9.2	30.5	21.6	19.5
Stop Delay (hr)	0.4	0.8	0.1	0.1	0.5	0.1	0.3	0.5	0.0	1.0	1.8	0.9
Stop Del/Veh (s)	16.8	7.5	7.2	15.8	7.2	8.0	35.9	10.9	7.5	27.4	17.6	17.4

23: 108th & NE 2nd Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.5
Total Delay (hr)	8.1
Total Del/Veh (s)	17.1
Stop Delay (hr)	6.5
Stop Del/Veh (s)	13.6

24: Main St. & 108th Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.2	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.0	0.2	0.3	2.8	0.3	0.4	3.1	0.4	0.4	0.0	0.0	0.0
Total Delay (hr)	0.3	1.1	0.2	1.4	1.6	0.1	1.0	1.0	0.8	3.3	0.2	1.0
Total Del/Veh (s)	19.0	8.6	5.4	22.1	8.2	4.6	53.6	52.3	29.4	73.6	6.2	19.7
Stop Delay (hr)	0.3	0.8	0.1	1.2	1.1	0.0	1.0	0.9	0.7	3.1	0.1	0.9
Stop Del/Veh (s)	16.6	6.2	4.0	18.8	5.7	3.1	50.0	47.5	27.0	68.9	4.3	17.0

24: Main St. & 108th Performance by movement

Movement	All
Denied Delay (hr)	0.4
Denied Del/Veh (s)	0.6
Total Delay (hr)	11.9
Total Del/Veh (s)	18.6
Stop Delay (hr)	10.2
Stop Del/Veh (s)	16.0

126: 108th & NE 6th Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.1	0.3
Denied Del/Veh (s)	0.2	0.2	0.3	1.9	12.4	0.8	0.7
Total Delay (hr)	0.1	0.3	3.6	0.0	0.1	2.9	7.2
Total Del/Veh (s)	44.1	42.7	21.9	20.4	20.8	16.0	19.5
Stop Delay (hr)	0.1	0.3	2.7	0.0	0.1	2.1	5.4
Stop Del/Veh (s)	41.5	40.3	16.3	17.8	19.6	11.5	14.7

190: 108th & NE 10th Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.7	0.2	0.3	3.2	0.2	0.2	0.0	0.0	0.0	0.2	0.0	0.1
Total Delay (hr)	0.4	1.6	0.2	0.5	0.7	0.0	1.2	1.9	0.3	0.5	1.8	0.3
Total Del/Veh (s)	13.3	7.8	5.9	19.8	6.7	3.2	55.5	39.4	10.1	48.2	44.1	32.8
Stop Delay (hr)	0.3	1.1	0.1	0.5	0.5	0.0	1.1	1.6	0.2	0.4	1.6	0.3
Stop Del/Veh (s)	10.8	5.2	4.2	17.5	4.9	2.6	50.2	33.1	5.8	44.5	39.3	30.1

190: 108th & NE 10th Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.4
Total Delay (hr)	9.5
Total Del/Veh (s)	16.6
Stop Delay (hr)	7.8
Stop Del/Veh (s)	13.5

329: 108th & City Center Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.3	0.1	0.1	0.0	0.0	0.1
Total Delay (hr)	0.6	1.6	0.3	0.0	0.1	0.3	2.9
Total Del/Veh (s)	22.7	23.2	3.3	2.7	7.7	1.7	7.9
Stop Delay (hr)	0.5	1.5	0.1	0.0	0.0	0.0	2.2
Stop Del/Veh (s)	20.3	22.0	0.9	1.4	4.7	0.2	6.2

330: 108th & Symetra Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.5	0.6	0.0	0.4	0.5	0.0	3.0
Total Del/Veh (s)	35.2	14.1	6.7	2.7	3.6	1.4	7.8
Stop Delay (hr)	1.4	0.5	0.0	0.1	0.1	0.0	2.1
Stop Del/Veh (s)	32.8	13.5	3.4	0.3	1.0	0.4	5.6

333: 108th & Expedia Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2		0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.5	0.0	0.2	0.2	0.0	1.0
Total Del/Veh (s)	14.0	11.6		1.9	1.4	2.5	3.6
Stop Delay (hr)	0.1	0.5	0.0	0.0	0.0	0.0	0.7
Stop Del/Veh (s)	12.1	10.5		0.6	0.2	1.4	2.4

Total Network Performance

Denied Delay (hr)	2.1
Denied Del/Veh (s)	0.6
Total Delay (hr)	112.9
Total Del/Veh (s)	34.4
Stop Delay (hr)	90.9
Stop Del/Veh (s)	27.7

Queuing and Blocking Report
Existing PM

1/9/2018

Intersection: 20: 108th & NE 12th St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LT	R
Maximum Queue (ft)	30	188	159	101	231	211	138	120	93	83
Average Queue (ft)	8	87	48	37	101	76	58	62	41	22
95th Queue (ft)	27	161	118	75	183	157	116	106	84	60
Link Distance (ft)		652	652		635	635	587		1182	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	250			250				150		50
Storage Blk Time (%)					0		0	0	15	1
Queuing Penalty (veh)					0		0	0	6	0

Intersection: 21: 108th & NE 8th

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	T	R	L
Maximum Queue (ft)	160	459	416	285	308	372	346	297	221	332	156	206
Average Queue (ft)	71	300	259	169	149	225	201	131	110	195	70	78
95th Queue (ft)	155	413	380	265	250	338	305	245	189	309	122	148
Link Distance (ft)		627	627	627		618	618	618	303	303	303	
Upstream Blk Time (%)											2	
Queuing Penalty (veh)											4	
Storage Bay Dist (ft)	110				440							250
Storage Blk Time (%)	1	41										
Queuing Penalty (veh)	5	22										

Intersection: 21: 108th & NE 8th

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	251	232
Average Queue (ft)	140	81
95th Queue (ft)	231	185
Link Distance (ft)	581	581
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	1	
Queuing Penalty (veh)	1	

Queuing and Blocking Report
Existing PM

1/9/2018

Intersection: 22: 108th & NE 4th St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	R	L	T	TR
Maximum Queue (ft)	205	347	304	211	297	289	88	183	126	199	236	232
Average Queue (ft)	65	232	205	86	189	172	36	111	59	139	115	143
95th Queue (ft)	145	323	292	157	280	273	79	176	105	211	216	224
Link Distance (ft)		618	618		626	626	174	174	174		215	215
Upstream Blk Time (%)								2		0	1	1
Queuing Penalty (veh)								2		0	4	4
Storage Bay Dist (ft)	310			280						150		
Storage Blk Time (%)		1			1					12	2	
Queuing Penalty (veh)		1			1					19	5	

Intersection: 23: 108th & NE 2nd

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	T	TR
Maximum Queue (ft)	93	217	77	169	86	132	168	201	240
Average Queue (ft)	44	112	17	81	29	61	77	93	143
95th Queue (ft)	78	186	50	148	67	109	133	163	224
Link Distance (ft)		591		639		608		325	325
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	220		250		200		170		
Storage Blk Time (%)		0				0	0	0	
Queuing Penalty (veh)		0				0	0	0	

Intersection: 24: Main St. & 108th

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	78	185	139	220	184	161	139	256	240	227
Average Queue (ft)	29	91	64	100	104	82	56	103	142	90
95th Queue (ft)	66	153	123	173	172	153	111	198	233	178
Link Distance (ft)		606	606		613	613		1451	608	608
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	250			300			120			
Storage Blk Time (%)				0			1	12		
Queuing Penalty (veh)				0			2	7		

Intersection: 126: 108th & NE 6th

Movement	WB	NB	SB	SB
Directions Served	LR	TR	L	T
Maximum Queue (ft)	194	346	149	329
Average Queue (ft)	65	230	37	210
95th Queue (ft)	148	350	107	329
Link Distance (ft)	641	313		285
Upstream Blk Time (%)		3		4
Queuing Penalty (veh)		21		25
Storage Bay Dist (ft)			100	
Storage Blk Time (%)			1	25
Queuing Penalty (veh)			3	7

Intersection: 190: 108th & NE 10th

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	R	L	TR
Maximum Queue (ft)	103	225	164	98	135	101	152	268	224	156	255
Average Queue (ft)	41	110	85	45	60	31	66	109	51	40	118
95th Queue (ft)	83	193	159	83	114	83	135	210	128	105	211
Link Distance (ft)		645	645		640	640		581			587
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	280			250			200		175	130	
Storage Blk Time (%)							1	4		0	9
Queuing Penalty (veh)							1	8		0	3

Intersection: 329: 108th & City Center

Movement	WB	WB	NB	SB	SB	SB
Directions Served	L	R	TR	L	T	T
Maximum Queue (ft)	115	263	168	48	35	35
Average Queue (ft)	50	94	22	16	3	2
95th Queue (ft)	92	197	95	43	23	21
Link Distance (ft)	488	488	215		313	313
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				50		
Storage Blk Time (%)				0	0	
Queuing Penalty (veh)				1	0	

Queuing and Blocking Report
Existing PM

1/9/2018

Intersection: 330: 108th & Symetra

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	184	127	36	148	226	10
Average Queue (ft)	73	47	2	9	15	0
95th Queue (ft)	136	94	14	68	67	6
Link Distance (ft)	441	441		285	303	303
Upstream Blk Time (%)					0	
Queuing Penalty (veh)					0	
Storage Bay Dist (ft)			50			
Storage Blk Time (%)			0	1		
Queuing Penalty (veh)			0	0		

Intersection: 333: 108th & Expedia

Movement	EB	EB	NB	SB
Directions Served	L	R	T	TR
Maximum Queue (ft)	60	124	77	30
Average Queue (ft)	23	56	7	2
95th Queue (ft)	50	93	46	14
Link Distance (ft)	359	359	325	174
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)			1	
Queuing Penalty (veh)			0	

Network Summary

Network wide Queuing Penalty: 154

After
SimTraffic Model Reports

3: 108th & Expedia Performance by movement

Movement	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.2	0.1	0.2
Denied Del/Veh (s)	0.0	0.0	1.2	1.0	0.7
Total Delay (hr)	0.5	0.6	0.7	0.3	2.0
Total Del/Veh (s)	19.6	5.9	4.9	5.6	6.4
Stop Delay (hr)	0.4	0.3	0.2	0.2	1.1
Stop Del/Veh (s)	16.0	3.2	1.7	4.0	3.6

20: 108th & NE 12th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.0	0.1	0.2	2.9	0.3	0.3	0.0	0.0	0.0	0.2	0.2	0.3
Total Delay (hr)	0.0	1.5	0.1	0.5	0.8	0.1	0.4	0.7	0.2	0.6	0.3	0.2
Total Del/Veh (s)	6.8	9.3	6.9	10.1	5.5	3.9	44.4	13.4	24.7	45.7	39.0	23.1
Stop Delay (hr)	0.0	1.1	0.1	0.3	0.6	0.0	0.4	0.6	0.2	0.6	0.3	0.2
Stop Del/Veh (s)	4.5	6.7	5.8	7.4	3.7	3.0	40.9	11.4	22.7	42.3	34.6	21.2

20: 108th & NE 12th St Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.4
Total Delay (hr)	5.5
Total Del/Veh (s)	11.0
Stop Delay (hr)	4.4
Stop Del/Veh (s)	8.7

21: 108th & NE 8th Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.3	0.1	0.2	2.5	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	5.5	0.7	4.6	3.1	0.1	1.0	1.8	0.1	1.3	4.3	0.3
Total Del/Veh (s)	75.5	39.7	20.1	46.9	12.0	7.3	76.0	48.4	6.1	94.0	59.9	75.4
Stop Delay (hr)	0.2	4.8	0.6	4.0	2.4	0.1	0.9	1.7	0.1	1.2	3.8	0.3
Stop Del/Veh (s)	70.5	34.6	18.4	41.2	9.4	6.6	73.6	44.4	4.6	88.1	52.7	70.2

21: 108th & NE 8th Performance by movement

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.5
Total Delay (hr)	23.0
Total Del/Veh (s)	32.7
Stop Delay (hr)	20.2
Stop Del/Veh (s)	28.6

22: 108th & NE 4th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.4	0.1	0.4	2.7	0.5	0.6	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.7	2.8	0.1	3.3	3.0	1.5	0.5	2.7	0.1	1.0	1.7	0.1
Total Del/Veh (s)	58.7	33.8	17.4	39.6	18.4	19.6	54.3	39.8	4.7	62.3	35.1	7.1
Stop Delay (hr)	0.7	2.5	0.1	2.9	2.3	1.2	0.5	2.4	0.1	1.0	1.5	0.1
Stop Del/Veh (s)	55.9	29.5	16.9	34.7	14.0	16.0	52.4	35.5	4.1	59.6	31.5	6.6

22: 108th & NE 4th St Performance by movement

Movement	All
Denied Delay (hr)	0.4
Denied Del/Veh (s)	0.7
Total Delay (hr)	17.6
Total Del/Veh (s)	28.8
Stop Delay (hr)	15.2
Stop Del/Veh (s)	25.0

23: 108th & NE 2nd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.7	0.4	0.3	3.8	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.4	0.1	0.2	0.6	0.3	0.5	1.8	0.1	0.7	0.9	0.2
Total Del/Veh (s)	18.8	10.6	5.7	15.5	11.6	8.8	27.0	17.2	16.9	31.1	9.7	13.7
Stop Delay (hr)	0.3	0.3	0.1	0.2	0.4	0.2	0.5	1.3	0.1	0.7	0.6	0.2
Stop Del/Veh (s)	16.5	7.8	4.7	13.0	7.9	6.9	23.1	12.6	14.0	27.2	6.5	11.5

23: 108th & NE 2nd Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.4
Total Delay (hr)	6.2
Total Del/Veh (s)	14.3
Stop Delay (hr)	4.8
Stop Del/Veh (s)	10.9

24: Main St. & 108th Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.1	0.2	0.3	3.0	0.3	0.3	0.6	0.5	0.5	0.0	0.0	0.0
Total Delay (hr)	0.4	1.4	0.2	1.7	1.4	0.4	0.6	2.4	1.3	0.3	0.1	0.1
Total Del/Veh (s)	22.3	11.3	5.9	29.0	11.4	8.2	37.3	36.6	29.6	27.2	2.1	5.6
Stop Delay (hr)	0.4	1.0	0.2	1.5	1.0	0.3	0.5	1.9	1.1	0.3	0.0	0.1
Stop Del/Veh (s)	19.8	8.2	4.6	26.0	8.3	6.2	30.4	28.7	24.3	24.0	1.0	3.9

24: Main St. & 108th Performance by movement

Movement	All
Denied Delay (hr)	0.4
Denied Del/Veh (s)	0.6
Total Delay (hr)	10.3
Total Del/Veh (s)	17.0
Stop Delay (hr)	8.2
Stop Del/Veh (s)	13.5

126: 108th & NE 6th Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.2	0.1	0.2	0.0	6.8	0.2	0.4
Total Delay (hr)	0.2	0.2	2.3	0.0	0.2	2.3	5.2
Total Del/Veh (s)	34.4	33.9	23.3	11.2	18.7	16.9	20.3
Stop Delay (hr)	0.2	0.2	1.8	0.0	0.1	1.6	3.9
Stop Del/Veh (s)	31.9	31.4	18.1	9.3	17.2	11.7	15.3

190: 108th & NE 10th Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.2	0.2	0.2	3.5	0.1	0.2	0.8	0.1	0.1	0.4	0.1	0.0
Total Delay (hr)	0.3	0.8	0.1	0.3	0.5	0.0	0.6	1.4	0.6	0.7	2.3	0.4
Total Del/Veh (s)	11.5	6.9	4.7	14.9	6.9	3.4	51.3	42.0	27.2	47.1	41.8	32.6
Stop Delay (hr)	0.3	0.6	0.1	0.2	0.4	0.0	0.6	1.2	0.5	0.6	2.0	0.3
Stop Del/Veh (s)	9.2	5.0	3.7	12.6	5.2	2.9	47.1	36.1	23.7	43.0	36.5	29.7

190: 108th & NE 10th Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.5
Total Delay (hr)	7.9
Total Del/Veh (s)	19.6
Stop Delay (hr)	6.7
Stop Del/Veh (s)	16.7

329: 108th & City Center Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.3	0.1	0.1
Total Delay (hr)	0.0	0.0	0.5	0.3	0.7	0.4	2.0
Total Del/Veh (s)	19.5	7.4	5.5	4.9	16.6	4.0	6.6
Stop Delay (hr)	0.0	0.0	0.2	0.2	0.5	0.1	1.0
Stop Del/Veh (s)	18.2	7.2	1.8	2.7	12.5	0.9	3.4

330: 108th & Symetra Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.1	1.0	1.0	0.1	0.2	0.4
Total Delay (hr)	0.1	0.0	1.3	0.6	1.0	0.5	3.4
Total Del/Veh (s)	60.8	7.5	34.2	7.8	7.7	7.0	10.8
Stop Delay (hr)	0.0	0.0	1.1	0.4	0.3	0.2	2.0
Stop Del/Veh (s)	59.1	7.4	30.1	4.4	2.1	3.4	6.4

Total Network Performance

Denied Delay (hr)	2.2
Denied Del/Veh (s)	0.9
Total Delay (hr)	85.8
Total Del/Veh (s)	33.9
Stop Delay (hr)	68.0
Stop Del/Veh (s)	26.8

Queuing and Blocking Report
 AM ALT 2 (With right turn pocket @ NE 8th, Main)

10/30/2017

Intersection: 3: 108th & Expedia

Movement	NB	NB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	74	323	188
Average Queue (ft)	36	56	86
95th Queue (ft)	69	203	195
Link Distance (ft)		324	174
Upstream Blk Time (%)		0	1
Queuing Penalty (veh)		1	6
Storage Bay Dist (ft)	50		
Storage Blk Time (%)	7	6	
Queuing Penalty (veh)	27	5	

Intersection: 20: 108th & NE 12th St

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	36	206	188	115	149	140	147	167
Average Queue (ft)	6	109	64	52	67	52	73	78
95th Queue (ft)	26	187	150	92	129	109	131	142
Link Distance (ft)		664	664		646	646	587	1183
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	250			250				
Storage Blk Time (%)		0						
Queuing Penalty (veh)		0						

Queuing and Blocking Report
 AM ALT 2 (With right turn pocket @ NE 8th, Main)

10/30/2017

Intersection: 21: 108th & NE 8th

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	T	R	L
Maximum Queue (ft)	159	298	248	204	453	210	205	177	127	227	127	230
Average Queue (ft)	24	191	144	78	252	113	120	58	48	98	39	64
95th Queue (ft)	100	266	232	158	399	196	195	139	105	184	87	162
Link Distance (ft)		639	639	639		618	618	618	303	303		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	110				440						200	250
Storage Blk Time (%)		38			1					1		
Queuing Penalty (veh)		4			2					1		

Intersection: 21: 108th & NE 8th

Movement	SB
Directions Served	TR
Maximum Queue (ft)	376
Average Queue (ft)	213
95th Queue (ft)	358
Link Distance (ft)	581
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	8
Queuing Penalty (veh)	4

Intersection: 22: 108th & NE 4th St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	R	L	T	R
Maximum Queue (ft)	97	206	166	304	413	346	78	184	72	154	211	74
Average Queue (ft)	32	110	60	170	143	177	32	146	32	61	108	33
95th Queue (ft)	72	182	136	274	270	288	72	208	62	124	190	59
Link Distance (ft)		618	618		626	626	174	174	174		215	215
Upstream Blk Time (%)								9		0	1	
Queuing Penalty (veh)								11		0	1	
Storage Bay Dist (ft)	310			280						150		
Storage Blk Time (%)				2	0					0	4	
Queuing Penalty (veh)				6	0					1	2	

Queuing and Blocking Report
 AM ALT 2 (With right turn pocket @ NE 8th, Main)

10/30/2017

Intersection: 23: 108th & NE 2nd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	90	111	65	210	117	228	141	176
Average Queue (ft)	34	56	26	86	41	122	54	80
95th Queue (ft)	72	103	58	163	88	194	107	145
Link Distance (ft)		602		639		609		324
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	220		250		200		170	
Storage Blk Time (%)				0		1		0
Queuing Penalty (veh)				0		0		0

Intersection: 24: Main St. & 108th

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LT	R
Maximum Queue (ft)	75	172	139	194	147	177	411	101	52
Average Queue (ft)	36	86	64	100	84	85	208	33	20
95th Queue (ft)	72	150	127	177	135	150	356	77	45
Link Distance (ft)		604	604		619	619	1451	609	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	250			300					150
Storage Blk Time (%)								0	
Queuing Penalty (veh)								0	

Intersection: 126: 108th & NE 6th

Movement	WB	NB	SB	SB
Directions Served	LR	TR	L	T
Maximum Queue (ft)	207	308	149	288
Average Queue (ft)	73	158	48	172
95th Queue (ft)	162	261	130	286
Link Distance (ft)	641	313		285
Upstream Blk Time (%)		0		1
Queuing Penalty (veh)		1		3
Storage Bay Dist (ft)			100	
Storage Blk Time (%)			1	20
Queuing Penalty (veh)			6	5

Queuing and Blocking Report
 AM ALT 2 (With right turn pocket @ NE 8th, Main)

10/30/2017

Intersection: 190: 108th & NE 10th

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	88	138	123	74	128	90	144	232	180	328
Average Queue (ft)	36	65	38	34	52	24	42	121	60	152
95th Queue (ft)	71	118	88	71	101	66	99	213	145	263
Link Distance (ft)		653	653		651	651		581		587
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	280			250			200		130	
Storage Blk Time (%)								1	0	15
Queuing Penalty (veh)								1	0	8

Intersection: 329: 108th & City Center

Movement	WB	WB	NB	SB	SB
Directions Served	L	R	TR	L	T
Maximum Queue (ft)	36	55	200	74	245
Average Queue (ft)	7	19	79	50	39
95th Queue (ft)	29	48	179	79	150
Link Distance (ft)	488	488	215		313
Upstream Blk Time (%)			0		0
Queuing Penalty (veh)			0		0
Storage Bay Dist (ft)				50	
Storage Blk Time (%)				15	0
Queuing Penalty (veh)				40	0

Intersection: 330: 108th & Symetra

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	37	29	75	291	278
Average Queue (ft)	4	4	56	82	95
95th Queue (ft)	21	20	87	257	241
Link Distance (ft)	454	454		285	303
Upstream Blk Time (%)				2	0
Queuing Penalty (veh)				7	1
Storage Bay Dist (ft)			50		
Storage Blk Time (%)			27	0	
Queuing Penalty (veh)			68	1	

Network Summary

Network wide Queuing Penalty: 212

20: 108th & NE 12th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.3	0.1	0.2	2.5	0.3	0.4	0.0	0.0	0.0	0.2	0.2	0.2
Total Delay (hr)	0.0	1.8	0.1	0.4	2.6	0.1	0.7	0.4	1.3	0.3	0.3	0.2
Total Del/Veh (s)	12.2	11.0	5.5	11.5	9.3	7.2	39.8	17.9	25.3	39.5	34.7	16.7
Stop Delay (hr)	0.0	1.4	0.0	0.3	1.7	0.1	0.6	0.3	1.1	0.3	0.3	0.2
Stop Del/Veh (s)	10.2	8.3	4.4	8.3	6.1	4.9	35.0	14.7	21.8	36.8	31.2	15.1

20: 108th & NE 12th St Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.4
Total Delay (hr)	8.2
Total Del/Veh (s)	12.9
Stop Delay (hr)	6.2
Stop Del/Veh (s)	9.9

21: 108th & NE 8th Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.6	0.2	0.3	2.5	0.2	0.4	0.0	0.0	0.1	0.1	0.0	0.0
Total Delay (hr)	1.8	10.7	0.6	3.0	8.0	0.2	2.4	3.9	1.0	1.9	3.4	0.9
Total Del/Veh (s)	115.0	35.3	22.1	63.1	25.0	18.2	69.6	39.6	15.9	72.5	60.4	50.2
Stop Delay (hr)	1.7	8.7	0.5	2.8	6.4	0.2	2.3	3.5	0.8	1.7	3.0	0.8
Stop Del/Veh (s)	108.0	28.8	19.0	58.9	20.2	16.5	66.4	35.2	13.1	67.0	53.3	45.4

21: 108th & NE 8th Performance by movement

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.3
Total Delay (hr)	37.7
Total Del/Veh (s)	37.0
Stop Delay (hr)	32.5
Stop Del/Veh (s)	31.8

23: 108th & NE 2nd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	3.4	0.8	0.8	3.5	0.4	0.5	0.3	0.1	0.1	0.2	1.3	1.3
Total Delay (hr)	0.5	1.6	0.2	0.2	0.8	0.1	0.4	0.5	0.1	1.2	3.5	1.7
Total Del/Veh (s)	21.7	15.9	13.4	23.8	13.9	10.7	50.2	12.7	11.7	34.4	35.4	32.8
Stop Delay (hr)	0.5	1.1	0.2	0.2	0.6	0.1	0.4	0.4	0.1	1.0	2.8	1.5
Stop Del/Veh (s)	18.5	11.0	10.7	21.2	10.6	9.2	47.2	9.3	10.3	28.9	28.6	28.6

23: 108th & NE 2nd Performance by movement

Movement	All
Denied Delay (hr)	0.4
Denied Del/Veh (s)	1.0
Total Delay (hr)	10.9
Total Del/Veh (s)	23.6
Stop Delay (hr)	8.8
Stop Del/Veh (s)	19.0

24: Main St. & 108th Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.1	0.2	0.3	2.8	0.3	0.3	0.2	0.2	0.3	0.0	0.1	0.1
Total Delay (hr)	0.3	1.3	0.2	1.4	2.0	0.1	0.9	1.3	1.0	2.6	0.3	0.7
Total Del/Veh (s)	19.4	9.9	5.3	21.0	10.2	8.9	57.9	57.8	42.9	56.3	9.5	16.1
Stop Delay (hr)	0.3	1.0	0.1	1.2	1.5	0.1	0.9	1.2	0.9	2.3	0.2	0.5
Stop Del/Veh (s)	17.1	7.4	4.2	17.9	7.5	7.3	53.9	52.4	40.0	50.6	6.9	11.4

24: Main St. & 108th Performance by movement

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.5
Total Delay (hr)	12.1
Total Del/Veh (s)	19.0
Stop Delay (hr)	10.1
Stop Del/Veh (s)	15.9

126: 108th & NE 6th Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.2	0.3
Denied Del/Veh (s)	0.1	0.1	0.2	1.8	10.4	1.0	0.8
Total Delay (hr)	0.1	0.4	3.1	0.0	0.1	2.9	6.6
Total Del/Veh (s)	57.5	51.9	18.9	19.1	18.4	16.0	18.2
Stop Delay (hr)	0.1	0.3	2.3	0.0	0.1	2.1	4.9
Stop Del/Veh (s)	55.9	50.2	13.8	16.3	17.4	11.3	13.5

190: 108th & NE 10th Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.8	0.2	0.4	3.4	0.2	0.2	0.0	0.0	0.0	0.5	0.0	0.0
Total Delay (hr)	0.5	1.8	0.2	0.5	0.9	0.0	1.0	2.1	1.2	0.5	1.8	0.2
Total Del/Veh (s)	14.8	9.2	7.2	18.9	7.7	4.0	51.4	44.6	37.6	47.1	42.4	26.4
Stop Delay (hr)	0.4	1.2	0.2	0.4	0.7	0.0	0.9	1.7	1.1	0.4	1.6	0.2
Stop Del/Veh (s)	12.0	6.3	5.5	16.6	5.8	3.2	45.4	36.7	32.3	43.5	37.5	24.2

190: 108th & NE 10th Performance by movement

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.5
Total Delay (hr)	10.7
Total Del/Veh (s)	18.9
Stop Delay (hr)	8.8
Stop Del/Veh (s)	15.5

329: 108th & City Center Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.3	0.1	0.1	0.0	0.0	0.1
Total Delay (hr)	1.1	1.0	0.3	0.0	0.1	1.2	3.7
Total Del/Veh (s)	41.2	14.8	3.0	2.9	11.1	8.1	10.5
Stop Delay (hr)	1.0	0.9	0.1	0.0	0.0	0.7	2.8
Stop Del/Veh (s)	38.9	13.3	1.0	2.0	6.9	4.5	7.8

330: 108th & Symetra Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	2.1	0.8	0.0	0.8	0.4	0.0	4.2
Total Del/Veh (s)	47.8	18.3	16.3	4.8	3.3	2.8	10.7
Stop Delay (hr)	2.0	0.8	0.0	0.3	0.1	0.0	3.2
Stop Del/Veh (s)	45.4	17.0	12.4	1.9	0.8	1.3	8.3

331: 108th & NE 4th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Denied Del/Veh (s)	2.9	0.2	0.3	2.5	0.3	0.4	0.0	0.6	0.3	0.3	0.7	0.1
Total Delay (hr)	1.1	6.6	0.4	1.6	5.2	0.7	0.9	1.6	0.6	3.9	3.4	0.3
Total Del/Veh (s)	54.5	32.2	26.2	47.5	25.0	19.8	60.1	39.6	11.3	68.0	37.4	8.3
Stop Delay (hr)	1.0	5.3	0.4	1.5	4.1	0.6	0.8	1.4	0.6	3.6	3.0	0.2
Stop Del/Veh (s)	50.9	26.2	23.6	43.6	19.7	16.7	57.9	36.2	10.8	64.0	33.1	7.5

331: 108th & NE 4th St Performance by movement

Movement	All
Denied Delay (hr)	0.4
Denied Del/Veh (s)	0.5
Total Delay (hr)	26.2
Total Del/Veh (s)	32.6
Stop Delay (hr)	22.7
Stop Del/Veh (s)	28.2

333: 108th & Expedia Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.8	0.0	0.1	0.6	0.0	1.8
Total Del/Veh (s)	20.2	19.4	10.0	1.5	4.6	2.1	6.7
Stop Delay (hr)	0.2	0.8	0.0	0.0	0.3	0.0	1.3
Stop Del/Veh (s)	18.2	18.3	7.0	0.4	2.4	1.3	5.0

Total Network Performance

Denied Delay (hr)	2.3
Denied Del/Veh (s)	0.7
Total Delay (hr)	126.3
Total Del/Veh (s)	38.3
Stop Delay (hr)	101.7
Stop Del/Veh (s)	30.8

Queuing and Blocking Report
 ALT 2 PM (with right turn lanes @ Main, 8th)

1/9/2018

Intersection: 20: 108th & NE 12th St

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	36	206	188	106	275	298	240	145
Average Queue (ft)	8	119	73	50	137	120	133	54
95th Queue (ft)	29	193	155	86	222	217	232	114
Link Distance (ft)		664	664		646	646	587	1183
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	250			250				
Storage Blk Time (%)					0			
Queuing Penalty (veh)					0			

Intersection: 21: 108th & NE 8th

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	T	R	L
Maximum Queue (ft)	160	464	438	318	262	400	352	286	244	335	200	274
Average Queue (ft)	78	316	271	183	142	230	204	137	116	216	119	97
95th Queue (ft)	164	437	394	273	232	344	318	239	212	359	233	195
Link Distance (ft)		639	639	639		618	618	618	303	303		
Upstream Blk Time (%)									0	6		
Queuing Penalty (veh)									2	23		
Storage Bay Dist (ft)	110				440						150	250
Storage Blk Time (%)	4	43				0				25	1	
Queuing Penalty (veh)	16	23				0				60	2	

Intersection: 21: 108th & NE 8th

Movement	SB
Directions Served	TR
Maximum Queue (ft)	419
Average Queue (ft)	213
95th Queue (ft)	348
Link Distance (ft)	581
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	7
Queuing Penalty (veh)	6

Queuing and Blocking Report
 ALT 2 PM (with right turn lanes @ Main, 8th)

1/9/2018

Intersection: 23: 108th & NE 2nd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	111	284	65	147	87	140	200	369
Average Queue (ft)	46	135	20	79	30	55	135	262
95th Queue (ft)	87	206	49	134	72	112	257	407
Link Distance (ft)		602		639		609		324
Upstream Blk Time (%)								9
Queuing Penalty (veh)								56
Storage Bay Dist (ft)	220		250		200		170	
Storage Blk Time (%)		0				0	0	34
Queuing Penalty (veh)		0				0	0	44

Intersection: 24: Main St. & 108th

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LT	R
Maximum Queue (ft)	81	218	180	191	246	225	314	322	150
Average Queue (ft)	28	95	63	103	121	105	156	161	94
95th Queue (ft)	66	181	140	171	204	188	280	268	176
Link Distance (ft)		604	604		619	619	1451	609	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	250			300					100
Storage Blk Time (%)		0						31	1
Queuing Penalty (veh)		0						55	2

Intersection: 126: 108th & NE 6th

Movement	WB	NB	SB	SB
Directions Served	LR	TR	L	T
Maximum Queue (ft)	174	344	149	327
Average Queue (ft)	59	217	36	214
95th Queue (ft)	147	342	112	333
Link Distance (ft)	641	313		285
Upstream Blk Time (%)		3		3
Queuing Penalty (veh)		15		23
Storage Bay Dist (ft)			100	
Storage Blk Time (%)			0	25
Queuing Penalty (veh)			2	7

Queuing and Blocking Report
 ALT 2 PM (with right turn lanes @ Main, 8th)

1/9/2018

Intersection: 190: 108th & NE 10th

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	95	218	221	80	160	126	249	402	123	228
Average Queue (ft)	51	113	92	42	75	43	71	177	36	113
95th Queue (ft)	92	192	179	77	140	95	166	329	88	188
Link Distance (ft)		653	653		651	651		581		587
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	280			250			200		130	
Storage Blk Time (%)		0						13	0	6
Queuing Penalty (veh)		0						9	0	2

Intersection: 329: 108th & City Center

Movement	WB	WB	NB	SB	SB
Directions Served	L	R	TR	L	T
Maximum Queue (ft)	138	168	139	60	324
Average Queue (ft)	64	73	22	15	82
95th Queue (ft)	127	132	97	44	269
Link Distance (ft)	488	488	215		313
Upstream Blk Time (%)			0		1
Queuing Penalty (veh)			0		7
Storage Bay Dist (ft)				50	
Storage Blk Time (%)				0	10
Queuing Penalty (veh)				1	3

Intersection: 330: 108th & Symetra

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	255	187	31	292	194
Average Queue (ft)	97	63	4	37	19
95th Queue (ft)	179	128	20	174	96
Link Distance (ft)	454	454		285	303
Upstream Blk Time (%)				1	
Queuing Penalty (veh)				4	
Storage Bay Dist (ft)			50		
Storage Blk Time (%)			0	4	
Queuing Penalty (veh)			0	0	

Queuing and Blocking Report
 ALT 2 PM (with right turn lanes @ Main, 8th)

1/9/2018

Intersection: 331: 108th & NE 4th St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	R	L	T	R
Maximum Queue (ft)	188	354	291	254	326	334	136	174	137	200	260	83
Average Queue (ft)	59	215	186	88	204	188	46	95	65	167	207	39
95th Queue (ft)	125	307	274	170	313	292	99	163	114	240	284	75
Link Distance (ft)		618	618		628	628		177	177		215	215
Upstream Blk Time (%)							0	1		0	14	
Queuing Penalty (veh)							0	2		0	43	
Storage Bay Dist (ft)	310			280			150			150		
Storage Blk Time (%)		1			2			2		21	22	
Queuing Penalty (veh)		0			2			1		65	48	

Intersection: 333: 108th & Expedia

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	82	150	10	48	184
Average Queue (ft)	29	62	1	2	37
95th Queue (ft)	66	118	10	20	136
Link Distance (ft)	371	371		324	177
Upstream Blk Time (%)					1
Queuing Penalty (veh)					3
Storage Bay Dist (ft)			50		
Storage Blk Time (%)			0	0	
Queuing Penalty (veh)			0	0	

Network Summary

Network wide Queuing Penalty: 527

After - Updated
SimTraffic Model Reports

20: 108th & NE 12th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.1	0.2	0.1	2.9	0.3	0.3	0.1	0.0	0.0	0.2	0.2	0.3
Total Del/Veh (s)	9.1	8.0	4.5	9.7	4.8	3.2	32.2	38.8	9.0	33.2	35.4	15.6

20: 108th & NE 12th St Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	8.8

21: 108th & NE 8th Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.8	0.1	0.2	2.3	0.2	0.3	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	83.6	34.7	14.8	49.5	14.6	11.0	61.2	41.9	6.4	62.8	47.7	36.2

21: 108th & NE 8th Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	29.3

22: 108th & NE 4th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.0	0.1	0.2	2.4	0.4	0.5	0.0	0.0	0.0	0.0	0.2	0.0
Total Del/Veh (s)	60.5	29.4	18.4	49.4	20.0	21.0	60.2	43.4	5.9	56.4	40.2	8.7

22: 108th & NE 4th St Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	30.3

23: 108th & NE 2nd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.8	0.3	0.3	3.5	0.5	0.5	0.4	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	20.6	10.4	6.9	17.7	13.9	12.3	28.9	26.4	21.8	35.5	19.3	13.0

23: 108th & NE 2nd Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	19.5

24: Main St. & 108th Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.0	0.2	0.3	2.7	0.2	0.3	0.3	0.5	0.4	0.0	0.0	0.2
Total Del/Veh (s)	17.6	10.6	5.6	30.6	9.6	6.9	29.4	31.9	30.7	20.1	5.5	4.9

24: Main St. & 108th Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	15.4

126: 108th & NE 6th Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.2	10.9	0.5	0.5
Total Del/Veh (s)	37.4	43.5	18.1	15.9	21.2	19.8	21.0

190: 108th & NE 10th Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.6	0.1	0.2	3.6	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.4	7.3	4.2	12.9	6.7	2.9	26.0	26.7	5.0	31.6	26.0	15.2

190: 108th & NE 10th Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	13.2

328: 108th & NE 9th PI Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.4	4.2	4.5	1.8	1.8	1.3	2.4

329: 108th & City Center Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.5	0.1	0.2
Total Del/Veh (s)	39.6	7.4	5.3	5.3	19.9	4.9	7.6

330: 108th & Symetra Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.4	0.1	0.0	0.0	0.1
Total Del/Veh (s)	7.3	10.0	16.9	2.9	5.7	4.7	5.8

331: 108th & Expedia Performance by movement

Movement	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	19.3	9.6	7.0	6.8	9.5

Total Network Performance

Denied Del/Veh (s)	0.7
Total Del/Veh (s)	32.8

Arterial Level of Service: NB 108th

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
NE 2nd	23	32.9	47.4	0.1	10
Expedia	331	10.1	18.9	0.1	14
NE 4th St	22	43.4	48.7	0.0	3
City Center	329	7.3	14.1	0.1	14
NE 6th	126	17.9	26.0	0.1	10
Symetra	330	3.2	10.4	0.1	22
NE 8th	21	42.2	50.3	0.1	5
NE 9th Pl	328	3.0	12.6	0.1	22
NE 10th	190	26.7	32.1	0.1	6
NE 12th St	20	33.7	47.1	0.1	10
Total		220.3	307.6	0.8	9

Arterial Level of Service: SB 108th

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
NE 10th	190	27.8	39.9	0.1	11
NE 9th Pl	328	2.3	8.8	0.1	21
NE 8th	21	47.1	55.5	0.1	5
Symetra	330	7.1	16.4	0.1	16
NE 6th	126	19.9	27.6	0.1	8
City Center	329	5.4	13.0	0.1	20
NE 4th St	22	39.9	46.1	0.1	4
Expedia	331	8.3	14.2	0.0	12
NE 2nd	23	19.3	27.9	0.1	9
	24	6.3	14.8	0.1	31
Total		183.4	264.0	0.8	10

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Intersection: 20: 108th & NE 12th St

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	29	176	147	125	146	124	147	137
Average Queue (ft)	10	95	56	58	67	51	49	66
95th Queue (ft)	33	158	117	99	127	105	98	119
Link Distance (ft)		664	664		646	646	587	1183
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	250			250				
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 21: 108th & NE 8th

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	T	R	L
Maximum Queue (ft)	160	263	225	163	465	208	217	212	104	180	144	197
Average Queue (ft)	46	156	127	75	235	129	122	96	41	81	39	52
95th Queue (ft)	126	221	198	150	383	197	192	177	88	157	90	130
Link Distance (ft)		1230	1230	1230		1207	1207	1207	304	304		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	110				440						200	200
Storage Blk Time (%)	0	28			1					0	0	
Queuing Penalty (veh)	0	8			4					0	0	

Intersection: 21: 108th & NE 8th

Movement	SB
Directions Served	TR
Maximum Queue (ft)	296
Average Queue (ft)	157
95th Queue (ft)	264
Link Distance (ft)	330
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	6
Queuing Penalty (veh)	3

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Intersection: 22: 108th & NE 4th St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	R	L	T	R
Maximum Queue (ft)	95	184	181	291	365	354	91	183	90	177	230	104
Average Queue (ft)	42	118	90	164	173	187	39	155	36	48	117	41
95th Queue (ft)	85	173	163	265	286	303	82	212	75	112	207	82
Link Distance (ft)		1111	1111		1133	1133	174	174	174		216	216
Upstream Blk Time (%)								15		0	1	
Queuing Penalty (veh)								21		0	1	
Storage Bay Dist (ft)	310			280						150		
Storage Blk Time (%)				1	0					0	7	
Queuing Penalty (veh)				4	0					0	4	

Intersection: 23: 108th & NE 2nd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	85	107	31	246	155	308	124	173
Average Queue (ft)	29	47	7	100	37	171	27	73
95th Queue (ft)	67	94	27	191	99	278	78	140
Link Distance (ft)		602		639		610		324
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	220		250		200		170	
Storage Blk Time (%)				0		5		0
Queuing Penalty (veh)				0		3		0

Intersection: 24: Main St. & 108th

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LT	R
Maximum Queue (ft)	56	146	153	187	140	175	317	93	64
Average Queue (ft)	27	79	68	76	70	69	186	27	17
95th Queue (ft)	55	130	121	144	115	126	299	71	48
Link Distance (ft)		860	860		962	962	1451	610	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	250			300				150	
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 126: 108th & NE 6th

Movement	WB	NB	SB	SB
Directions Served	LR	TR	L	T
Maximum Queue (ft)	232	268	146	297
Average Queue (ft)	109	137	30	185
95th Queue (ft)	207	240	107	303
Link Distance (ft)	641	313		285
Upstream Blk Time (%)				1
Queuing Penalty (veh)				6
Storage Bay Dist (ft)			100	
Storage Blk Time (%)			2	25
Queuing Penalty (veh)			9	4

Intersection: 190: 108th & NE 10th

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	R	L	TR
Maximum Queue (ft)	38	132	112	33	103	65	51	118	70	80	204
Average Queue (ft)	7	64	38	11	40	13	16	43	28	38	105
95th Queue (ft)	28	108	82	32	81	41	45	93	60	74	171
Link Distance (ft)		653	653		640	640		207			587
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	280			250			120		120	130	
Storage Blk Time (%)								1			4
Queuing Penalty (veh)								0			2

Intersection: 328: 108th & NE 9th PI

Movement	EB	NB	SB
Directions Served	LR	L	TR
Maximum Queue (ft)	37	66	7
Average Queue (ft)	12	18	0
95th Queue (ft)	36	53	4
Link Distance (ft)	169		207
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		50	
Storage Blk Time (%)		1	
Queuing Penalty (veh)		2	

Intersection: 329: 108th & City Center

Movement	WB	WB	NB	SB	SB
Directions Served	L	R	TR	L	T
Maximum Queue (ft)	30	56	208	74	269
Average Queue (ft)	5	18	72	57	54
95th Queue (ft)	22	49	173	86	182
Link Distance (ft)	488	488	216		313
Upstream Blk Time (%)			0		0
Queuing Penalty (veh)			1		2
Storage Bay Dist (ft)				50	
Storage Blk Time (%)				21	0
Queuing Penalty (veh)				60	1

Intersection: 330: 108th & Symetra

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	10	29	74	173	292
Average Queue (ft)	1	3	40	17	59
95th Queue (ft)	8	16	75	96	181
Link Distance (ft)	454	454		285	304
Upstream Blk Time (%)					0
Queuing Penalty (veh)					1
Storage Bay Dist (ft)			50		
Storage Blk Time (%)			10		
Queuing Penalty (veh)			28		

Intersection: 331: 108th & Expedia

Movement	NB	NB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	74	332	185
Average Queue (ft)	48	100	99
95th Queue (ft)	81	272	201
Link Distance (ft)		324	174
Upstream Blk Time (%)		1	1
Queuing Penalty (veh)		7	5
Storage Bay Dist (ft)	50		
Storage Blk Time (%)	10	11	
Queuing Penalty (veh)	44	13	

Network Summary

Network wide Queuing Penalty: 233

20: 108th & NE 12th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.1	0.2	0.2	2.7	0.3	0.5	0.0	0.0	0.0	0.2	0.2	0.2
Total Del/Veh (s)	14.6	10.7	5.4	12.7	9.7	7.2	57.8	34.3	41.0	47.0	40.8	27.8

20: 108th & NE 12th St Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	15.9

21: 108th & NE 8th Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.3	0.1	0.2	2.0	0.2	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	105.4	32.0	19.4	76.6	22.6	17.5	70.8	58.7	14.6	79.2	70.2	66.3

21: 108th & NE 8th Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	38.1

22: 108th & NE 4th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.5	0.2	0.3	2.5	0.2	0.3	0.0	0.0	0.0	0.2	0.6	0.0
Total Del/Veh (s)	55.8	28.4	26.3	58.7	26.4	22.3	55.0	39.4	11.1	74.8	43.8	8.4

22: 108th & NE 4th St Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	33.8

23: 108th & NE 2nd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.4	0.7	0.7	3.3	0.3	0.3	0.2	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	22.2	16.0	12.7	11.2	12.8	8.6	47.8	17.9	12.9	30.5	28.3	24.2

23: 108th & NE 2nd Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	21.4

24: Main St. & 108th Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.9	0.2	0.3	2.8	0.3	0.3	0.2	0.2	0.3	0.0	0.1	0.1
Total Del/Veh (s)	21.6	9.2	6.3	24.1	9.1	7.2	34.4	34.4	34.3	36.0	8.2	10.7

24: Main St. & 108th Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	14.5

126: 108th & NE 6th Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.2	0.2	0.2	4.8	11.4	0.4	0.6
Total Del/Veh (s)	37.6	40.3	22.5	17.9	18.3	18.2	21.3

190: 108th & NE 10th Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.9	0.2	0.3	3.5	0.1	0.1	0.0	0.0	0.0	0.4	0.0	0.1
Total Del/Veh (s)	13.2	11.7	8.7	22.6	11.1	6.2	34.2	41.9	11.6	36.5	43.2	28.7

190: 108th & NE 10th Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	19.6

328: 108th & NE 9th PI Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	1.1	1.4	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	24.9	18.6	6.3	5.7	4.2	2.5	8.1

329: 108th & City Center Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.2	0.3	0.0	0.0	0.4	0.1	0.1
Total Del/Veh (s)	41.2	10.7	2.5	2.3	9.6	7.5	9.5

330: 108th & Symetra Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	1.1	0.1	0.0	0.0	0.1
Total Del/Veh (s)	35.2	11.4	9.5	4.3	2.7	1.6	6.9

331: 108th & Expedia Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	29.4	16.3	12.3	1.8	3.1	2.0	7.6

Total Network Performance

Denied Del/Veh (s)	0.5
Total Del/Veh (s)	39.3

Arterial Level of Service: NB 108th

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
NE 2nd	23	18.1	32.0	0.1	14
Expedia	331	2.2	10.7	0.1	24
NE 4th St	22	37.5	42.5	0.0	4
City Center	329	3.4	9.9	0.1	20
NE 6th	126	22.1	30.5	0.1	8
Symetra	330	4.5	11.7	0.1	19
NE 8th	21	58.1	66.2	0.1	4
NE 9th Pl	328	4.5	14.3	0.1	19
NE 10th	190	41.0	46.6	0.1	4
NE 12th St	20	34.9	47.1	0.1	10
Total		226.2	311.6	0.8	9

Arterial Level of Service: SB 108th

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
NE 10th	190	39.4	50.9	0.1	9
NE 9th Pl	328	3.7	9.9	0.1	19
NE 8th	21	70.9	79.3	0.1	3
Symetra	330	4.1	13.3	0.1	20
NE 6th	126	17.6	25.1	0.1	9
City Center	329	7.9	15.6	0.1	16
NE 4th St	22	41.4	48.1	0.1	4
Expedia	331	2.9	8.7	0.0	19
NE 2nd	23	28.4	37.0	0.1	7
	24	9.1	17.7	0.1	26
Total		225.3	305.7	0.8	9

Intersection: 20: 108th & NE 12th St

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	57	244	224	115	266	240	291	173
Average Queue (ft)	18	114	74	48	151	123	156	76
95th Queue (ft)	47	191	155	86	247	217	269	145
Link Distance (ft)		664	664		646	646	587	1183
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	250			250				
Storage Blk Time (%)		0			1			
Queuing Penalty (veh)		0			1			

Intersection: 21: 108th & NE 8th

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	T	R	L
Maximum Queue (ft)	160	342	335	282	331	304	296	256	224	333	225	250
Average Queue (ft)	83	223	208	164	183	222	214	177	118	233	133	128
95th Queue (ft)	170	306	288	264	318	297	281	250	198	360	271	241
Link Distance (ft)		1230	1230	1230		1207	1207	1207	304	304		
Upstream Blk Time (%)										6		
Queuing Penalty (veh)										18		
Storage Bay Dist (ft)	110				440						200	200
Storage Blk Time (%)	4	37								20	0	1
Queuing Penalty (veh)	13	18								43	0	3

Intersection: 21: 108th & NE 8th

Movement	SB
Directions Served	TR
Maximum Queue (ft)	339
Average Queue (ft)	195
95th Queue (ft)	326
Link Distance (ft)	330
Upstream Blk Time (%)	4
Queuing Penalty (veh)	14
Storage Bay Dist (ft)	
Storage Blk Time (%)	17
Queuing Penalty (veh)	20

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Intersection: 22: 108th & NE 4th St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	R	L	T	R
Maximum Queue (ft)	169	335	315	208	272	276	166	183	124	200	261	128
Average Queue (ft)	52	203	194	95	156	150	75	96	57	155	213	44
95th Queue (ft)	119	299	297	171	245	250	140	172	97	232	289	84
Link Distance (ft)		1111	1111		1133	1133	174	174	174		216	216
Upstream Blk Time (%)							0	2		0	17	
Queuing Penalty (veh)							0	2		0	51	
Storage Bay Dist (ft)	310			280						150		
Storage Blk Time (%)		1			0					14	27	
Queuing Penalty (veh)		0			0					44	41	

Intersection: 23: 108th & NE 2nd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	101	232	38	155	80	180	200	372
Average Queue (ft)	41	124	5	62	28	78	105	251
95th Queue (ft)	79	201	25	121	63	144	221	403
Link Distance (ft)		602		639		610		324
Upstream Blk Time (%)								5
Queuing Penalty (veh)								30
Storage Bay Dist (ft)	220		250		200		170	
Storage Blk Time (%)		0				0	0	19
Queuing Penalty (veh)		0				0	1	24

Intersection: 24: Main St. & 108th

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LT	R
Maximum Queue (ft)	84	188	164	147	192	165	210	266	175
Average Queue (ft)	34	90	72	77	98	90	109	115	69
95th Queue (ft)	64	159	139	137	170	157	182	209	146
Link Distance (ft)		860	860		962	962	1451	610	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	250			300					150
Storage Blk Time (%)		0						5	0
Queuing Penalty (veh)		0						8	0

Intersection: 126: 108th & NE 6th

Movement	WB	NB	SB	SB
Directions Served	LR	TR	L	T
Maximum Queue (ft)	210	336	132	304
Average Queue (ft)	92	212	41	191
95th Queue (ft)	181	327	108	301
Link Distance (ft)	641	313		285
Upstream Blk Time (%)		2		2
Queuing Penalty (veh)		9		9
Storage Bay Dist (ft)			100	
Storage Blk Time (%)			1	27
Queuing Penalty (veh)			6	7

Intersection: 190: 108th & NE 10th

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	R	L	TR
Maximum Queue (ft)	38	234	230	76	164	124	170	225	170	144	244
Average Queue (ft)	17	128	100	23	83	43	67	159	105	46	120
95th Queue (ft)	43	208	193	59	147	97	169	256	203	116	211
Link Distance (ft)		653	653		640	640		207			587
Upstream Blk Time (%)								10			
Queuing Penalty (veh)								45			
Storage Bay Dist (ft)	280			250			120		120	130	
Storage Blk Time (%)		0					0	27	1	0	11
Queuing Penalty (veh)		0					0	60	3	0	6

Intersection: 328: 108th & NE 9th PI

Movement	EB	NB	NB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	162	60	202	178
Average Queue (ft)	61	4	31	12
95th Queue (ft)	119	25	120	76
Link Distance (ft)	169		330	207
Upstream Blk Time (%)	1			1
Queuing Penalty (veh)	0			2
Storage Bay Dist (ft)		50		
Storage Blk Time (%)		0	6	
Queuing Penalty (veh)		0	1	

Intersection: 329: 108th & City Center

Movement	WB	WB	NB	SB	SB
Directions Served	L	R	TR	L	T
Maximum Queue (ft)	157	119	94	38	320
Average Queue (ft)	60	63	13	7	73
95th Queue (ft)	133	103	54	30	241
Link Distance (ft)	488	488	216		313
Upstream Blk Time (%)					1
Queuing Penalty (veh)					4
Storage Bay Dist (ft)				50	
Storage Blk Time (%)				0	9
Queuing Penalty (veh)				1	2

Intersection: 330: 108th & Symetra

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	137	104	31	214	126
Average Queue (ft)	60	42	6	31	10
95th Queue (ft)	114	76	26	127	72
Link Distance (ft)	454	454		285	304
Upstream Blk Time (%)				0	
Queuing Penalty (veh)				0	
Storage Bay Dist (ft)			50		
Storage Blk Time (%)			0	4	
Queuing Penalty (veh)			0	1	

Intersection: 331: 108th & Expedia

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	151	144	37	64	149
Average Queue (ft)	68	54	7	3	24
95th Queue (ft)	123	99	28	28	97
Link Distance (ft)	371	371		324	174
Upstream Blk Time (%)					0
Queuing Penalty (veh)					1
Storage Bay Dist (ft)			50		
Storage Blk Time (%)			0	0	
Queuing Penalty (veh)			1	0	

Network Summary

Network wide Queuing Penalty: 490

Appendix 5: Bicycle Volumes

Bicycle Volumes

Daily bicycle volumes collected using Traffisense Video Detection Cameras. Only full days of data are included.

Location: Curb lane exiting northbound and southbound at NE 4th St and 108th Ave NE.

Before Period: May 24 to June 11, 2018

After Period: June 15 to November 13, 2018

Summary in Assessment Report section: **Facility Use – Bike Volumes.**

BEFORE				
Day	Day of Week	NB Count	SB Count	Total
5/24/2018	5	68	45	113
5/25/2018	6	55	48	103
5/26/2018	7	33	23	56
5/27/2018	1	26	16	42
5/28/2018	2	34	19	53
5/29/2018	3	48	41	89
5/30/2018	4	50	46	96
5/31/2018	5	52	41	93
6/1/2018	6	50	35	85
6/2/2018	7	33	21	54
6/3/2018	1	28	10	38
6/4/2018	2	49	29	78
6/5/2018	3	68	46	114
6/6/2018	4	60	41	101
6/7/2018	5	63	39	102
6/8/2018	6	34	23	57
6/9/2018	7	27	8	35
6/10/2018	1	22	10	32
6/11/2018	2	66	46	112
AFTER				
Day	DOW	NB Count	SB Count	Total
6/15/2018	6	63	50	113
6/16/2018	7	46	21	67
6/17/2018	1	24	28	52
6/18/2018	2	75	65	140
6/19/2018	3	75	55	130
6/20/2018	4	69	54	123
6/21/2018	5	79	49	128
6/22/2018	6	77	50	127
6/23/2018	7	30	17	47
6/24/2018	1	30	25	55
6/25/2018	2	56	43	99
6/26/2018	3	75	59	134

6/27/2018	4	74	58	132
6/28/2018	5	83	56	139
6/29/2018	6	73	48	121
6/30/2018	7	27	22	49
7/1/2018	1	28	18	46
7/2/2018	2	57	40	97
7/3/2018	3	73	48	121
7/4/2018	4	49	18	67
7/5/2018	5	52	44	96
7/6/2018	6	57	44	101
7/7/2018	7	34	19	53
7/8/2018	1	34	21	55
7/9/2018	2	74	56	130
7/10/2018	3	93	50	143
7/11/2018	4	70	53	123
7/12/2018	5	82	52	134
7/13/2018	6	80	54	134
7/14/2018	7	29	18	47
7/15/2018	1	27	46	73
7/16/2018	2	74	42	116
7/17/2018	3	78	48	126
7/18/2018	4	92	55	147
7/19/2018	5	89	57	146
7/20/2018	6	77	55	132
7/21/2018	7	28	17	45
7/22/2018	1	23	23	46
8/6/2018	2	57	54	111
8/7/2018	3	95	68	163
8/8/2018	4	87	78	165
8/9/2018	5	72	67	139
8/10/2018	6	93	83	176
8/11/2018	7	32	21	53
8/12/2018	1	57	31	88
8/13/2018	2	93	61	154
8/14/2018	3	81	82	163
8/15/2018	4	61	60	121
8/16/2018	5	74	66	140
8/17/2018	6	77	62	139
8/18/2018	7	31	26	57
8/19/2018	1	26	18	44
8/20/2018	2	49	49	98
8/21/2018	3	52	46	98
8/22/2018	4	49	37	86
8/23/2018	5	75	63	138
9/1/2018	7	28	25	53
9/2/2018	1	34	26	60

9/3/2018	2	39	31	70
9/4/2018	3	83	91	174
9/5/2018	4	88	79	167
9/6/2018	5	84	65	149
9/7/2018	6	64	59	123
9/8/2018	7	32	13	45
9/9/2018	1	26	25	51
9/10/2018	2	68	49	117
9/11/2018	3	54	71	125
9/12/2018	4	61	52	113
9/13/2018	5	73	59	132
9/14/2018	6	46	33	79
9/15/2018	7	34	13	47
9/16/2018	1	30	26	56
9/17/2018	2	90	60	150
9/18/2018	3	86	70	156
9/19/2018	4	84	59	143
9/20/2018	5	78	55	133
9/21/2018	6	79	49	128
9/22/2018	7	25	13	38
9/23/2018	1	35	33	68
9/24/2018	2	77	67	144
9/25/2018	3	86	73	159
9/26/2018	4	75	63	138
9/27/2018	5	82	64	146
9/28/2018	6	73	59	132
10/1/2018	2	35	24	59
10/2/2018	3	53	48	101
10/3/2018	4	70	61	131
10/4/2018	5	69	56	125
10/15/2018	2	56	46	102
10/16/2018	3	71	49	120
10/17/2018	4	57	57	114
10/18/2018	5	61	47	108
10/19/2018	6	47	50	97
10/20/2018	7	26	22	48
10/21/2018	1	21	23	44
10/22/2018	2	76	52	128
10/23/2018	3	62	47	109
10/24/2018	4	65	55	120
10/25/2018	5	32	27	59
10/26/2018	6	36	33	69
10/27/2018	7	20	22	42
10/29/2018	2	59	40	99
10/30/2018	3	67	54	121
11/1/2018	5	45	36	81

11/2/2018	6	42	46	88
11/3/2018	7	7	4	11
11/4/2018	1	17	12	29
11/5/2018	2	50	35	85
11/6/2018	3	57	57	114
11/7/2018	4	65	65	130
11/8/2018	5	62	38	100
11/9/2018	6	57	27	84
11/10/2018	7	23	12	35
11/11/2018	1	7	6	13
11/12/2018	2	58	33	91
11/13/2018	3	55	61	116

Appendix 6: Video Observations - Traffic Interactions

Video Observations – Traffic Interactions

Bicycle counts by facility type from video observations from 7 AM to 7 PM.

Before Period: May 24 and June 7, 2018

After Period: July 17, August 8, and October 11, 2018

Summarized in Assessment Report section: **Traffic Conflict and Interactions.**

BEFORE							
Location	Date	Sidewalk	Bike Lane	In Road	Sidewalk	Bike Lane	In Road
NE 8 th St	6/7/2018	29	0	87	25.0%	0.0%	75.0%
NE 8 th St	5/24/2018	39	0	85	31.5%	0.0%	68.5%
NE 4 th St	6/7/2018	14	51	44	12.8%	46.8%	40.4%
NE 4 th St	5/24/2018	15	38	53	14.2%	35.8%	50.0%
Main St	6/7/2018	14	0	72	16.3%	0.0%	83.7%
Main St	5/24/2018	11	0	87	11.2%	0.0%	88.8%
AFTER							
Location	Date	Sidewalk	Bike Lane	In Road	Sidewalk	Bike Lane	In Road
NE 8 th St	7/17/2018	17	123	9	11.4%	82.6%	6.0%
NE 8 th St	8/9/2018	25	150	7	13.7%	82.4%	3.8%
NE 8 th St	10/11/2018	4	94	1	4.0%	94.9%	1.0%
NE 4 th St	7/17/2018	7	100	16	5.7%	81.3%	13.0%
NE 4 th St	8/9/2018	8	129	11	5.4%	87.2%	7.4%
NE 4 th St	10/11/2018	3	75	6	3.6%	89.3%	7.1%
Main St	7/17/2018	7	38	54	7.1%	38.4%	54.5%
Main St	8/9/2018	12	17	81	10.9%	15.5%	73.6%
Main St	10/11/2018	15	65	4	17.9%	77.4%	4.8%
BEFORE AVERAGE		Sidewalk	Bike Lane	In Road	Sidewalk	Bike Lane	In Road
NE 8 th St		68	0	172	28.3%	0.0%	71.7%
NE 4 th St		29	89	97	13.5%	41.4%	45.1%
Main St		25	0	159	13.6%	0.0%	86.4%
AFTER AVERAGE		Sidewalk	Bike Lane	In Road	Sidewalk	Bike Lane	In Road
NE 8 th St		46	367	17	10.7%	85.3%	4.0%
NE 4 th St		18	304	33	5.1%	85.6%	9.3%
Main St		34	120	139	11.6%	41.0%	47.4%
Differences					-17.6%	85.3%	-67.7%
					-8.4%	44.2%	-35.8%
					-2.0%	41.0%	-39.0%

The facilities at Main St are not continuously separated – north of the intersection it has shared facilities, so it was unclear whether to count the bicyclist as using the bike lane or in road because they used both. The numbers highlighted in yellow were combined for analysis purposes and noted in report.

Appendix 7: Video Observations - TNC & Freight Delivery

Video Observations – TNC & Freight Delivery

Summary of video observations load and unload activities in the NB bike lane just north of NE 6th St.

Before Period: June 28, 2018 (After bike lane was striped but before vertical separation was installed)

After Period: September 25, September 27, and October 2, 2018

Observed from 7am to 10am. Summarized in Assessment Report section: **TNC and Freight Delivery**.

Date	Day	Start time	Purpose	End time	Duration (Seconds)	Duration (minutes)
28-Jun	Thurs	7:02:56 AM	drop-off	7:03:28	0:00:32	0.5
28-Jun	Thurs	7:03:50 AM	pick-up	7:05:40	0:01:50	1.8
28-Jun	Thurs	7:06:12 AM	pick-up	7:08:23	0:02:11	2.2
28-Jun	Thurs	7:08:23 AM	drop-off	7:08:45	0:00:22	0.4
28-Jun	Thurs	7:10:49 AM	drop-off	7:11:13	0:00:24	0.4
28-Jun	Thurs	7:12:25 AM	pick-up	7:13:24	0:00:59	1.0
28-Jun	Thurs	7:13:24 AM	drop-off	7:13:49	0:00:25	0.4
28-Jun	Thurs	7:15:33 AM	drop-off	7:15:44	0:00:11	0.2
28-Jun	Thurs	7:15:36 AM	drop-off	7:15:50	0:00:14	0.2
28-Jun	Thurs	7:20:18 AM	pick-up	7:30:33	0:10:15	10.3
28-Jun	Thurs	7:24:00 AM	drop-off	7:28:20	0:04:20	4.3
28-Jun	Thurs	7:32:56 AM	drop-off	7:33:11	0:00:15	0.3
28-Jun	Thurs	7:33:04 AM	pick-up	7:33:31	0:00:27	0.4
28-Jun	Thurs	7:37:17 AM	drop-off	7:37:31	0:00:14	0.2
28-Jun	Thurs	7:45:09 AM	pick-up	7:49:00	0:03:51	3.9
28-Jun	Thurs	7:46:22 AM	drop-off	7:46:52	0:00:30	0.5
28-Jun	Thurs	7:54:39 AM	drop-off	7:54:49	0:00:10	0.2
28-Jun	Thurs	7:54:57 AM	drop-off	7:55:33	0:00:36	0.6
28-Jun	Thurs	8:01:18 AM	drop-off	8:01:28	0:00:10	0.2
28-Jun	Thurs	8:03:57 AM	drop-off	8:04:06	0:00:09	0.1
28-Jun	Thurs	8:12:32 AM	drop-off	8:12:36	0:00:04	0.1
28-Jun	Thurs	8:13:24 AM	drop-off	8:13:58	0:00:34	0.6
28-Jun	Thurs	8:16:32 AM	drop-off	8:17:05	0:00:33	0.5
28-Jun	Thurs	8:21:21 AM	pick-up	8:23:42	0:02:21	2.4
28-Jun	Thurs	8:24:10 AM	pick-up	8:30:00	0:05:50	5.8
28-Jun	Thurs	8:29:25 AM	drop-off	8:29:38	0:00:13	0.2
28-Jun	Thurs	8:34:12 AM	drop-off	8:34:44	0:00:32	0.5
28-Jun	Thurs	8:34:48 AM	parked pick-up	8:42:48	0:08:00	8.0
28-Jun	Thurs	8:37:35 AM	drop-off	8:37:53	0:00:18	0.3
28-Jun	Thurs	8:40:13 AM	drop-off	8:40:30	0:00:17	0.3
28-Jun	Thurs	8:43:56 AM	parked pick-up	8:48:27	0:04:31	4.5
28-Jun	Thurs	8:45:25 AM	pick-up	8:53:33	0:08:08	8.1
28-Jun	Thurs	8:51:55 AM	drop-off	8:52:11	0:00:16	0.3

28-Jun	Thurs	8:52:10 AM	drop-off	8:52:34	0:00:24	0.4
28-Jun	Thurs	8:57:12 AM	drop-off	8:59:35	0:02:23	2.4
28-Jun	Thurs	8:57:35 AM	drop-off	8:58:12	0:00:37	0.6
28-Jun	Thurs	9:01:40 AM	pick-up	9:05:38	0:03:58	4.0
28-Jun	Thurs	9:17:29 AM	drop-off	9:17:40	0:00:11	0.2
28-Jun	Thurs	9:18:20 AM	parked pick-up	9:21:43	0:03:23	3.4
28-Jun	Thurs	9:33:07 AM	parked pick-up	9:35:09	0:02:02	2.0
28-Jun	Thurs	9:42:09 AM	drop-off	9:42:23	0:00:14	0.2
28-Jun	Thurs	9:44:27 AM	drop-off	9:44:38	0:00:11	0.2
28-Jun	Thurs	9:54:28 AM	drop-off	9:54:48	0:00:20	0.3
28-Jun	Thurs	9:55:30 AM	drop-off	10:03:43	0:08:13	8.2
28-Jun	Thurs	10:03:05 AM	drop-off	10:03:19	0:00:14	0.2
25-Sep	Tues	7:19:02 AM	Drop-Off	7:19:27 AM	0:00:25	0.4
25-Sep	Tues	7:39:19 AM	Drop-Off	7:39:40 AM	0:00:21	0.3
25-Sep	Tues	8:07:01 AM	Drop-Off	8:07:15 AM	0:00:14	0.2
25-Sep	Tues	8:35:33 AM	Drop-Off	8:35:50 AM	0:00:17	0.3
25-Sep	Tues	8:41:44 AM	Drop-Off	8:42:39 AM	0:00:55	0.9
25-Sep	Tues	8:58:54 AM	Drop-Off	8:59:15 AM	0:00:21	0.3
25-Sep	Tues	9:46:45 AM	Drop-Off	9:46:55 AM	0:00:10	0.2
27-Sep	Thurs	7:19:15 AM	Drop-Off	7:19:30 AM	0:00:15	0.3
27-Sep	Thurs	7:26:04 AM	Drop-Off	7:26:18 AM	0:00:14	0.2
27-Sep	Thurs	7:46:17 AM	Drop-Off	7:46:34 AM	0:00:17	0.3
27-Sep	Thurs	7:46:45 AM	Drop-Off	7:46:46 AM	0:00:01	0.0
27-Sep	Thurs	8:14:48 AM	Drop-Off	8:15:03 AM	0:00:15	0.2
27-Sep	Thurs	8:17:58 AM	Drop-Off	8:18:38 AM	0:00:40	0.7
27-Sep	Thurs	8:33:23 AM	Drop-Off	8:33:33 AM	0:00:10	0.2
27-Sep	Thurs	9:46:00 AM	Pick-Up	9:46:13 AM	0:00:13	0.2
27-Sep	Thurs	9:54:18 AM	Pick-Up	9:54:55 AM	0:00:37	0.6
27-Sep	Thurs	9:56:05 AM	Pick-Up	10:03:34 AM	0:07:29	7.5
2-Oct	Tues	7:19:24 AM	Drop-Off	7:19:48 AM	0:00:24	0.4
2-Oct	Tues	7:26:01 AM	Drop-Off	7:26:11 AM	0:00:10	0.2
2-Oct	Tues	7:50:31 AM	Drop-Off	7:50:40 AM	0:00:09	0.1
2-Oct	Tues	8:14:04 AM	Drop-Off	8:14:24 AM	0:00:20	0.3
2-Oct	Tues	8:16:55 AM	Walking	8:17:21 AM	0:00:26	0.4
2-Oct	Tues	8:23:48 AM	Drop-Off	8:24:09 AM	0:00:21	0.3
2-Oct	Tues	8:24:10 AM	Drop-Off	8:24:39 AM	0:00:29	0.5
2-Oct	Tues	8:25:29 AM	Drop-Off	8:26:07 AM	0:00:38	0.6
2-Oct	Tues	8:33:46 AM	Drop-Off	8:34:57 AM	0:01:11	1.2
2-Oct	Tues	9:05:08 AM	Drop-Off	9:05:20 AM	0:00:12	0.2
2-Oct	Tues	9:16:45 AM	Drop-Off	9:16:50 AM	0:00:05	0.1
2-Oct	Tues	9:24:30 AM	Drop-Off	9:24:43 AM	0:00:13	0.2
2-Oct	Tues	9:45:17 AM	Drop-Off	9:45:24 AM	0:00:07	0.1
2-Oct	Tues	9:53:27 AM	Drop-Off	9:53:37 AM	0:00:10	0.2

Appendix 8: Collision Data

Collision Data

The following data includes all police-reported collisions for all intersections and blocks on 108th Ave NE from Main St to NE 12th St for the period of 1/1/2017 to 12/31/2018. Data from City of Bellevue Transportation Collision Database.

Date and Time	Collision Type	Injury Severity	Location
12/29/2018 12:55	Right Angle	Non-Injury	NE 10TH ST & 108TH AV NE
12/26/2018 23:14	Rear End	Non-Injury	NE 4TH ST & 108TH AV NE
12/9/2018 19:30	Right Angle	Non-Injury	NE 8TH ST & 108TH AV NE
12/5/2018 12:54	Sideswipe/Lane Change	Non-Injury	NE 2ND ST & 108TH AV NE
11/26/2018 7:01	Right Angle	Non-Injury	NE 12TH ST & 108TH AV NE
11/15/2018 7:55	Rear End	Possible Injury	NE 4TH ST & 108TH AV NE
11/14/2018 7:54	Pedestrian	Non-Injury	MAIN ST & 108TH AV NE
11/1/2018 18:19	Sideswipe/Lane Change	Non-Injury	NE 8TH ST & 108TH AV NE
10/22/2018 8:00	Approach Turn	Non-Injury	MAIN ST & 108TH AV NE
10/2/2018 11:00	Rear End	Non-Injury	NE 8TH ST & 108TH AV NE
9/24/2018 18:12	Rear End	Non-Injury	NE 12TH ST & 108TH AV NE
9/8/2018 12:15	Right Angle	Non-Injury	NE 10TH ST & 108TH AV NE
7/25/2018 13:58	Right Angle	Non-Injury	NE 12TH ST & 108TH AV NE
7/21/2018 23:23	Parked Vehicle/Fixed Object	Non-Disabling Injury	108TH AV NE between NE 2ND PL and NE 4TH ST
12/28/2017 12:13	Bicycle	Non-Disabling Injury	NE 12TH ST & 108TH AV NE
12/13/2017 17:11	Rear End	Non-Injury	108TH AV NE between NE 4TH ST and NE 6TH ST
11/5/2017 9:50	Right Angle	Possible Injury	NE 10TH ST & 108TH AV NE
10/31/2017 14:10	Backing	Non-Injury	NE 10TH ST & 108TH AV NE
10/27/2017 14:09	Rear End	Non-Injury	108TH AV NE between NE 8TH ST and NE 10TH ST
10/23/2017 8:11	Sideswipe/Lane Change	Non-Injury	108TH AV NE between NE 6TH ST and NE 8TH ST
10/21/2017 9:12	Rear End	Non-Injury	MAIN ST & 108TH AV NE
10/17/2017 18:44	Rear End	Non-Injury	NE 4TH ST & 108TH AV NE
10/10/2017 16:16	Rear End	Possible Injury	NE 4TH ST & 108TH AV NE
10/3/2017 8:04	Pedestrian	Non-Disabling Injury	NE 12TH ST & 108TH AV NE
10/1/2017 15:43	Parked Vehicle/Fixed Object	Non-Injury	MAIN ST & 108TH AV NE
9/5/2017 18:41	Approach Turn	Non-Injury	NE 12TH ST & 108TH AV NE
6/23/2017 14:47	Sideswipe/Lane Change	Non-Injury	NE 2ND ST & 108TH AV NE

Appendix 9: Turning Movement Counts

AM Peak
Turning Movement Counts

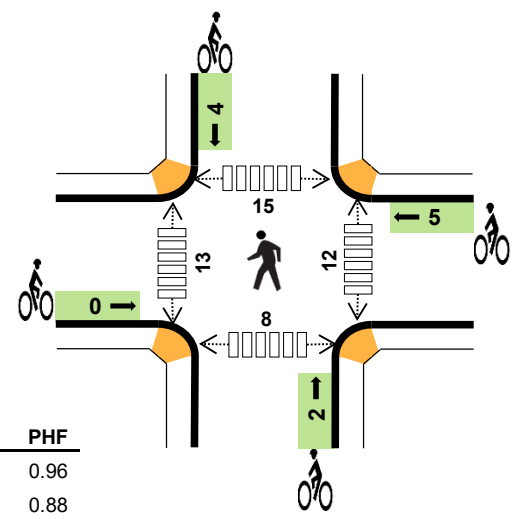
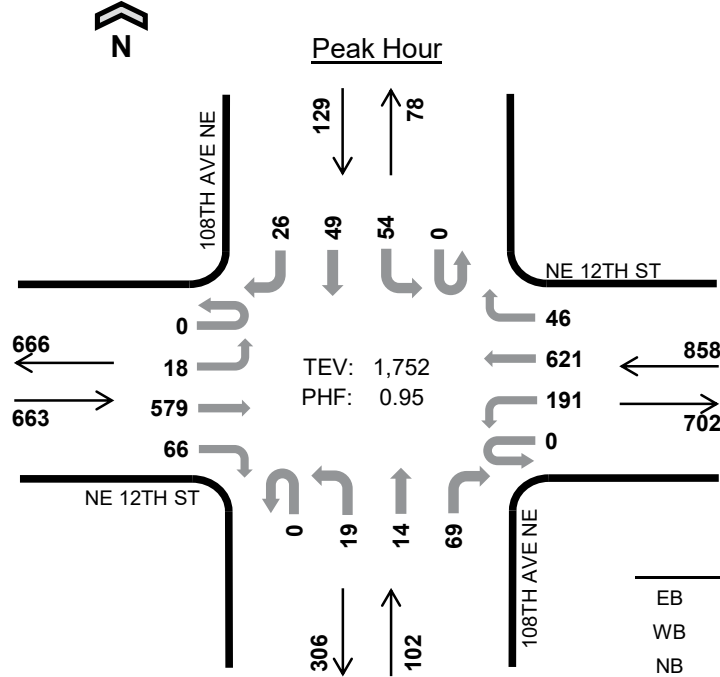


108TH AVE NE NE 12TH ST

Date: Tue, Apr 24, 2018

Count Period: 7:00 AM to 9:00 AM

Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	2.3%	0.96
WB	2.7%	0.88
NB	8.8%	0.85
SB	0.0%	0.85
TOTAL	2.7%	0.95

Two-Hour Count Summaries

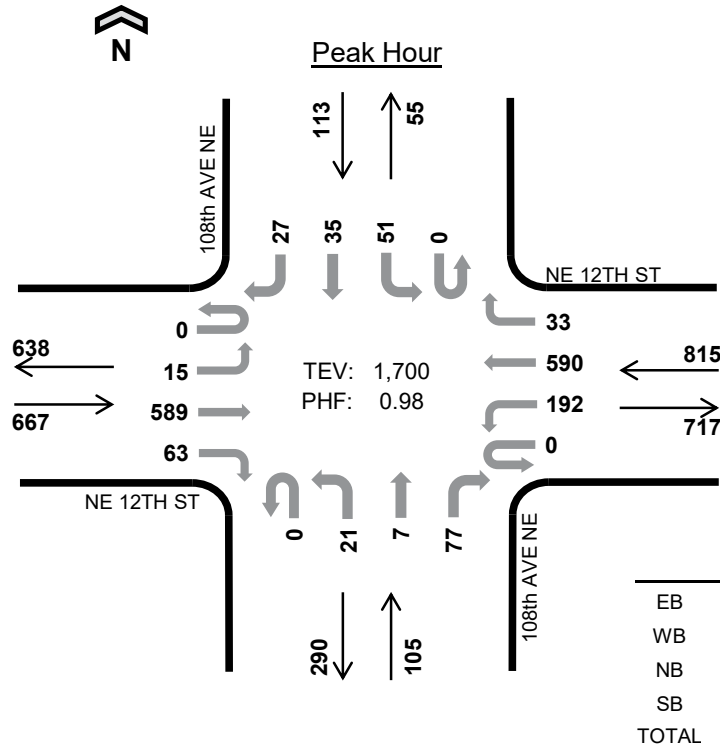
Interval Start	NE 12TH ST Eastbound				NE 12TH ST Westbound				108TH AVE NE Northbound				108TH AVE NE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	2	50	5	0	22	55	8	0	3	3	12	0	4	6	2	172	0
7:15 AM	0	4	79	9	0	29	111	2	0	4	6	13	0	6	2	1	266	0
7:30 AM	0	1	120	9	0	29	110	4	0	6	7	10	0	15	4	6	321	0
7:45 AM	0	1	120	9	0	28	144	4	0	2	1	13	0	15	8	15	360	1,119
8:00 AM	0	7	141	18	0	45	153	9	0	6	3	17	0	21	9	8	437	1,384
8:15 AM	0	5	150	18	0	32	174	9	0	6	3	10	0	13	16	8	444	1,562
8:30 AM	0	4	151	16	0	47	125	20	0	2	5	20	0	7	8	5	410	1,651
8:45 AM	0	2	137	14	0	67	169	8	0	5	3	22	0	13	16	5	461	1,752
Count Total	0	26	948	98	0	299	1,041	64	0	34	31	117	0	94	69	50	2,871	0
Peak Hour	0	18	579	66	0	191	621	46	0	19	14	69	0	54	49	26	1,752	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

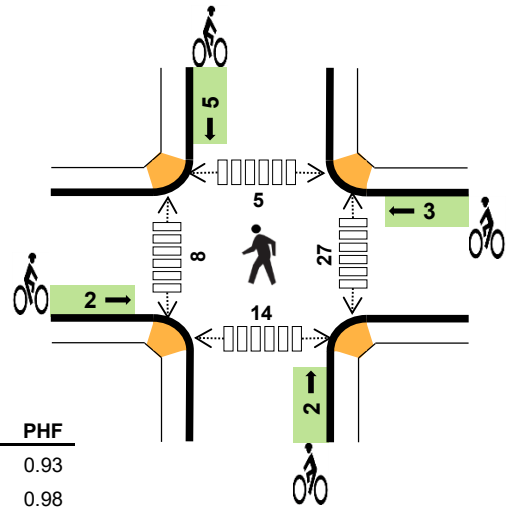
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	4	3	0	8	0	0	0	1	1	2	2	3	1	8
7:15 AM	2	2	2	0	6	0	2	0	1	3	0	2	3	2	7
7:30 AM	2	7	3	0	12	2	0	0	0	2	2	2	1	3	8
7:45 AM	2	5	1	0	8	1	0	0	1	2	2	2	4	2	10
8:00 AM	6	6	2	0	14	0	1	0	3	4	3	3	2	2	10
8:15 AM	3	9	0	0	12	0	3	0	1	4	3	3	3	4	13
8:30 AM	3	5	2	0	10	0	1	0	0	1	2	3	6	0	11
8:45 AM	3	3	5	0	11	0	0	2	0	2	4	4	4	2	14
Count Total	22	41	18	0	81	3	7	2	7	19	18	21	26	16	81
Peak Hour	15	23	9	0	47	0	5	2	4	11	12	13	15	8	48



108th AVE NE NE 12TH ST



Date: Tue, Oct 16, 2018
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 8:30 AM to 9:30 AM



	HV %:	PHF
EB	1.5%	0.93
WB	0.9%	0.98
NB	8.6%	0.80
SB	1.8%	0.74
TOTAL	1.6%	0.98

Two-Hour Count Summaries

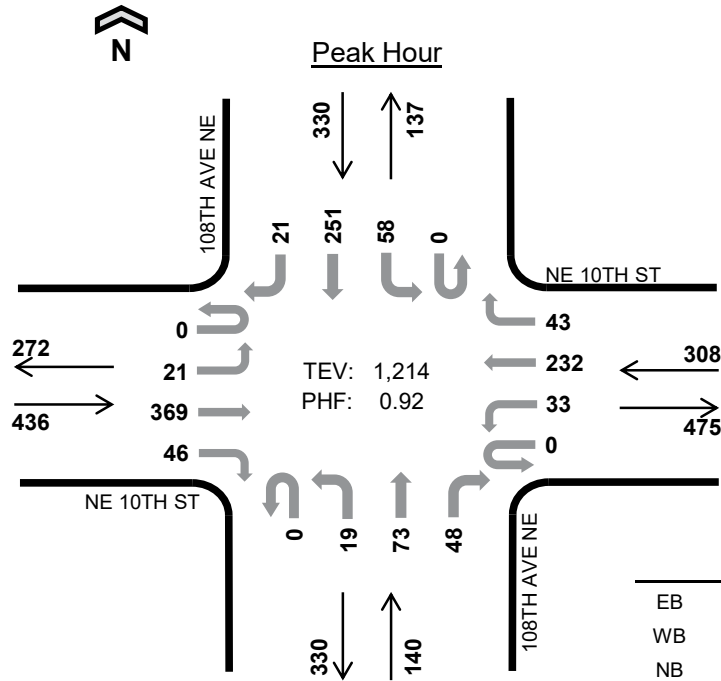
Interval Start	NE 12TH ST Eastbound				NE 12TH ST Westbound				108th AVE NE Northbound				108th AVE NE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	2	111	13	0	28	94	3	0	2	3	8	0	7	12	8	291	0
7:45 AM	0	1	137	10	0	37	124	1	0	3	3	11	0	14	6	14	361	0
8:00 AM	0	4	118	6	0	31	135	5	0	0	3	10	0	19	6	4	341	0
8:15 AM	0	3	150	16	0	39	150	8	0	8	1	22	0	11	2	7	417	1,410
8:30 AM	0	2	156	21	0	52	129	13	0	4	1	19	0	20	8	10	435	1,554
8:45 AM	0	7	148	9	0	40	161	7	0	5	0	19	0	14	6	8	424	1,617
9:00 AM	0	5	144	12	0	50	148	9	0	3	4	17	0	8	8	3	411	1,687
9:15 AM	0	1	141	21	0	50	152	4	0	9	2	22	0	9	13	6	430	1,700
Count Total	0	25	1,105	108	0	327	1,093	50	0	34	17	128	0	102	61	60	3,110	0
Peak Hour	0	15	589	63	0	192	590	33	0	21	7	77	0	51	35	27	1,700	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

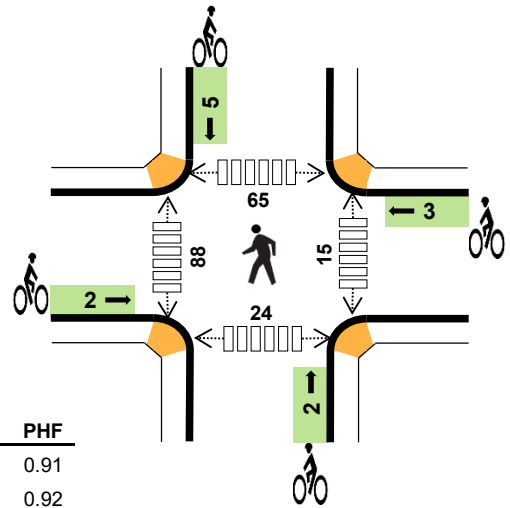
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	3	5	0	0	8	1	0	1	0	2	7	8	2	2	19
7:45 AM	0	5	2	1	8	0	2	0	0	2	1	2	1	3	7
8:00 AM	2	5	1	0	8	0	2	0	5	7	2	2	0	3	7
8:15 AM	5	3	1	0	9	0	1	1	0	2	3	1	1	6	11
8:30 AM	6	0	2	1	9	1	0	0	1	2	5	3	3	1	12
8:45 AM	1	1	1	0	3	0	1	0	0	1	7	3	1	3	14
9:00 AM	2	1	2	1	6	1	1	0	3	5	3	1	0	4	8
9:15 AM	1	5	4	0	10	0	1	2	1	4	12	1	1	6	20
Count Total	20	25	13	3	61	3	8	4	10	25	40	21	9	28	98
Peak Hour	10	7	9	2	28	2	3	2	5	12	27	8	5	14	54



108TH AVE NE NE 10TH ST



Date: Tue, Apr 24, 2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	3.9%	0.91
WB	4.2%	0.92
NB	18.6%	0.78
SB	0.9%	0.78
TOTAL	4.9%	0.92

Two-Hour Count Summaries

Interval Start	NE 10TH ST				NE 10TH ST				108TH AVE NE				108TH AVE NE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	67	5	0	3	31	5	0	6	8	15	0	10	33	0	184	0
7:15 AM	0	1	71	5	0	3	36	5	0	1	10	13	0	20	34	3	202	0
7:30 AM	0	3	95	8	0	3	54	7	0	4	14	7	0	11	36	1	243	0
7:45 AM	0	4	114	9	0	1	48	2	0	7	8	14	0	10	40	6	263	892
8:00 AM	0	6	102	12	0	11	66	7	0	3	15	12	0	19	54	5	312	1,020
8:15 AM	0	5	96	11	0	10	61	7	0	4	19	14	0	11	54	2	294	1,112
8:30 AM	0	6	91	11	0	6	44	14	0	6	13	9	0	14	57	8	279	1,148
8:45 AM	0	4	80	12	0	6	61	15	0	6	26	13	0	14	86	6	329	1,214
Count Total	0	30	716	73	0	43	401	62	0	37	113	97	0	109	394	31	2,106	0
Peak Hour	0	21	369	46	0	33	232	43	0	19	73	48	0	58	251	21	1,214	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	6	4	5	1	16	0	0	0	0	0	0	6	10	3	19
7:15 AM	2	1	5	1	9	0	0	0	2	2	3	7	9	1	20
7:30 AM	9	2	9	1	21	0	0	1	0	1	6	19	12	6	43
7:45 AM	7	1	4	0	12	0	1	0	1	2	9	23	16	7	55
8:00 AM	5	4	7	1	17	0	1	0	2	3	2	21	20	6	49
8:15 AM	6	2	7	0	15	1	0	0	3	4	1	25	9	6	41
8:30 AM	3	4	4	1	12	1	0	0	0	1	2	23	13	8	46
8:45 AM	3	3	8	1	15	0	2	2	0	4	10	19	23	4	56
Count Total	41	21	49	6	117	2	4	3	8	17	33	143	112	41	329
Peak Hour	17	13	26	3	59	2	3	2	5	12	15	88	65	24	192

Manual Video Counts

Location: NE 10th St and 108th Ave NE

Date: 10/30/2018

Time: 8-9am & 4:45-5:45PM

Weather: clear

VEHICLES	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
8:00-8:15	0	115	21	5	51	6	8	22	8	12	40	3
8:15-8:30	4	98	12	12	59	2	3	14	17	11	51	2
8:30-8:45	7	85	11	2	43	7	4	13	14	15	48	2
8:45-9:00	2	79	14	3	52	9	5	11	12	15	52	6
TOTAL	13	377	58	22	205	24	20	60	51	53	191	13

BIKES	EB	WB	NB	SB
8:00-8:15	0	2	1	1
8:15-8:30	0	0	0	2
8:30-8:45	0	0	1	0
8:45-9:00	0	1	0	1
TOTAL	0	3	2	4

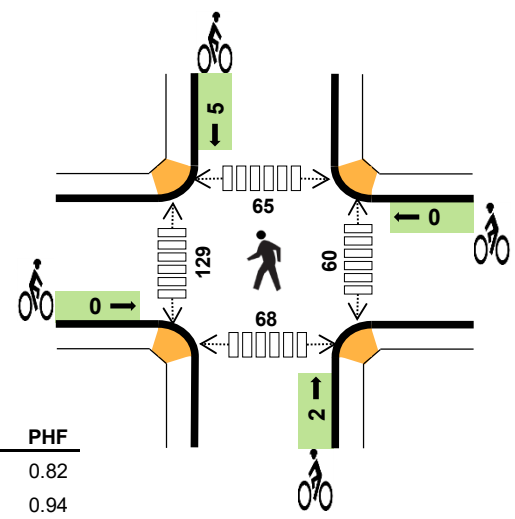
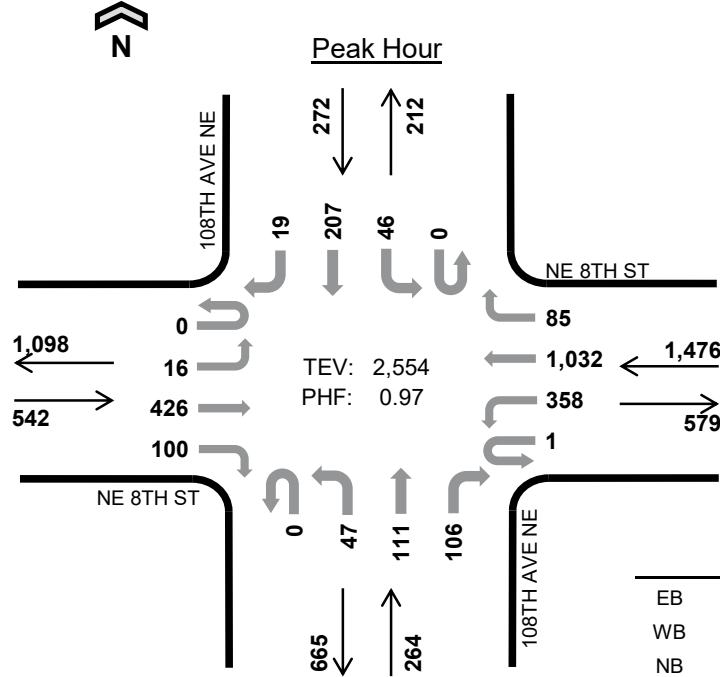


108TH AVE NE NE 8TH ST

Date: Tue, Apr 24, 2018

Count Period: 7:00 AM to 9:00 AM

Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	7.0%	0.82
WB	2.4%	0.94
NB	18.6%	0.89
SB	4.0%	0.78
TOTAL	5.2%	0.97

Two-Hour Count Summaries

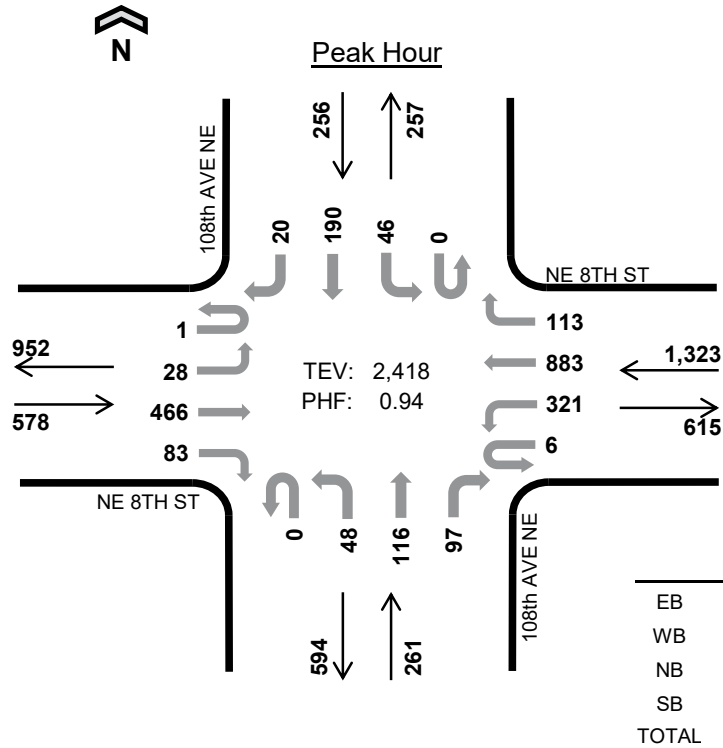
Interval Start	NE 8TH ST				NE 8TH ST				108TH AVE NE				108TH AVE NE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	3	59	11	0	56	153	16	0	5	21	14	0	13	24	3	378	0
7:15 AM	0	6	71	16	1	92	169	18	0	11	18	20	0	14	31	4	471	0
7:30 AM	0	4	77	17	1	95	198	14	0	8	40	22	0	9	34	2	521	0
7:45 AM	0	9	102	24	0	100	250	21	0	10	20	29	0	13	41	3	622	1,992
8:00 AM	0	1	111	18	0	98	277	18	0	15	31	28	0	8	47	4	656	2,270
8:15 AM	0	5	132	29	0	87	244	23	0	9	26	20	0	10	41	5	631	2,430
8:30 AM	0	4	95	20	1	80	263	18	0	13	26	27	0	10	55	5	617	2,526
8:45 AM	0	6	88	33	0	93	248	26	0	10	28	31	0	18	64	5	650	2,554
Count Total	0	38	735	168	3	701	1,802	154	0	81	210	191	0	95	337	31	4,546	0
Peak Hour	0	16	426	100	1	358	1,032	85	0	47	111	106	0	46	207	19	2,554	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	7	3	9	3	22	2	0	0	0	2	18	16	12	8	54
7:15 AM	4	9	13	0	26	0	0	1	2	3	23	22	10	14	69
7:30 AM	9	11	17	2	39	1	0	1	0	2	27	26	11	16	80
7:45 AM	6	4	9	1	20	0	0	0	2	2	19	44	25	40	128
8:00 AM	8	13	14	3	38	0	0	0	0	0	15	29	9	14	67
8:15 AM	12	11	10	2	35	0	0	1	2	3	15	41	17	19	92
8:30 AM	8	5	14	3	30	0	0	1	1	2	11	33	17	18	79
8:45 AM	10	7	11	3	31	0	0	0	2	2	19	26	22	17	84
Count Total	64	63	97	17	241	3	0	4	9	16	147	237	123	146	653
Peak Hour	38	36	49	11	134	0	0	2	5	7	60	129	65	68	322

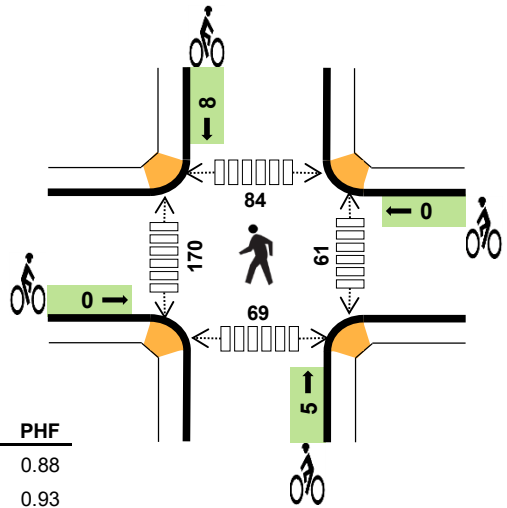


108th AVE NE NE 8TH ST



Date: Tue, Oct 16, 2018
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 8:00 AM to 9:00 AM

	HV %:	PHF
EB	4.7%	0.88
WB	1.7%	0.93
NB	16.5%	0.79
SB	3.9%	0.86
TOTAL	4.3%	0.94



Two-Hour Count Summaries

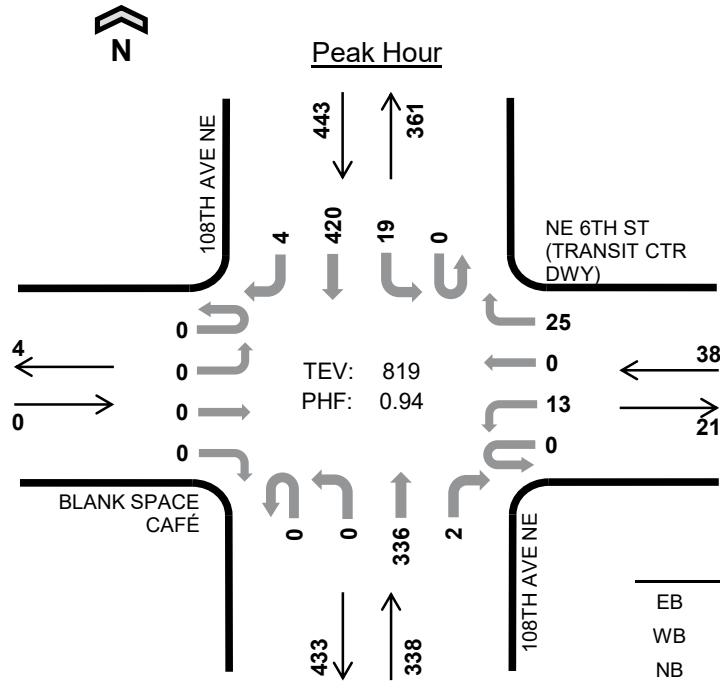
Interval Start	NE 8TH ST				NE 8TH ST				108th AVE NE				108th AVE NE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	83	18	0	77	161	18	0	9	19	11	0	14	45	1	456	0
7:45 AM	0	5	125	25	1	100	223	27	0	9	18	26	0	17	40	4	620	0
8:00 AM	0	7	111	19	1	89	210	28	0	16	36	31	0	10	40	8	606	0
8:15 AM	0	6	134	25	2	52	221	30	0	10	19	21	0	13	50	1	584	2,266
8:30 AM	0	6	108	19	1	85	218	31	0	9	28	22	0	10	43	7	587	2,397
8:45 AM	1	9	113	20	2	95	234	24	0	13	33	23	0	13	57	4	641	2,418
9:00 AM	0	5	101	25	0	89	198	28	0	16	31	18	0	12	48	2	573	2,385
9:15 AM	0	6	103	17	0	78	212	35	0	9	27	27	0	9	49	5	577	2,378
Count Total	1	44	878	168	7	665	1,677	221	0	91	211	179	0	98	372	32	4,644	0
Peak Hour	1	28	466	83	6	321	883	113	0	48	116	97	0	46	190	20	2,418	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	7	6	14	4	31	0	0	1	0	1	17	44	16	7	84
7:45 AM	6	4	8	4	22	1	0	1	2	4	12	44	19	15	90
8:00 AM	7	8	12	1	28	0	0	2	3	5	19	42	26	18	105
8:15 AM	6	4	8	4	22	0	0	1	2	3	14	41	17	18	90
8:30 AM	6	5	11	2	24	0	0	0	1	1	16	42	17	16	91
8:45 AM	8	6	12	3	29	0	0	2	2	4	12	45	24	17	98
9:00 AM	10	9	11	2	32	0	0	3	3	6	17	38	18	12	85
9:15 AM	3	6	9	2	20	1	0	0	4	5	17	38	16	22	93
Count Total	53	48	85	22	208	2	0	10	17	29	124	334	153	125	736
Peak Hour	27	23	43	10	103	0	0	5	8	13	61	170	84	69	384

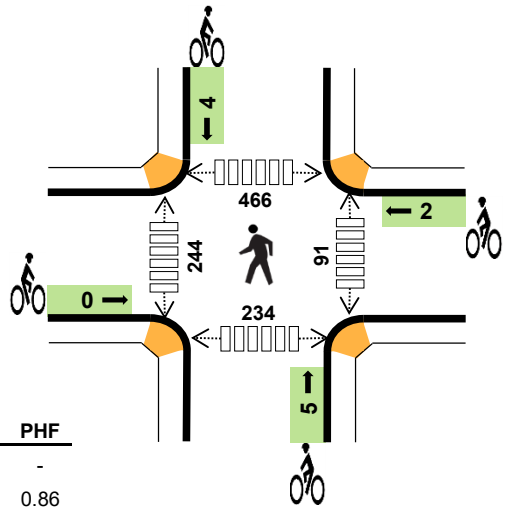


108TH AVE NE NE 6TH ST (TRANSIT CTR DWY)



Date: Tue, Apr 24, 2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

	HV %:	PHF
EB	-	-
WB	97.4%	0.86
NB	6.5%	0.90
SB	7.2%	0.85
TOTAL	11.1%	0.94



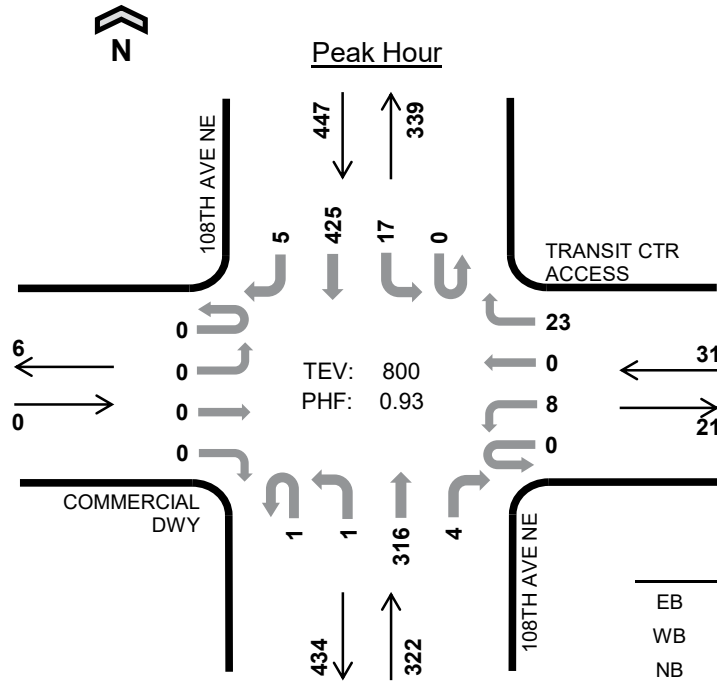
Two-Hour Count Summaries

Interval Start	BLANK SPACE CAFÉ				NE 6TH ST (TRANSIT CTR DWY)				108TH AVE NE				108TH AVE NE				15-min Total	Rolling One Hour
	Eastbound		Westbound		Eastbound		Westbound		Northbound		Southbound		Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	1	0	3	0	9	0	0	60	1	0	2	43	0	119	0
7:15 AM	0	0	0	0	0	6	0	4	0	1	66	0	0	5	71	0	153	0
7:30 AM	0	0	0	0	0	4	0	8	0	0	80	1	0	7	60	2	162	0
7:45 AM	0	0	0	0	0	5	0	7	0	0	78	0	0	5	93	2	190	624
8:00 AM	0	0	0	0	0	4	0	7	0	0	93	1	0	7	97	2	211	716
8:15 AM	0	0	0	0	0	3	0	8	0	0	78	0	0	3	86	1	179	742
8:30 AM	0	0	0	0	0	4	0	5	0	0	84	1	0	4	112	1	211	791
8:45 AM	0	0	0	0	0	2	0	5	0	0	81	0	0	5	125	0	218	819
Count Total	0	0	0	1	0	31	0	53	0	1	620	4	0	38	687	8	1,443	0
Peak Hour	0	0	0	0	0	13	0	25	0	0	336	2	0	19	420	4	819	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

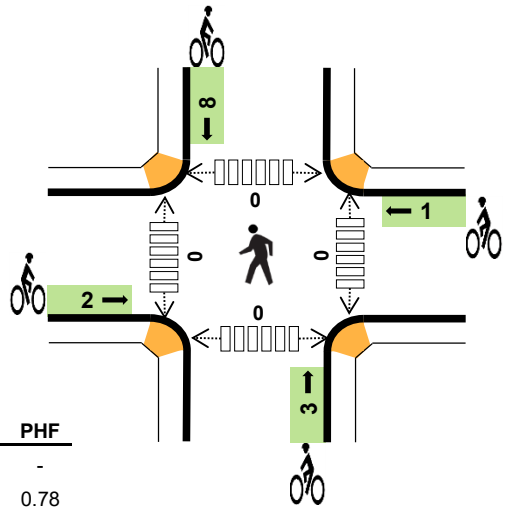
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	12	6	7	25	0	0	1	0	1	10	37	137	43	227
7:15 AM	0	10	4	6	20	0	0	1	0	1	13	38	116	54	221
7:30 AM	0	12	9	10	31	0	0	1	2	3	37	70	150	86	343
7:45 AM	0	12	5	6	23	0	0	0	1	1	21	65	155	82	323
8:00 AM	0	11	6	11	28	0	1	1	0	2	17	82	159	57	315
8:15 AM	0	11	4	7	22	0	1	2	2	5	24	50	70	47	191
8:30 AM	0	8	7	6	21	0	0	1	1	2	20	59	125	82	286
8:45 AM	0	7	5	8	20	0	0	1	1	2	30	53	112	48	243
Count Total	0	83	46	61	190	0	2	8	7	17	172	454	1,024	499	2,149
Peak Hour	0	37	22	32	91	0	2	5	4	11	91	244	466	234	1,035

108TH AVE NE TRANSIT CTR ACCESS



Date: Tue, Oct 16, 2018
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 8:30 AM to 9:30 AM

	HV %:	PHF
EB	-	-
WB	100.0%	0.78
NB	8.1%	0.95
SB	6.0%	0.90
TOTAL	10.5%	0.93



Two-Hour Count Summaries

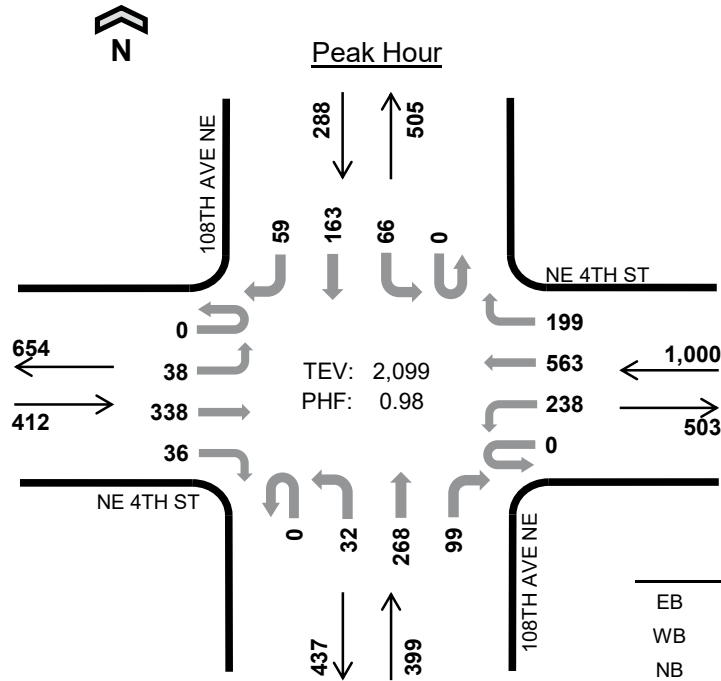
Interval Start	COMMERCIAL DWY				TRANSIT CTR ACCESS				108TH AVE NE				108TH AVE NE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	4	0	8	0	0	57	2	0	4	73	3	151	0
7:45 AM	0	0	0	0	0	6	0	7	0	0	75	1	0	6	88	3	186	0
8:00 AM	0	0	0	0	0	4	0	7	0	0	99	2	0	4	82	1	199	0
8:15 AM	0	0	0	0	0	5	0	6	0	0	53	1	0	3	69	2	139	675
8:30 AM	0	0	0	0	0	1	0	5	0	0	84	1	0	6	81	0	178	702
8:45 AM	0	0	0	0	0	4	0	6	0	1	82	1	0	4	117	1	216	732
9:00 AM	0	0	0	0	0	2	0	8	0	0	76	1	0	5	108	1	201	734
9:15 AM	0	0	0	0	0	1	0	4	1	0	74	1	0	2	119	3	205	800
Count Total	0	0	0	0	0	27	0	51	1	1	600	10	0	34	737	14	1,475	0
Peak Hour	0	0	0	0	0	8	0	23	1	1	316	4	0	17	425	5	800	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

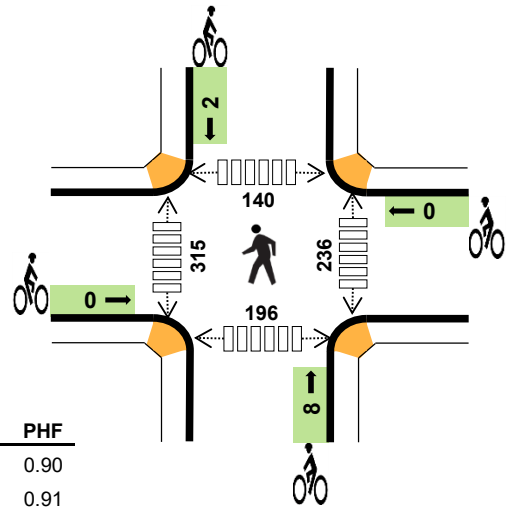
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	12	6	8	26	0	0	2	0	2	0	0	0	0	0
7:45 AM	0	13	6	7	26	0	0	2	0	2	0	0	0	0	0
8:00 AM	0	11	8	9	28	0	0	1	3	4	0	0	0	0	0
8:15 AM	0	11	4	7	22	0	0	1	1	2	0	0	0	0	0
8:30 AM	0	6	5	9	20	0	0	1	0	1	0	0	0	0	0
8:45 AM	0	10	7	6	23	1	0	1	2	4	0	0	0	0	0
9:00 AM	0	10	6	6	22	0	0	1	3	4	0	0	0	0	0
9:15 AM	0	5	8	6	19	1	1	0	3	5	0	0	0	0	0
Count Total	0	78	50	58	186	2	1	9	12	24	0	0	0	0	0
Peak Hour	0	31	26	27	84	2	1	3	8	14	0	0	0	0	0



108TH AVE NE NE 4TH ST



Date: Tue, Apr 24, 2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	6.8%	0.90
WB	2.7%	0.91
NB	1.5%	0.85
SB	8.7%	0.85
TOTAL	4.1%	0.98

Two-Hour Count Summaries

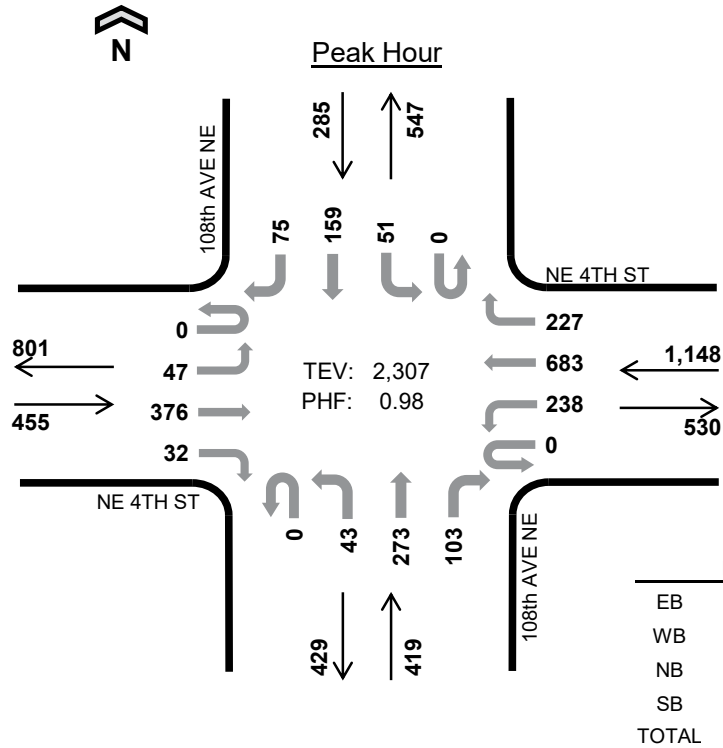
Interval Start	NE 4TH ST Eastbound				NE 4TH ST Westbound				108TH AVE NE Northbound				108TH AVE NE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	7:00 AM	0	6	74	5	0	40	149	47	0	7	34	19	0	16	16		
7:15 AM	0	4	67	4	0	67	128	50	0	4	42	18	0	15	35	16	450	0
7:30 AM	0	7	104	11	0	82	121	45	0	7	55	13	0	11	20	11	487	0
7:45 AM	0	8	88	5	0	61	145	51	0	9	49	26	0	28	45	12	527	1,884
8:00 AM	0	11	83	10	0	64	151	59	0	9	61	18	0	11	41	15	533	1,997
8:15 AM	0	6	87	9	0	57	136	45	0	6	72	24	0	12	37	12	503	2,050
8:30 AM	0	10	75	7	0	67	149	58	0	4	59	28	0	27	35	13	532	2,095
8:45 AM	0	11	93	10	0	50	127	37	0	13	76	29	0	16	50	19	531	2,099
Count Total	0	63	671	61	0	488	1,106	392	0	59	448	175	0	136	279	105	3,983	0
Peak Hour	0	38	338	36	0	238	563	199	0	32	268	99	0	66	163	59	2,099	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

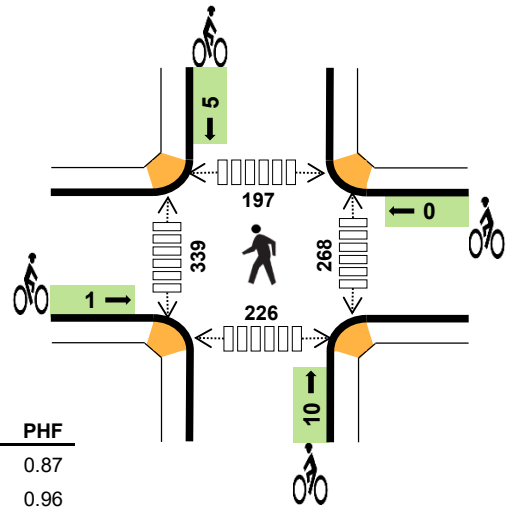
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	7	9	4	8	28	0	0	2	0	2	24	38	14	25	101
7:15 AM	2	6	1	8	17	0	0	2	0	2	54	72	19	38	183
7:30 AM	6	8	6	5	25	0	0	1	0	1	63	75	38	46	222
7:45 AM	5	8	3	8	24	0	0	0	1	1	75	72	31	67	245
8:00 AM	5	6	2	8	21	0	0	2	1	3	50	74	36	55	215
8:15 AM	11	9	1	6	27	0	0	3	1	4	54	83	18	47	202
8:30 AM	4	5	2	3	14	0	0	1	0	1	77	104	53	32	266
8:45 AM	8	7	1	8	24	0	0	2	0	2	55	54	33	62	204
Count Total	48	58	20	54	180	0	0	13	3	16	452	572	242	372	1,638
Peak Hour	28	27	6	25	86	0	0	8	2	10	236	315	140	196	887



108th AVE NE NE 4TH ST



Date: Tue, Oct 16, 2018
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 8:30 AM to 9:30 AM



	HV %:	PHF
EB	7.5%	0.87
WB	2.7%	0.96
NB	1.7%	0.96
SB	6.3%	0.91
TOTAL	3.9%	0.98

Two-Hour Count Summaries

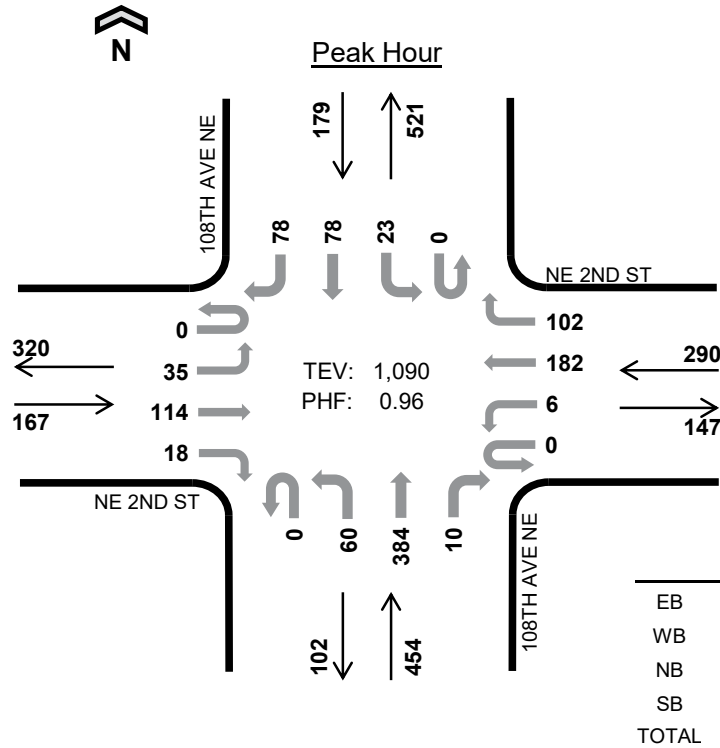
Interval Start	NE 4TH ST Eastbound				NE 4TH ST Westbound				108th AVE NE Northbound				108th AVE NE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	7	95	6	0	62	133	38	0	6	52	22	0	11	40	18	490	0
7:45 AM	0	9	84	8	0	66	159	42	0	10	56	31	0	11	48	14	538	0
8:00 AM	0	10	81	6	0	60	167	49	0	6	82	37	0	13	33	19	563	0
8:15 AM	0	10	88	13	0	63	173	52	0	13	39	32	0	13	26	18	540	2,131
8:30 AM	0	17	102	12	0	62	150	50	0	4	68	29	0	14	28	17	553	2,194
8:45 AM	0	11	87	9	0	72	163	56	0	13	71	25	0	14	38	18	577	2,233
9:00 AM	0	10	97	6	0	48	180	68	0	13	67	21	0	12	49	17	588	2,258
9:15 AM	0	9	90	5	0	56	190	53	0	13	67	28	0	11	44	23	589	2,307
Count Total	0	83	724	65	0	489	1,315	408	0	78	502	225	0	99	306	144	4,438	0
Peak Hour	0	47	376	32	0	238	683	227	0	43	273	103	0	51	159	75	2,307	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

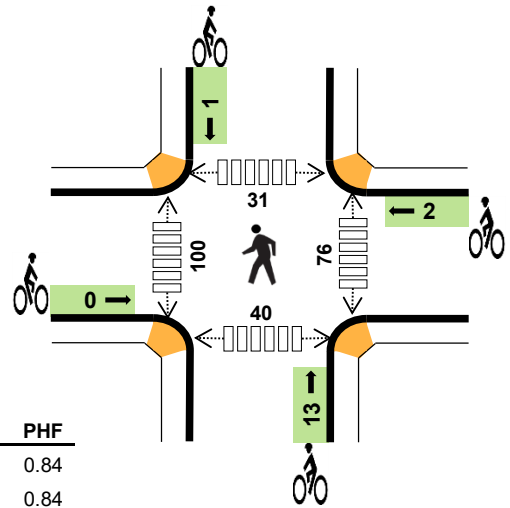
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	5	4	4	9	22	1	0	2	0	3	51	79	31	41	202
7:45 AM	7	5	2	6	20	0	0	3	2	5	51	70	36	59	216
8:00 AM	8	5	5	9	27	0	0	3	2	5	65	87	32	43	227
8:15 AM	7	6	1	8	22	0	0	1	2	3	66	71	56	53	246
8:30 AM	9	3	3	3	18	1	0	2	0	3	66	62	50	50	228
8:45 AM	6	14	1	5	26	0	0	4	1	5	80	96	55	64	295
9:00 AM	5	10	3	6	24	0	0	3	2	5	51	81	37	54	223
9:15 AM	14	4	0	4	22	0	0	1	2	3	71	100	55	58	284
Count Total	61	51	19	50	181	2	0	19	11	32	501	646	352	422	1,921
Peak Hour	34	31	7	18	90	1	0	10	5	16	268	339	197	226	1,030



108TH AVE NE NE 2ND ST



Date: Tue, Apr 24, 2018
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	2.4%	0.84
WB	0.3%	0.84
NB	2.2%	0.92
SB	6.1%	0.86
TOTAL	2.4%	0.96

Two-Hour Count Summaries

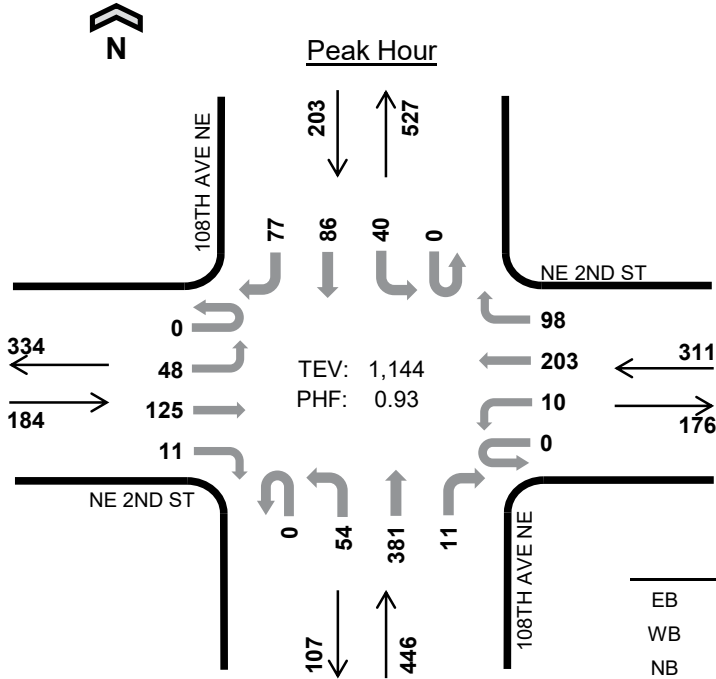
Interval Start	NE 2ND ST				NE 2ND ST				108TH AVE NE				108TH AVE NE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	10	22	1	0	1	27	14	0	3	59	7	0	5	11	11	171	0
7:15 AM	0	10	16	6	0	1	35	17	0	8	70	1	0	6	15	23	208	0
7:30 AM	0	8	22	0	0	2	46	17	0	9	70	4	0	5	18	19	220	0
7:45 AM	0	11	19	4	0	3	46	19	0	13	86	0	0	9	26	22	258	857
8:00 AM	0	3	34	3	0	2	47	34	0	22	92	0	0	4	18	13	272	958
8:15 AM	0	17	27	6	0	1	33	19	0	12	82	3	0	7	18	26	251	1,001
8:30 AM	0	10	31	3	0	1	44	23	0	13	102	4	0	8	22	22	283	1,064
8:45 AM	0	5	22	6	0	2	58	26	0	13	108	3	0	4	20	17	284	1,090
Count Total	0	74	193	29	0	13	336	169	0	93	669	22	0	48	148	153	1,947	0
Peak Hour	0	35	114	18	0	6	182	102	0	60	384	10	0	23	78	78	1,090	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

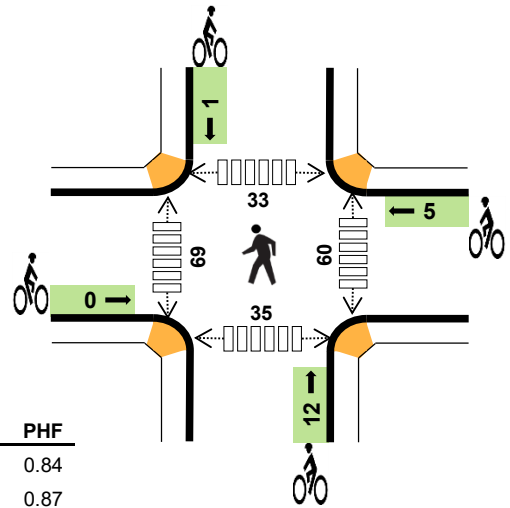
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	1	2	3	8	0	2	0	0	2	6	11	3	8	28
7:15 AM	1	0	0	3	4	0	1	4	0	5	12	15	4	8	39
7:30 AM	2	3	6	2	13	0	0	1	0	1	9	23	4	4	40
7:45 AM	1	1	1	3	6	1	1	1	0	3	11	14	8	5	38
8:00 AM	1	1	3	1	6	0	0	1	0	1	24	21	7	9	61
8:15 AM	2	0	0	6	8	0	1	5	0	6	12	25	10	7	54
8:30 AM	1	0	4	0	5	0	0	3	1	4	27	30	9	10	76
8:45 AM	0	0	3	4	7	0	1	4	0	5	13	24	5	14	56
Count Total	10	6	19	22	57	1	6	19	1	27	114	163	50	65	392
Peak Hour	4	1	10	11	26	0	2	13	1	16	76	100	31	40	247



108TH AVE NE NE 2ND ST



Date: Tue, Oct 16, 2018
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	1.1%	0.84
WB	1.6%	0.87
NB	1.6%	0.88
SB	4.9%	0.83
TOTAL	2.1%	0.93

Two-Hour Count Summaries

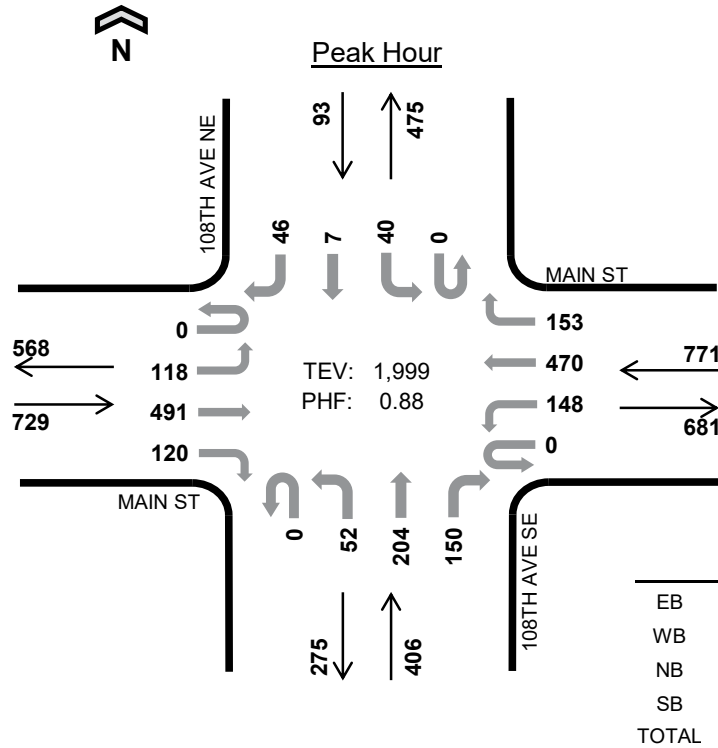
Interval Start	NE 2ND ST Eastbound				NE 2ND ST Westbound				108TH AVE NE Northbound				108TH AVE NE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	10	27	2	0	1	34	12	0	12	81	5	0	12	20	22	238	0
7:45 AM	0	8	42	2	0	1	55	36	0	9	78	1	0	9	25	24	290	0
8:00 AM	0	14	35	3	0	2	47	22	0	15	110	2	0	13	19	18	300	0
8:15 AM	0	6	25	2	0	5	48	24	0	14	91	4	0	9	17	22	267	1,095
8:30 AM	0	12	29	3	0	1	50	23	0	9	94	3	0	9	18	17	268	1,125
8:45 AM	0	16	36	3	0	2	58	29	0	16	86	2	0	9	32	20	309	1,144
9:00 AM	0	10	24	2	0	1	50	20	0	15	97	2	0	4	18	22	265	1,109
9:15 AM	0	9	21	3	0	1	55	23	0	10	79	0	0	8	25	14	248	1,090
Count Total	0	85	239	20	0	14	397	189	0	100	716	19	0	73	174	159	2,185	0
Peak Hour	0	48	125	11	0	10	203	98	0	54	381	11	0	40	86	77	1,144	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

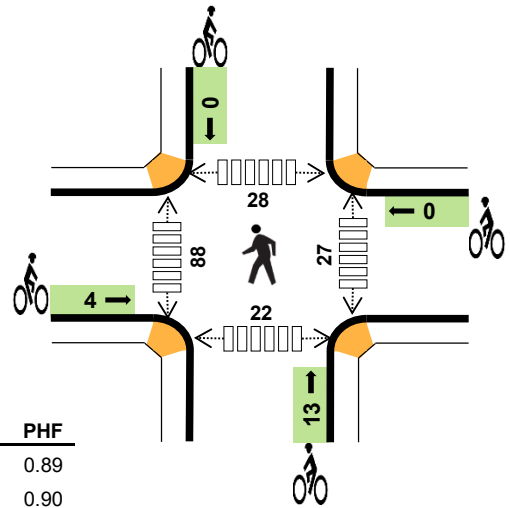
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	1	1	3	3	8	0	1	4	0	5	14	15	10	10	49
7:45 AM	2	1	0	4	7	0	0	5	0	5	11	16	7	6	40
8:00 AM	1	2	2	3	8	0	1	2	0	3	12	20	6	8	46
8:15 AM	1	1	1	4	7	0	1	3	1	5	15	17	6	10	48
8:30 AM	0	1	3	0	4	0	0	4	0	4	18	21	14	8	61
8:45 AM	0	1	1	3	5	0	3	3	0	6	15	11	7	9	42
9:00 AM	0	1	3	3	7	0	0	3	0	3	14	12	15	8	49
9:15 AM	1	1	0	5	7	0	2	0	0	2	10	25	17	8	60
Count Total	6	9	13	25	53	0	8	24	1	33	109	137	82	67	395
Peak Hour	2	5	7	10	24	0	5	12	1	18	60	69	33	35	197



108TH AVE SE MAIN ST



Date: Tue, Apr 24, 2018
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	2.3%	0.89
WB	1.6%	0.90
NB	0.7%	0.84
SB	6.5%	0.86
TOTAL	1.9%	0.88

Two-Hour Count Summaries

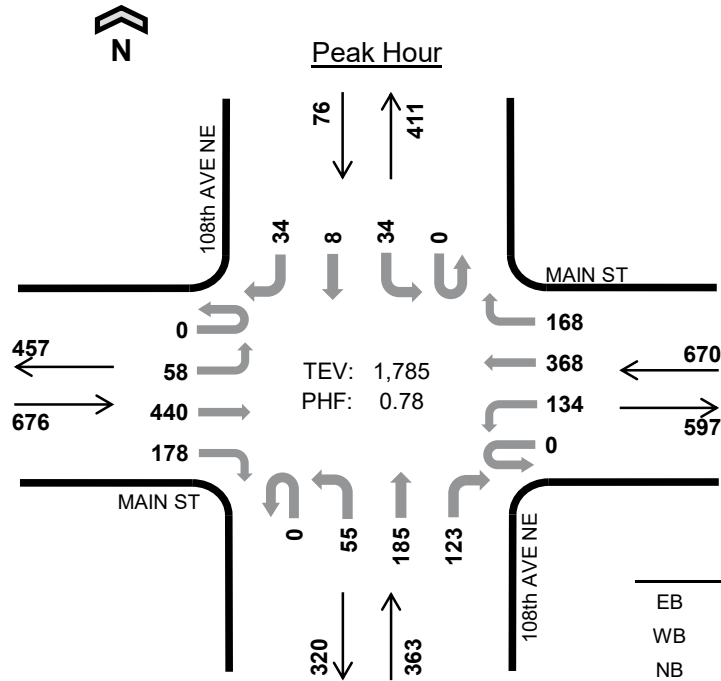
Interval Start	MAIN ST Eastbound				MAIN ST Westbound				108TH AVE SE Northbound				108TH AVE NE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	7	65	6	0	16	72	24	0	8	33	13	0	7	1	5	257	0
7:15 AM	0	21	75	5	0	16	82	30	0	10	26	12	0	9	1	9	296	0
7:30 AM	0	23	87	13	0	29	79	30	0	9	30	21	0	7	1	9	338	0
7:45 AM	0	15	107	27	0	47	70	39	0	15	44	49	0	10	2	10	435	1,326
8:00 AM	0	20	115	35	0	59	103	34	0	13	61	47	0	12	1	10	510	1,579
8:15 AM	0	21	121	62	0	60	121	33	0	15	52	53	0	10	4	13	565	1,848
8:30 AM	0	42	123	14	0	17	119	35	0	14	40	32	0	9	1	11	457	1,967
8:45 AM	0	35	132	9	0	12	127	51	0	10	51	18	0	9	1	12	467	1,999
Count Total	0	184	825	171	0	256	773	276	0	94	337	245	0	73	12	79	3,325	0
Peak Hour	0	118	491	120	0	148	470	153	0	52	204	150	0	40	7	46	1,999	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

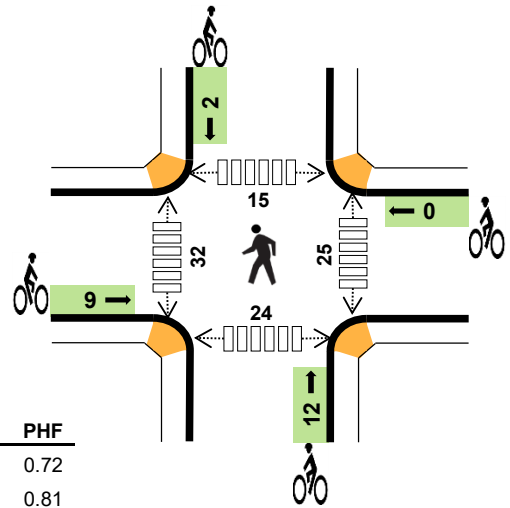
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	3	1	2	8	2	0	0	0	2	2	7	4	0	13
7:15 AM	3	7	2	2	14	1	0	3	0	4	6	3	7	2	18
7:30 AM	3	5	1	3	12	0	0	0	0	0	9	12	8	4	33
7:45 AM	4	1	0	2	7	1	0	0	0	1	7	15	3	3	28
8:00 AM	7	1	1	1	10	0	0	2	0	2	2	10	9	5	26
8:15 AM	3	3	1	3	10	1	0	5	0	6	2	19	4	1	26
8:30 AM	5	5	1	0	11	1	0	3	0	4	4	15	9	3	31
8:45 AM	2	3	0	2	7	2	0	3	0	5	19	44	6	13	82
Count Total	29	28	7	15	79	8	0	16	0	24	51	125	50	31	257
Peak Hour	17	12	3	6	38	4	0	13	0	17	27	88	28	22	165



108th AVE NE MAIN ST



Date: Tue, Oct 16, 2018
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	1.8%	0.72
WB	1.5%	0.81
NB	1.1%	0.83
SB	10.5%	0.83
TOTAL	1.9%	0.78

Two-Hour Count Summaries

Interval Start	MAIN ST Eastbound				MAIN ST Westbound				108th AVE NE Northbound				108th AVE NE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	12	91	60	0	57	71	31	0	8	47	33	0	11	0	10	431	0
7:45 AM	0	16	122	98	0	47	119	40	0	21	48	41	0	9	2	12	575	0
8:00 AM	0	19	121	15	0	22	84	43	0	12	51	30	0	7	3	5	412	0
8:15 AM	0	11	106	5	0	8	94	54	0	14	39	19	0	7	3	7	367	1,785
8:30 AM	0	15	113	4	0	15	124	46	0	8	44	13	0	7	1	7	397	1,751
8:45 AM	0	24	97	4	0	17	121	52	0	12	34	23	0	9	1	13	407	1,583
9:00 AM	0	18	89	8	0	13	96	50	0	3	37	7	0	5	1	11	338	1,509
9:15 AM	0	19	89	3	0	19	117	31	0	9	36	13	0	9	1	13	359	1,501
Count Total	0	134	828	197	0	198	826	347	0	87	336	179	0	64	12	78	3,286	0
Peak Hour	0	58	440	178	0	134	368	168	0	55	185	123	0	34	8	34	1,785	0

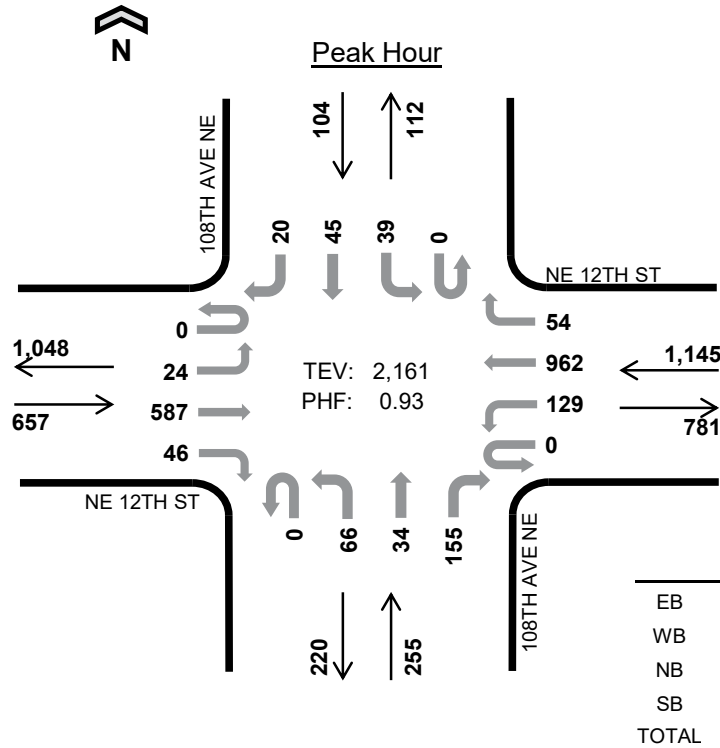
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	5	5	3	2	15	1	0	5	0	6	6	8	6	8	28
7:45 AM	0	1	0	1	2	2	0	2	0	4	11	12	3	3	29
8:00 AM	4	1	1	2	8	2	0	3	0	5	4	6	5	10	25
8:15 AM	3	3	0	3	9	4	0	2	2	8	4	6	1	3	14
8:30 AM	2	3	1	0	6	0	0	5	0	5	2	4	4	0	10
8:45 AM	1	2	0	2	5	1	1	2	0	4	4	3	3	0	10
9:00 AM	3	1	1	2	7	1	0	2	0	3	1	1	2	3	7
9:15 AM	2	3	0	4	9	1	0	1	0	2	9	4	4	10	27
Count Total	20	19	6	16	61	12	1	22	2	37	41	44	28	37	150
Peak Hour	12	10	4	8	34	9	0	12	2	23	25	32	15	24	96

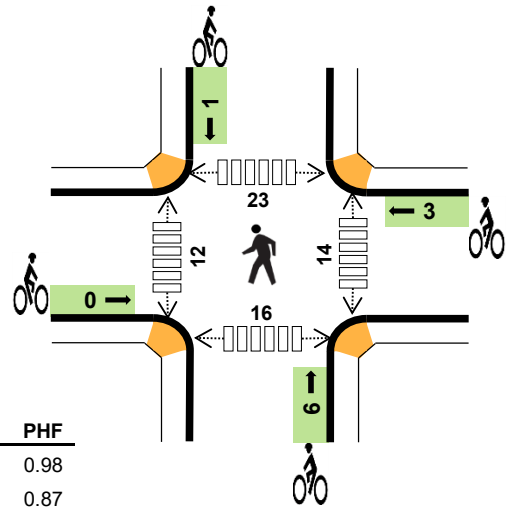
PM Peak
Turning Movement Counts



108TH AVE NE NE 12TH ST



Date: Tue, Apr 24, 2018
 Count Period: 4:30 PM to 6:30 PM
 Peak Hour: 4:45 PM to 5:45 PM



Two-Hour Count Summaries

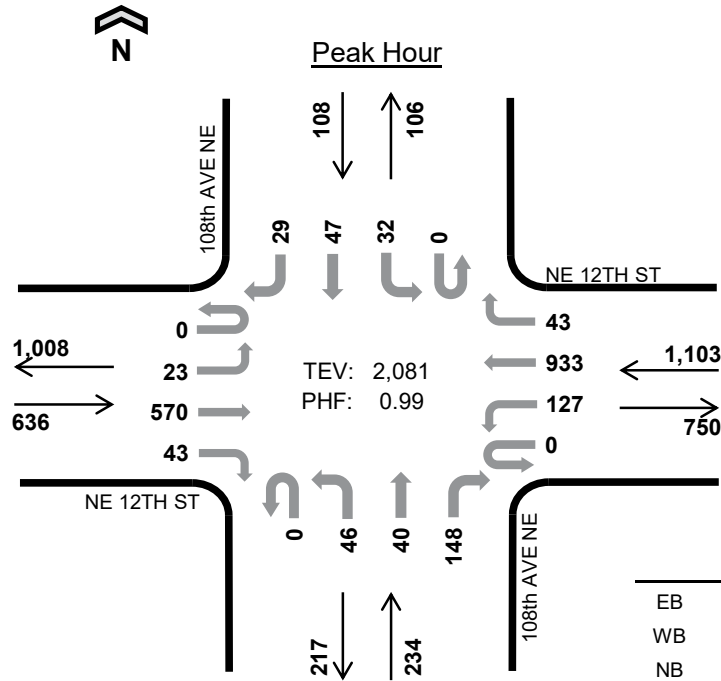
Interval Start	NE 12TH ST Eastbound				NE 12TH ST Westbound				108TH AVE NE Northbound				108TH AVE NE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	3	135	15	0	29	206	10	0	11	6	34	0	6	9	9	473	0
4:45 PM	0	8	145	7	0	34	202	13	0	25	7	42	0	10	8	5	506	0
5:00 PM	0	6	151	9	0	22	248	10	0	15	10	36	0	7	10	3	527	0
5:15 PM	0	7	143	17	0	34	280	14	0	15	7	35	0	11	14	6	583	2,089
5:30 PM	0	3	148	13	0	39	232	17	0	11	10	42	0	11	13	6	545	2,161
5:45 PM	0	3	139	4	0	25	193	24	0	16	5	54	0	12	12	11	498	2,153
6:00 PM	0	0	134	10	0	24	179	8	0	12	9	39	0	5	9	6	435	2,061
6:15 PM	0	5	117	7	0	20	185	17	0	9	2	19	0	8	4	0	393	1,871
Count Total	0	35	1,112	82	0	227	1,725	113	0	114	56	301	0	70	79	46	3,960	0
Peak Hour	0	24	587	46	0	129	962	54	0	66	34	155	0	39	45	20	2,161	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	3	1	4	1	9	0	1	1	0	2	2	4	6	0	12
4:45 PM	0	3	2	1	6	0	2	0	0	2	0	2	2	0	4
5:00 PM	2	2	1	0	5	0	1	0	1	2	2	3	9	6	20
5:15 PM	0	2	1	1	4	0	0	5	0	5	9	1	7	7	24
5:30 PM	0	4	7	0	11	0	0	1	0	1	3	6	5	3	17
5:45 PM	1	2	7	0	10	0	0	2	1	3	6	3	10	8	27
6:00 PM	0	3	3	0	6	0	0	5	0	5	1	7	9	4	21
6:15 PM	0	0	6	0	6	0	0	1	0	1	2	3	4	5	14
Count Total	6	17	31	3	57	0	4	15	2	21	25	29	52	33	139
Peak Hour	2	11	11	2	26	0	3	6	1	10	14	12	23	16	65

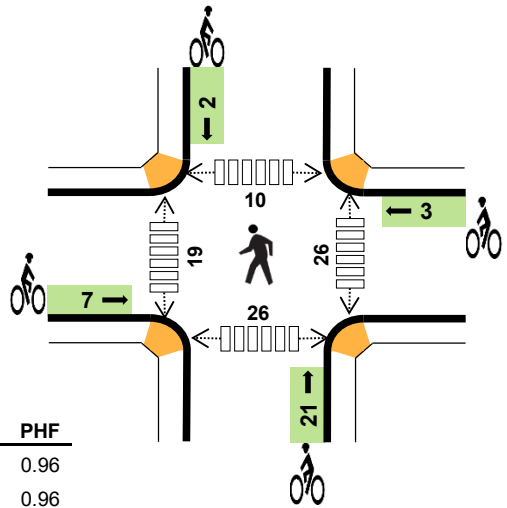


108th AVE NE NE 12TH ST



Date: Tue, Oct 16, 2018
Count Period: 4:30 PM to 6:30 PM
Peak Hour: 4:45 PM to 5:45 PM

	HV %:	PHF
EB	0.5%	0.96
WB	0.6%	0.96
NB	5.1%	0.75
SB	0.9%	0.82
TOTAL	1.1%	0.99

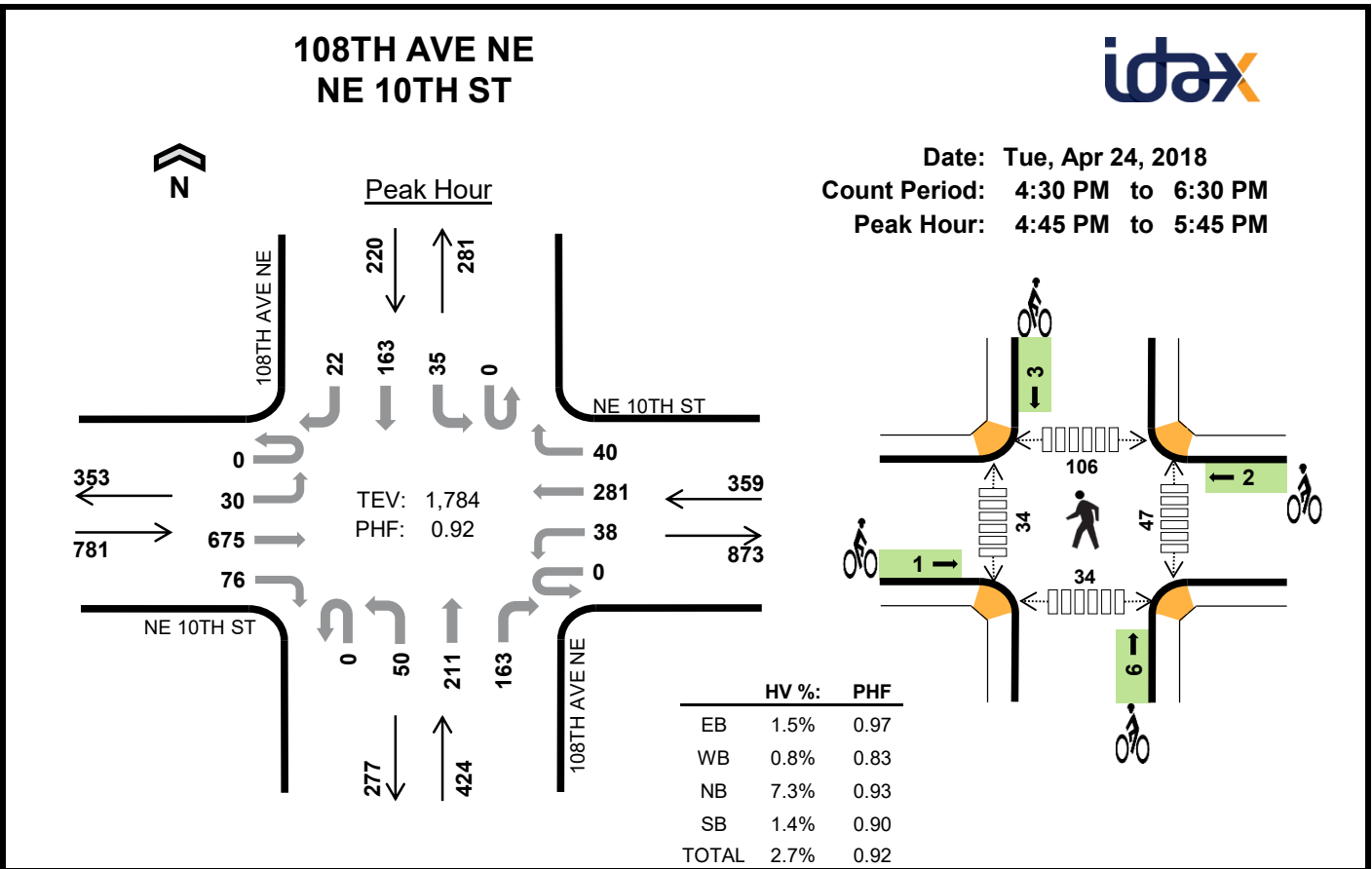


Two-Hour Count Summaries

Interval Start	NE 12TH ST				NE 12TH ST				108th AVE NE				108th AVE NE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	6	138	8	0	33	186	8	0	7	10	41	0	6	6	3	452	0
4:45 PM	0	3	155	7	0	35	238	13	0	6	4	29	0	10	12	5	517	0
5:00 PM	0	10	143	13	0	28	228	13	0	9	11	38	0	7	12	7	519	0
5:15 PM	0	3	135	13	0	31	238	7	0	10	14	35	0	10	14	9	519	2,007
5:30 PM	0	7	137	10	0	33	229	10	0	21	11	46	0	5	9	8	526	2,081
5:45 PM	0	2	134	6	0	33	223	12	0	12	9	41	0	11	10	8	501	2,065
6:00 PM	0	2	118	5	0	25	268	10	0	14	5	25	0	2	7	3	484	2,030
6:15 PM	0	3	120	10	0	17	240	11	0	11	5	16	0	4	5	7	449	1,960
Count Total	0	36	1,080	72	0	235	1,850	84	0	90	69	271	0	55	75	50	3,967	0
Peak Hour	0	23	570	43	0	127	933	43	0	46	40	148	0	32	47	29	2,081	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	1	3	5	0	9	1	0	5	1	7	6	3	2	1	12
4:45 PM	2	2	2	1	7	2	0	4	0	6	6	2	2	6	16
5:00 PM	0	2	1	0	3	1	1	9	1	12	6	8	2	6	22
5:15 PM	1	1	3	0	5	3	0	5	0	8	8	5	2	6	21
5:30 PM	0	2	6	0	8	1	2	3	1	7	6	4	4	8	22
5:45 PM	0	2	5	0	7	0	1	6	0	7	6	3	4	4	17
6:00 PM	0	4	5	0	9	0	1	0	0	1	11	3	4	8	26
6:15 PM	0	1	2	0	3	0	2	2	2	6	6	8	5	5	24
Count Total	4	17	29	1	51	8	7	34	5	54	55	36	25	44	160
Peak Hour	3	7	12	1	23	7	3	21	2	33	26	19	10	26	81



Two-Hour Count Summaries

Interval Start	NE 10TH ST Eastbound				NE 10TH ST Westbound				108TH AVE NE Northbound				108TH AVE NE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	6	161	5	0	7	63	14	0	16	45	36	0	5	49	7	414	0
4:45 PM	0	5	177	16	0	2	49	15	0	12	63	31	0	12	40	4	426	0
5:00 PM	0	9	170	20	0	10	80	11	0	12	39	53	0	9	28	6	447	0
5:15 PM	0	7	171	23	0	12	86	10	0	13	51	50	0	7	47	6	483	1,770
5:30 PM	0	9	157	17	0	14	66	4	0	13	58	29	0	7	48	6	428	1,784
5:45 PM	0	5	152	12	0	7	58	9	0	7	57	38	0	7	42	8	402	1,760
6:00 PM	0	7	146	14	0	6	63	12	0	8	49	31	0	12	36	6	390	1,703
6:15 PM	0	6	132	8	0	3	67	2	0	6	28	33	0	10	23	7	325	1,545
Count Total	0	54	1,266	115	0	61	532	77	0	87	390	301	0	69	313	50	3,315	0
Peak Hour	0	30	675	76	0	38	281	40	0	50	211	163	0	35	163	22	1,784	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	3	3	7	0	13	0	1	1	0	2	10	12	16	11	49
4:45 PM	4	0	7	2	13	0	0	1	2	3	15	3	22	8	48
5:00 PM	1	1	4	0	6	0	0	0	1	1	14	9	28	12	63
5:15 PM	5	0	7	1	13	1	1	4	0	6	12	9	28	6	55
5:30 PM	2	2	13	0	17	0	1	1	0	2	6	13	28	8	55
5:45 PM	1	2	6	0	9	3	0	5	1	9	9	24	29	7	69
6:00 PM	4	2	6	1	13	0	0	3	1	4	4	15	30	6	55
6:15 PM	3	1	11	0	15	1	0	1	0	2	4	11	42	7	64
Count Total	23	11	61	4	99	5	3	16	5	29	74	96	223	65	458
Peak Hour	12	3	31	3	49	1	2	6	3	12	47	34	106	34	221

Manual Video Counts

Location: NE 10th St and 108th Ave NE

Date: 10/30/2018

Time: 8-9am & 4:45-5:45PM

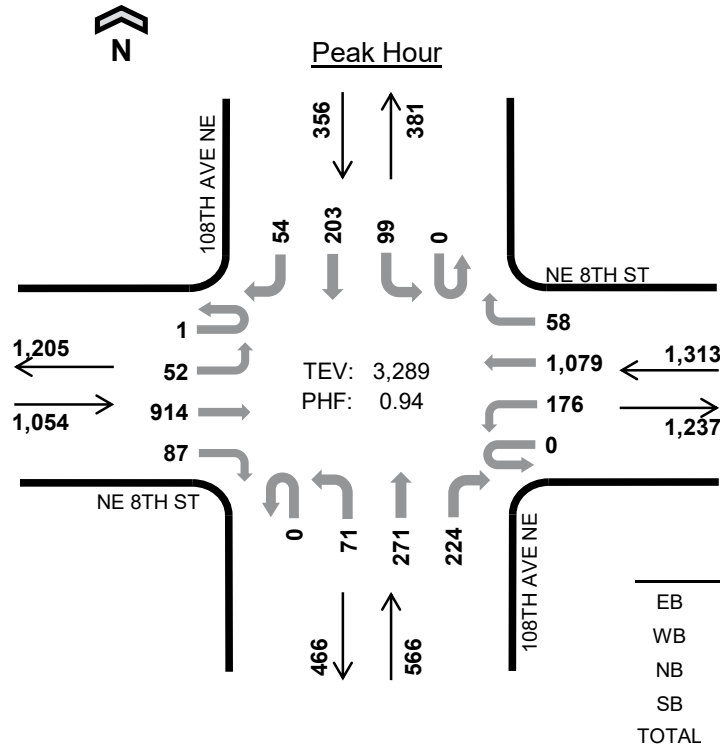
Weather: clear

VEHICLES	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
4:45-5:00	6	138	18	10	78	9	12	46	40	14	37	7
5:00-5:15	7	153	22	9	83	9	13	50	46	15	45	17
5:15-5:30	7	156	24	7	107	10	17	61	37	7	39	7
5:30-5:45	5	153	17	11	131	3	12	58	41	14	31	10
TOTAL	25	600	81	37	399	31	54	215	164	50	152	41

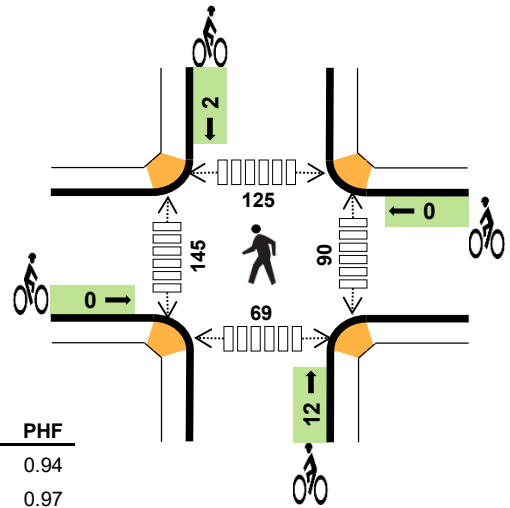
BIKES	EB	WB	NB	SB
4:45-5:00	0	0	2	0
5:00-5:15	0	1	3	0
5:15-5:30	1	0	3	0
5:30-5:45	1	0	5	0
TOTAL	2	1	13	0



108TH AVE NE NE 8TH ST



Date: Tue, Apr 24, 2018
 Count Period: 4:30 PM to 6:30 PM
 Peak Hour: 5:15 PM to 6:15 PM



	HV %:	PHF
EB	2.8%	0.94
WB	1.3%	0.97
NB	7.6%	0.89
SB	1.1%	0.86
TOTAL	2.9%	0.94

Two-Hour Count Summaries

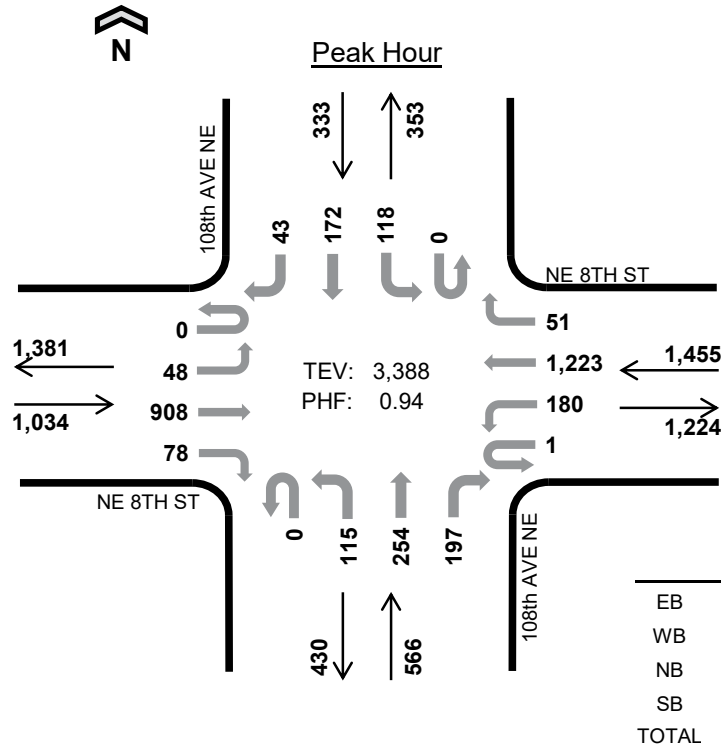
Interval Start	NE 8TH ST Eastbound				NE 8TH ST Westbound				108TH AVE NE Northbound				108TH AVE NE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	10	215	26	0	37	246	7	0	10	63	53	0	27	35	15	744	0
4:45 PM	0	8	201	21	0	46	239	9	0	29	73	58	0	17	43	16	760	0
5:00 PM	0	8	228	15	0	39	225	11	0	20	66	54	0	34	37	16	753	0
5:15 PM	0	14	239	25	0	47	276	14	0	14	75	70	0	35	52	16	877	3,134
5:30 PM	1	11	250	17	0	42	272	9	0	13	74	62	0	24	53	11	839	3,229
5:45 PM	0	14	210	21	0	49	263	11	0	25	64	46	0	16	50	16	785	3,254
6:00 PM	0	13	215	24	0	38	268	24	0	19	58	46	0	24	48	11	788	3,289
6:15 PM	0	6	203	19	0	29	275	7	0	15	53	44	0	18	20	10	699	3,111
Count Total	1	84	1,761	168	0	327	2,064	92	0	145	526	433	0	195	338	111	6,245	0
Peak Hour	1	52	914	87	0	176	1,079	58	0	71	271	224	0	99	203	54	3,289	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

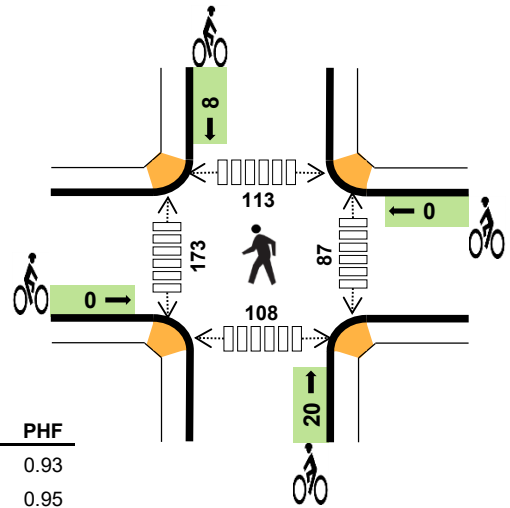
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	9	9	10	3	31	0	1	0	0	1	30	29	23	13	95
4:45 PM	11	7	11	2	31	0	1	1	2	4	24	23	22	15	84
5:00 PM	5	6	7	2	20	0	0	0	2	2	31	48	30	25	134
5:15 PM	8	4	8	1	21	0	0	6	0	6	18	34	32	15	99
5:30 PM	6	4	16	1	27	0	0	1	0	1	20	42	34	12	108
5:45 PM	8	4	10	0	22	0	0	2	1	3	33	31	42	24	130
6:00 PM	8	5	9	2	24	0	0	3	1	4	19	38	17	18	92
6:15 PM	1	3	16	0	20	0	0	1	0	1	10	34	35	21	100
Count Total	56	42	87	11	196	0	2	14	6	22	185	279	235	143	842
Peak Hour	30	17	43	4	94	0	0	12	2	14	90	145	125	69	429



108th AVE NE NE 8TH ST



Date: Tue, Oct 16, 2018
Count Period: 4:30 PM to 6:30 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	1.6%	0.93
WB	1.4%	0.95
NB	6.2%	0.85
SB	3.6%	0.82
TOTAL	2.5%	0.94

Two-Hour Count Summaries

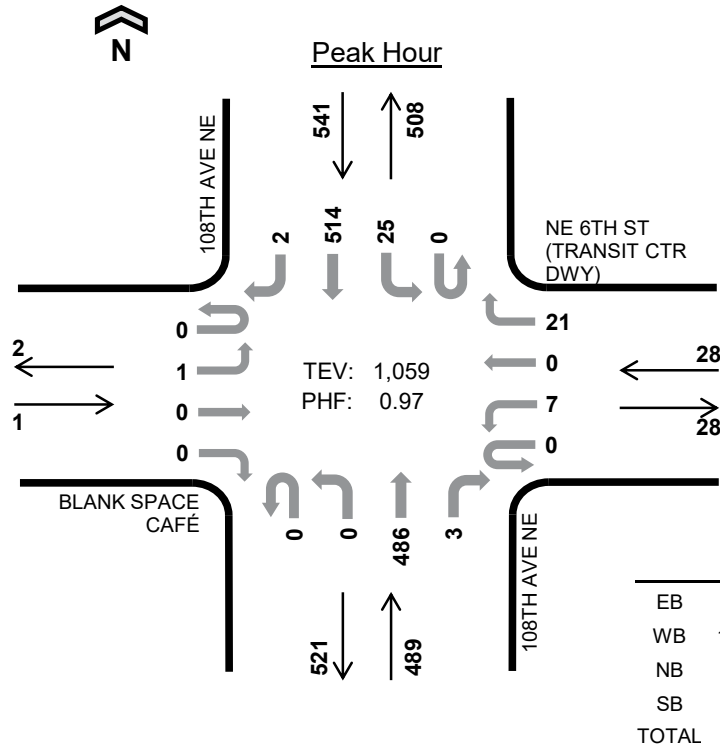
Interval Start	NE 8TH ST Eastbound				NE 8TH ST Westbound				108th AVE NE Northbound				108th AVE NE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	5	212	16	0	46	295	4	0	22	56	53	0	31	39	10	789	0
4:45 PM	0	11	219	14	1	48	319	13	0	23	63	46	0	31	33	17	838	0
5:00 PM	0	10	224	22	0	58	311	10	0	25	56	44	0	21	37	8	826	0
5:15 PM	0	11	239	28	0	33	312	14	0	41	67	58	0	41	49	11	904	3,357
5:30 PM	0	16	226	14	0	41	281	14	0	26	68	49	0	25	53	7	820	3,388
5:45 PM	0	8	197	14	1	35	301	11	0	22	45	59	0	35	48	17	793	3,343
6:00 PM	0	6	218	26	0	36	275	16	0	13	55	39	0	32	38	16	770	3,287
6:15 PM	0	9	221	16	0	47	263	13	0	19	45	39	0	21	29	7	729	3,112
Count Total	0	76	1,756	150	2	344	2,357	95	0	191	455	387	0	237	326	93	6,469	0
Peak Hour	0	48	908	78	1	180	1,223	51	0	115	254	197	0	118	172	43	3,388	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	5	7	15	4	31	0	1	5	1	7	15	45	29	21	110
4:45 PM	6	6	4	2	18	0	0	6	2	8	18	35	23	17	93
5:00 PM	3	6	11	2	22	0	0	6	2	8	26	46	26	47	145
5:15 PM	1	3	11	5	20	0	0	4	0	4	23	59	37	25	144
5:30 PM	7	5	9	3	24	0	0	4	4	8	20	33	27	19	99
5:45 PM	1	3	8	2	14	0	0	5	2	7	12	45	29	49	135
6:00 PM	5	4	10	2	21	0	0	2	6	8	29	43	33	41	146
6:15 PM	5	2	10	2	19	0	0	2	1	3	9	16	18	10	53
Count Total	33	36	78	22	169	0	1	34	18	53	152	322	222	229	925
Peak Hour	17	20	35	12	84	0	0	20	8	28	87	173	113	108	481

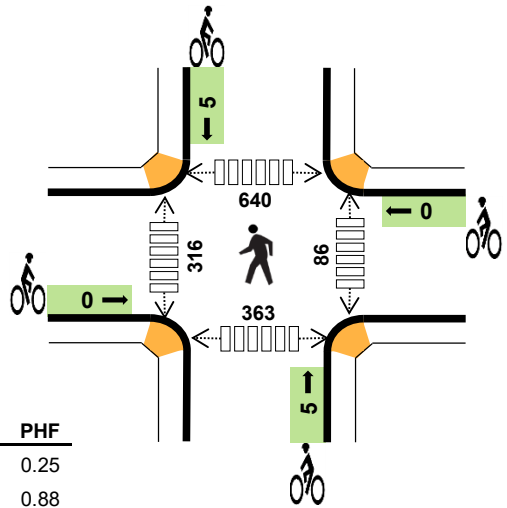


108TH AVE NE NE 6TH ST (TRANSIT CTR DWY)



Date: Tue, Apr 24, 2018
Count Period: 4:30 PM to 6:30 PM
Peak Hour: 4:45 PM to 5:45 PM

	HV %:	PHF
EB	0.0%	0.25
WB	100.0%	0.88
NB	5.3%	0.92
SB	6.8%	0.95
TOTAL	8.6%	0.97



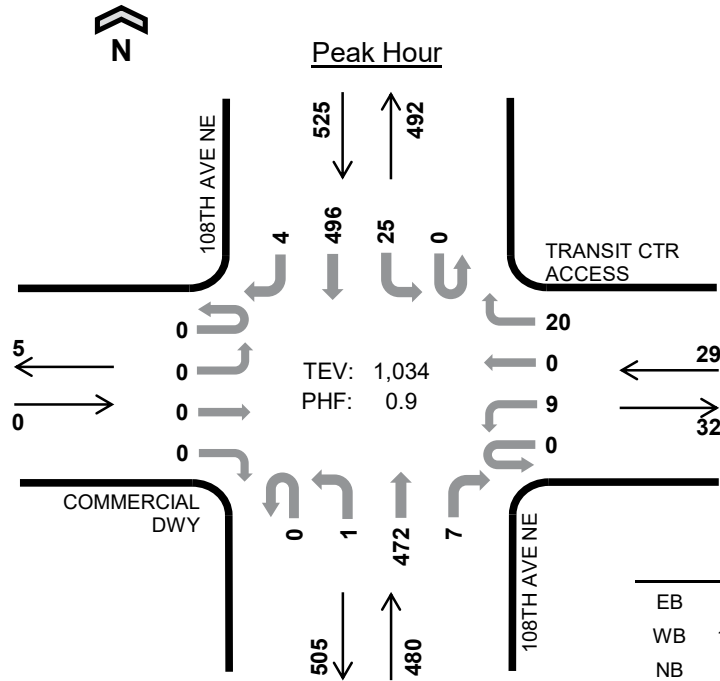
Two-Hour Count Summaries

Interval Start	BLANK SPACE CAFÉ				NE 6TH ST (TRANSIT CTR DWY)				108TH AVE NE				108TH AVE NE				15-min Total	Rolling One Hour
	Eastbound		Westbound		UT		RT		Northbound		Southbound		UT		RT			
4:30 PM	0	0	0	0	0	3	0	5	0	0	99	1	0	7	119	1	235	0
4:45 PM	0	0	0	0	0	2	0	6	0	0	113	0	0	8	127	0	256	0
5:00 PM	0	0	0	0	0	2	0	6	0	0	117	2	0	6	124	0	257	0
5:15 PM	0	0	0	0	0	3	0	4	0	0	124	0	0	7	134	1	273	1,021
5:30 PM	0	1	0	0	0	0	0	5	0	0	132	1	0	4	129	1	273	1,059
5:45 PM	0	0	0	0	0	3	0	5	0	0	114	1	0	5	114	2	244	1,047
6:00 PM	0	0	0	0	0	2	0	4	0	0	98	1	0	9	107	1	222	1,012
6:15 PM	0	0	0	1	0	3	0	7	1	0	106	0	0	3	80	0	201	940
Count Total	0	1	0	1	0	18	0	42	1	0	903	6	0	49	934	6	1,961	0
Peak Hour	0	1	0	0	0	7	0	21	0	0	486	3	0	25	514	2	1,059	0

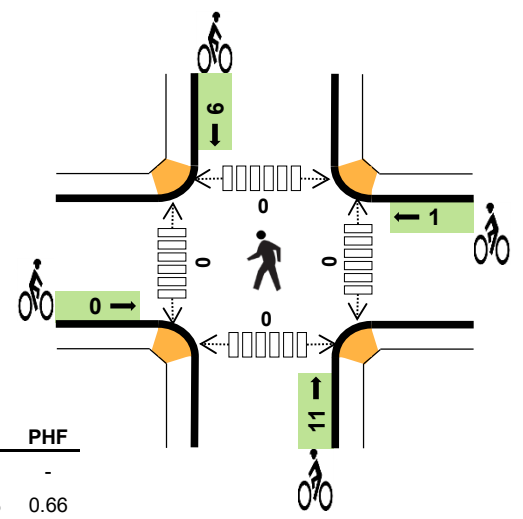
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	0	8	6	9	23	0	0	1	0	1	16	83	199	72	370
4:45 PM	0	8	5	12	25	0	0	1	1	2	16	72	137	63	288
5:00 PM	0	8	6	8	22	0	0	1	2	3	24	78	190	89	381
5:15 PM	0	7	4	10	21	0	0	2	0	2	23	90	143	108	364
5:30 PM	0	5	11	7	23	0	0	1	2	3	23	76	170	103	372
5:45 PM	0	8	6	7	21	0	0	4	1	5	28	74	136	72	310
6:00 PM	0	6	6	11	23	0	1	0	1	2	20	65	171	72	328
6:15 PM	0	9	7	4	20	0	0	1	0	1	16	70	158	59	303
Count Total	0	59	51	68	178	0	1	11	7	19	166	608	1,304	638	2,716
Peak Hour	0	28	26	37	91	0	0	5	5	10	86	316	640	363	1,405

108TH AVE NE TRANSIT CTR ACCESS



Date: Tue, Oct 16, 2018
 Count Period: 4:30 PM to 6:30 PM
 Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	-	-
WB	100.0%	0.66
NB	5.8%	0.91
SB	6.3%	0.91
TOTAL	8.7%	0.90

Two-Hour Count Summaries

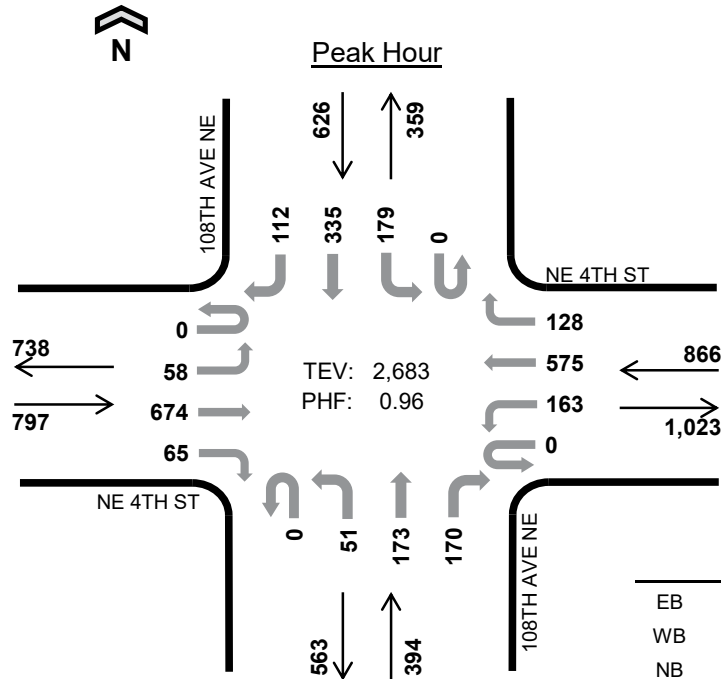
Interval Start	COMMERCIAL DWY				TRANSIT CTR ACCESS				108TH AVE NE				108TH AVE NE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	0	0	0	0	2	0	4	0	0	102	3	0	7	113	1	232	0
4:45 PM	0	0	0	0	0	3	0	6	0	0	87	0	0	6	116	1	219	0
5:00 PM	0	0	0	0	0	1	0	3	0	1	111	3	0	8	128	1	256	0
5:15 PM	0	0	0	0	0	3	0	8	0	0	131	1	0	5	138	1	287	994
5:30 PM	0	0	0	0	0	2	0	3	0	0	124	2	0	8	118	1	258	1,020
5:45 PM	0	0	0	0	0	3	0	6	0	0	106	1	0	4	112	1	233	1,034
6:00 PM	0	0	0	0	0	1	0	4	0	0	90	1	1	5	99	3	204	982
6:15 PM	0	0	0	0	0	3	0	6	0	0	91	1	0	6	88	1	196	891
Count Total	0	0	0	0	0	18	0	40	0	1	842	12	1	49	912	10	1,885	0
Peak Hour	0	0	0	0	0	9	0	20	0	1	472	7	0	25	496	4	1,034	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

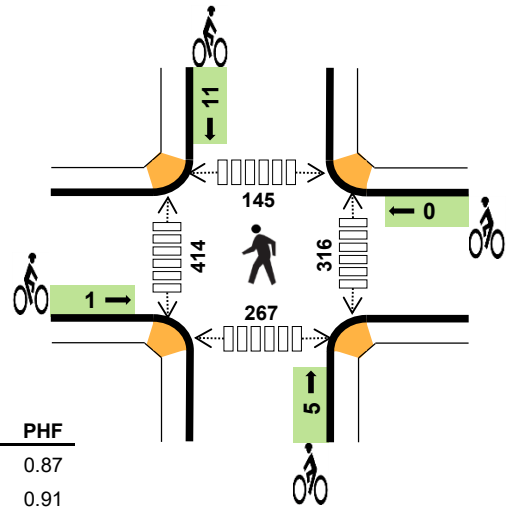
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	0	6	10	8	24	0	0	3	0	3	0	0	0	0	0
4:45 PM	0	9	3	8	20	0	0	5	3	8	0	0	0	0	0
5:00 PM	0	4	8	10	22	0	1	3	1	5	0	0	0	0	0
5:15 PM	0	11	7	6	24	0	0	2	0	2	0	0	0	0	0
5:30 PM	0	5	8	11	24	0	0	3	3	6	0	0	0	0	0
5:45 PM	0	9	5	6	20	0	0	3	2	5	0	0	0	0	0
6:00 PM	0	5	8	6	19	0	0	2	6	8	0	0	0	0	0
6:15 PM	0	9	6	8	23	0	0	0	1	1	0	0	0	0	0
Count Total	0	58	55	63	176	0	1	21	16	38	0	0	0	0	0
Peak Hour	0	29	28	33	90	0	1	11	6	18	0	0	0	0	0



108TH AVE NE NE 4TH ST



Date: Tue, Apr 24, 2018
 Count Period: 4:30 PM to 6:30 PM
 Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	2.0%	0.87
WB	2.1%	0.91
NB	2.0%	0.84
SB	3.2%	0.91
TOTAL	2.3%	0.96

Two-Hour Count Summaries

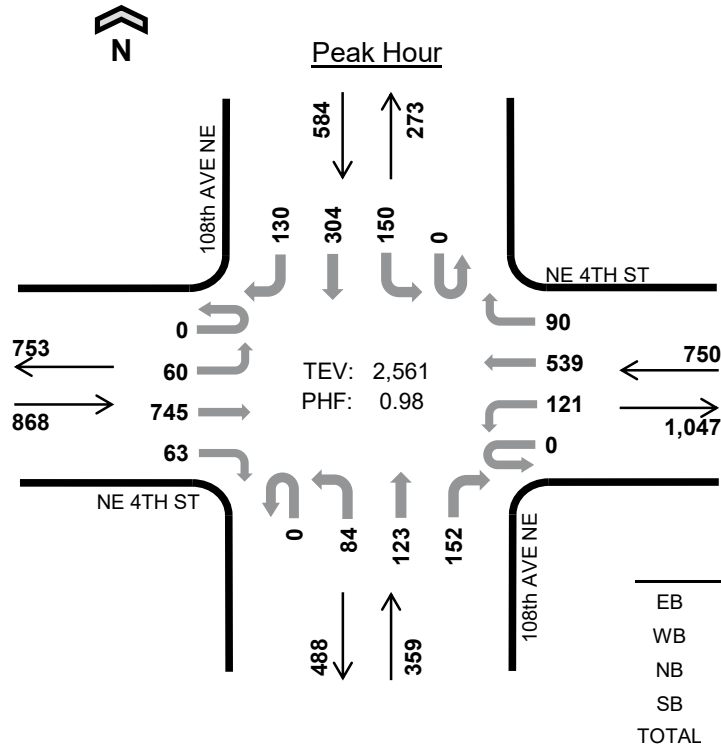
Interval Start	NE 4TH ST Eastbound				NE 4TH ST Westbound				108TH AVE NE Northbound				108TH AVE NE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	12	172	15	0	31	131	18	0	12	51	31	0	49	83	27	632	0
4:45 PM	0	16	187	20	0	25	157	36	0	14	40	35	0	41	82	28	681	0
5:00 PM	0	15	170	16	0	44	130	33	0	17	48	52	0	59	81	31	696	0
5:15 PM	0	13	152	18	0	37	157	33	0	14	37	38	0	45	78	29	651	2,660
5:30 PM	0	17	149	17	0	33	140	22	0	11	51	38	0	38	106	28	650	2,678
5:45 PM	0	13	203	14	0	49	148	40	0	9	37	42	0	37	70	24	686	2,683
6:00 PM	0	15	164	13	0	27	142	21	0	8	39	32	0	46	77	21	605	2,592
6:15 PM	0	14	188	15	0	38	186	23	0	5	32	29	0	40	57	18	645	2,586
Count Total	0	115	1,385	128	0	284	1,191	226	0	90	335	297	0	355	634	206	5,246	0
Peak Hour	0	58	674	65	0	163	575	128	0	51	173	170	0	179	335	112	2,683	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

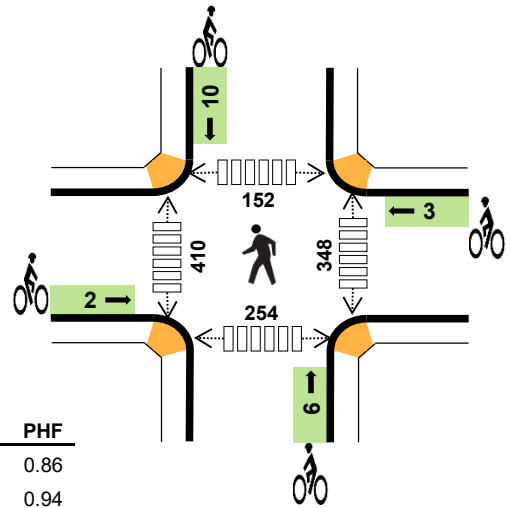
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	7	6	1	5	19	0	0	0	1	1	80	130	32	51	293
4:45 PM	3	3	1	5	12	0	0	0	0	0	61	103	38	89	291
5:00 PM	4	6	1	6	17	0	0	1	3	4	99	166	43	78	386
5:15 PM	3	2	2	5	12	0	0	0	2	2	77	97	37	77	288
5:30 PM	6	4	2	4	16	0	0	1	2	3	75	96	26	63	260
5:45 PM	3	6	3	5	17	1	0	3	4	8	65	55	39	49	208
6:00 PM	3	3	3	4	13	0	0	0	2	2	76	64	40	49	229
6:15 PM	5	6	1	3	15	0	0	0	1	1	42	40	20	37	139
Count Total	34	36	14	37	121	1	0	5	15	21	575	751	275	493	2,094
Peak Hour	16	18	8	20	62	1	0	5	11	17	316	414	145	267	1,142



108th AVE NE NE 4TH ST



Date: Tue, Oct 16, 2018
 Count Period: 4:45 PM to 6:45 PM
 Peak Hour: 4:45 PM to 5:45 PM



Two-Hour Count Summaries

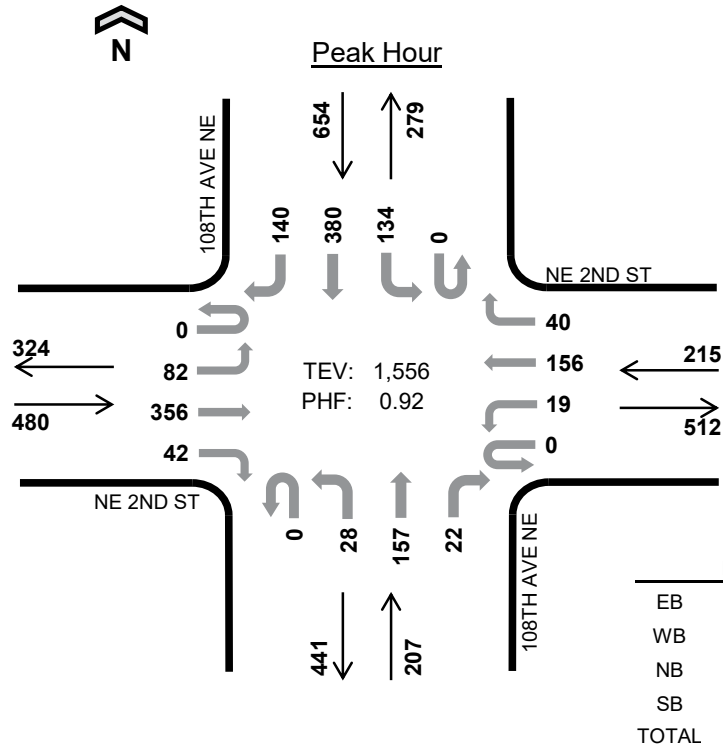
Interval Start	NE 4TH ST Eastbound				NE 4TH ST Westbound				108th AVE NE Northbound				108th AVE NE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:45 PM	0	9	175	11	0	26	147	25	0	10	31	39	0	46	68	36	623	0
5:00 PM	0	23	212	18	0	32	114	21	0	25	29	42	0	31	68	33	648	0
5:15 PM	0	13	178	12	0	32	149	19	0	23	27	37	0	33	85	27	635	0
5:30 PM	0	15	180	22	0	31	129	25	0	26	36	34	0	40	83	34	655	2,561
5:45 PM	0	11	181	10	0	36	136	20	0	13	30	27	0	34	73	32	603	2,541
6:00 PM	0	11	201	18	0	27	147	20	0	8	38	32	0	50	72	36	660	2,553
6:15 PM	0	12	181	7	0	41	153	23	0	11	36	33	0	36	65	29	627	2,545
6:30 PM	0	11	184	12	0	38	152	17	0	6	29	26	0	42	51	33	601	2,491
Count Total	0	105	1,492	110	0	263	1,127	170	0	122	256	270	0	312	565	260	5,052	0
Peak Hour	0	60	745	63	0	121	539	90	0	84	123	152	0	150	304	130	2,561	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

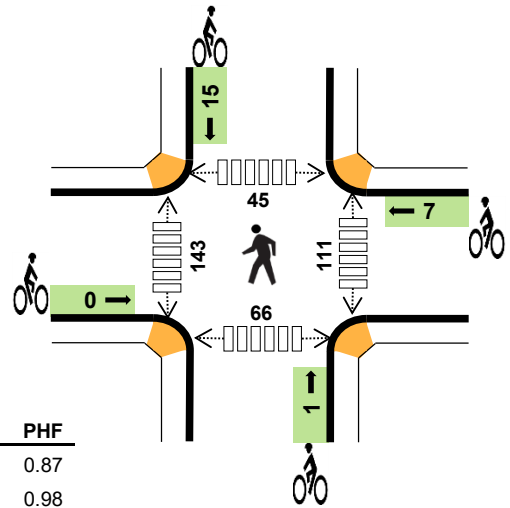
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:45 PM	2	3	0	8	13	0	0	2	3	5	80	81	29	67	257
5:00 PM	9	3	2	2	16	0	0	1	2	3	119	150	42	58	369
5:15 PM	3	1	2	5	11	1	2	1	1	5	62	89	41	69	261
5:30 PM	9	4	1	6	20	1	1	2	4	8	87	90	40	60	277
5:45 PM	6	2	0	5	13	0	0	2	5	7	71	76	25	57	229
6:00 PM	6	3	3	2	14	0	0	2	4	6	65	58	27	39	189
6:15 PM	5	3	0	5	13	0	0	0	3	3	48	50	36	39	173
6:30 PM	7	3	0	6	16	1	0	0	2	3	37	30	17	33	117
Count Total	47	22	8	39	116	3	3	10	24	40	569	624	257	422	1,872
Peak Hour	23	11	5	21	60	2	3	6	10	21	348	410	152	254	1,164



108TH AVE NE NE 2ND ST



Date: Tue, Apr 24, 2018
Count Period: 4:30 PM to 6:30 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	0.4%	0.87
WB	0.5%	0.98
NB	2.9%	0.76
SB	1.5%	0.96
TOTAL	1.2%	0.92

Two-Hour Count Summaries

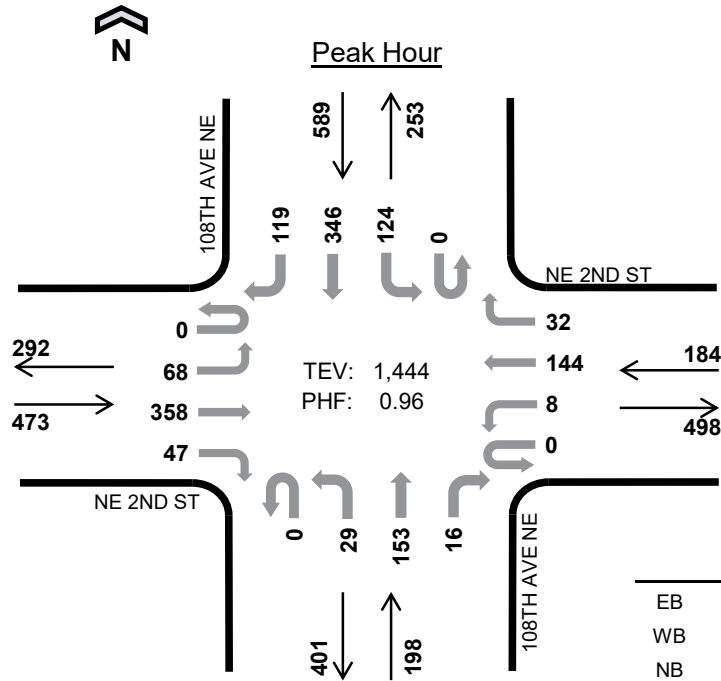
Interval Start	NE 2ND ST Eastbound				NE 2ND ST Westbound				108TH AVE NE Northbound				108TH AVE NE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	16	81	10	0	6	30	10	0	5	34	1	0	34	93	28	348	0
4:45 PM	0	17	69	6	0	3	39	11	0	5	34	4	0	36	106	28	358	0
5:00 PM	0	25	103	10	0	2	42	11	0	6	35	4	0	30	93	38	399	0
5:15 PM	0	19	98	13	0	6	39	8	0	7	51	10	0	37	93	41	422	1,527
5:30 PM	0	21	86	13	0	8	36	10	0	10	37	4	0	31	88	33	377	1,556
5:45 PM	0	11	55	10	0	6	48	6	0	10	50	5	0	16	97	28	342	1,540
6:00 PM	0	16	55	3	0	6	36	4	0	5	39	2	0	20	72	40	298	1,439
6:15 PM	0	16	60	4	0	2	23	5	0	5	33	0	0	15	79	23	265	1,282
Count Total	0	141	607	69	0	39	293	65	0	53	313	30	0	219	721	259	2,809	0
Peak Hour	0	82	356	42	0	19	156	40	0	28	157	22	0	134	380	140	1,556	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

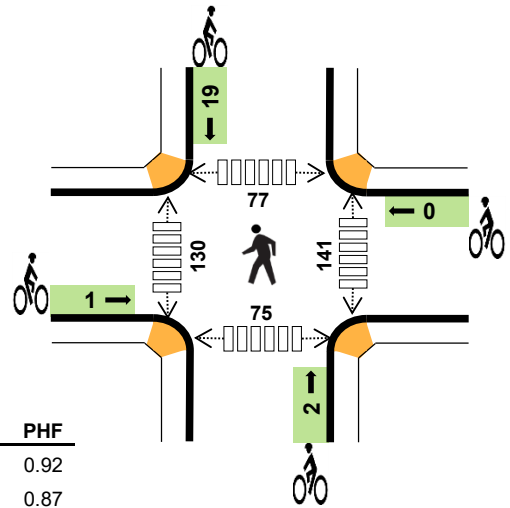
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	0	0	2	2	4	1	2	1	1	5	22	24	15	19	80
4:45 PM	0	0	1	2	3	0	2	0	4	6	20	47	14	20	101
5:00 PM	0	0	1	4	5	0	0	0	3	3	35	29	12	14	90
5:15 PM	1	0	2	2	5	0	3	0	7	10	31	32	9	13	85
5:30 PM	1	1	2	2	6	0	2	1	1	4	25	35	10	19	89
5:45 PM	0	0	3	2	5	0	2	0	3	5	22	18	14	29	83
6:00 PM	0	0	2	2	4	0	0	0	2	2	31	25	17	18	91
6:15 PM	0	0	1	1	2	0	0	1	2	3	33	16	14	15	78
Count Total	2	1	14	17	34	1	11	3	23	38	219	226	105	147	697
Peak Hour	2	1	6	10	19	0	7	1	15	23	111	143	45	66	365



108TH AVE NE NE 2ND ST



Date: Tue, Oct 16, 2018
Count Period: 4:30 PM to 6:30 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	0.4%	0.92
WB	2.2%	0.87
NB	2.0%	0.92
SB	2.0%	0.91
TOTAL	1.5%	0.96

Two-Hour Count Summaries

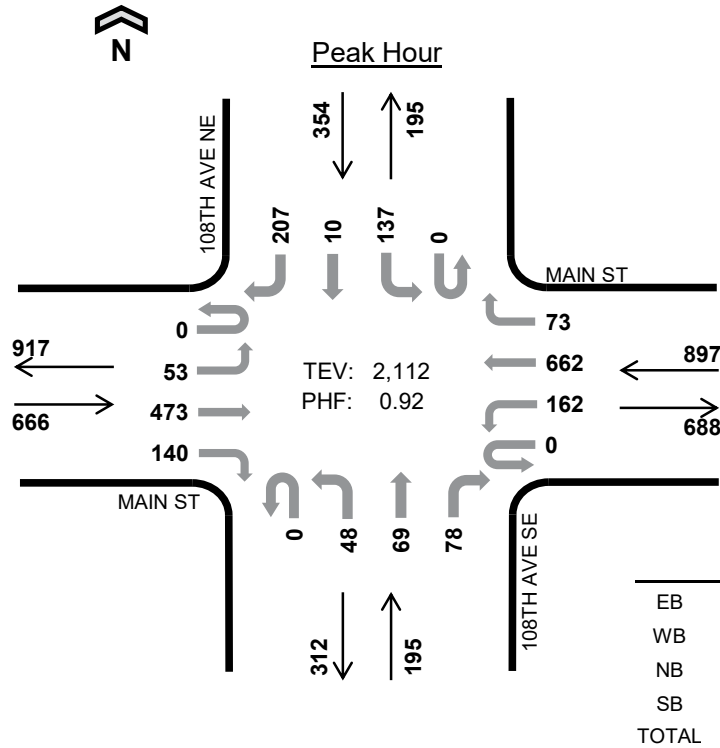
Interval Start	NE 2ND ST Eastbound				NE 2ND ST Westbound				108TH AVE NE Northbound				108TH AVE NE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	16	70	8	0	5	35	9	0	3	44	4	0	29	84	31	338	0
4:45 PM	0	22	81	10	0	1	26	7	0	10	28	5	0	32	81	36	339	0
5:00 PM	0	21	98	9	0	2	38	11	0	10	40	4	0	37	81	26	377	0
5:15 PM	0	8	90	17	0	2	38	6	0	4	40	4	0	28	100	33	370	1,424
5:30 PM	0	17	89	11	0	3	42	8	0	5	45	3	0	27	84	24	358	1,444
5:45 PM	0	15	68	8	0	6	32	8	0	8	39	4	0	28	78	36	330	1,435
6:00 PM	0	18	61	11	0	5	20	10	0	4	38	5	0	20	74	28	294	1,352
6:15 PM	0	14	64	10	0	7	34	7	0	4	38	4	0	16	71	29	298	1,280
Count Total	0	131	621	84	0	31	265	66	0	48	312	33	0	217	653	243	2,704	0
Peak Hour	0	68	358	47	0	8	144	32	0	29	153	16	0	124	346	119	1,444	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

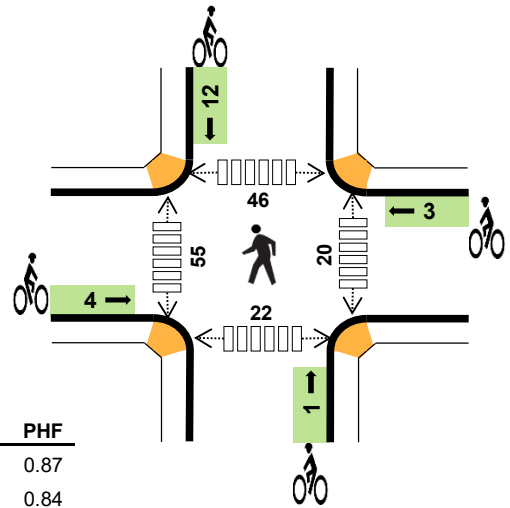
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	0	0	3	0	3	0	0	1	1	2	29	25	13	16	83
4:45 PM	0	1	0	5	6	1	0	0	4	5	39	35	9	24	107
5:00 PM	1	1	2	1	5	0	0	1	2	3	41	42	31	26	140
5:15 PM	0	2	1	3	6	0	0	0	5	5	27	31	18	8	84
5:30 PM	1	0	1	3	5	0	0	1	8	9	34	22	19	17	92
5:45 PM	1	1	1	2	5	2	0	0	5	7	27	25	26	16	94
6:00 PM	1	0	2	0	3	0	0	2	3	5	41	19	16	9	85
6:15 PM	0	0	0	3	3	0	1	0	3	4	28	15	20	20	83
Count Total	4	5	10	17	36	3	1	5	31	40	266	214	152	136	768
Peak Hour	2	4	4	12	22	1	0	2	19	22	141	130	77	75	423



108TH AVE SE MAIN ST



Date: Tue, Apr 24, 2018
 Count Period: 4:30 PM to 6:30 PM
 Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	1.2%	0.87
WB	0.6%	0.84
NB	2.1%	0.87
SB	1.7%	0.93
TOTAL	1.1%	0.92

Two-Hour Count Summaries

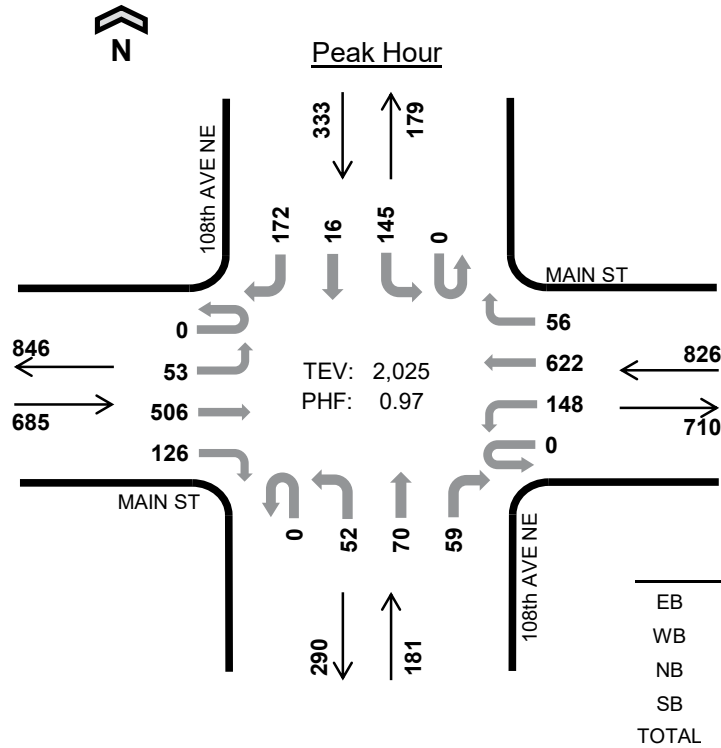
Interval Start	MAIN ST Eastbound				MAIN ST Westbound				108TH AVE SE Northbound				108TH AVE NE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	13	105	20	0	26	137	15	0	15	16	13	0	41	0	57	458	0
4:45 PM	0	8	128	29	0	35	164	16	0	14	15	13	0	37	5	55	519	0
5:00 PM	0	12	99	19	0	30	135	22	0	13	12	16	0	35	1	59	453	0
5:15 PM	0	15	133	38	0	43	201	23	0	13	15	16	0	33	4	40	574	2,004
5:30 PM	0	11	133	48	0	53	152	16	0	13	17	26	0	39	3	52	563	2,109
5:45 PM	0	15	108	35	0	36	174	12	0	9	25	20	0	30	2	56	522	2,112
6:00 PM	0	14	112	21	0	30	130	11	0	13	11	19	0	37	2	35	435	2,094
6:15 PM	0	9	106	19	0	27	129	13	0	10	17	15	0	27	2	40	414	1,934
Count Total	0	97	924	229	0	280	1,222	128	0	100	128	138	0	279	19	394	3,938	0
Peak Hour	0	53	473	140	0	162	662	73	0	48	69	78	0	137	10	207	2,112	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

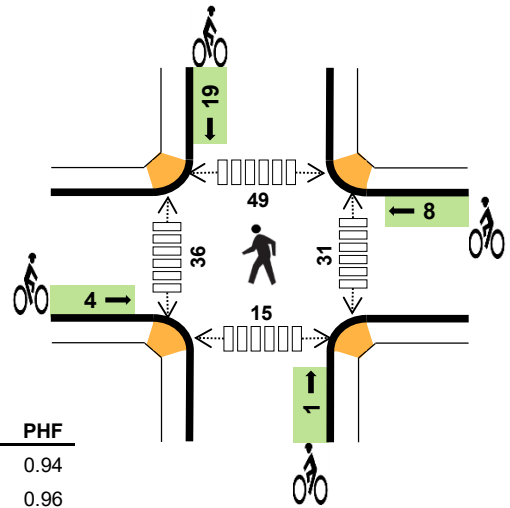
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	1	1	1	1	4	1	0	0	3	4	5	9	8	1	23
4:45 PM	0	0	1	2	3	2	0	0	4	6	7	15	7	8	37
5:00 PM	1	1	0	2	4	0	2	0	2	4	7	9	13	3	32
5:15 PM	2	2	0	1	5	0	0	0	5	5	4	16	8	11	39
5:30 PM	3	1	2	2	8	4	1	1	1	7	3	20	15	6	44
5:45 PM	2	1	2	1	6	0	0	0	4	4	6	10	10	2	28
6:00 PM	2	1	1	1	5	1	0	1	1	3	9	15	9	9	42
6:15 PM	1	0	0	1	2	5	0	1	2	8	14	13	6	8	41
Count Total	12	7	7	11	37	13	3	3	22	41	55	107	76	48	286
Peak Hour	8	5	4	6	23	4	3	1	12	20	20	55	46	22	143



108th AVE NE MAIN ST



Date: Tue, Oct 16, 2018
 Count Period: 4:30 PM to 6:30 PM
 Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	1.0%	0.94
WB	0.7%	0.96
NB	1.7%	0.79
SB	1.2%	0.91
TOTAL	1.0%	0.97

Two-Hour Count Summaries

Interval Start	MAIN ST Eastbound				MAIN ST Westbound				108th AVE NE Northbound				108th AVE NE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	22	128	21	0	25	143	12	0	9	9	8	0	28	2	52	459	0
4:45 PM	0	16	88	15	0	27	162	15	0	14	12	20	0	32	3	44	448	0
5:00 PM	0	16	130	36	0	40	151	16	0	6	19	13	0	30	2	52	511	0
5:15 PM	0	10	131	20	0	40	161	13	0	23	16	18	0	45	3	43	523	1,941
5:30 PM	0	16	126	40	0	33	161	14	0	13	19	16	0	36	5	38	517	1,999
5:45 PM	0	11	119	30	0	35	149	13	0	10	16	12	0	34	6	39	474	2,025
6:00 PM	0	12	101	19	0	31	156	12	0	11	14	14	0	32	1	35	438	1,952
6:15 PM	0	12	112	29	0	31	174	11	0	8	14	10	0	20	4	38	463	1,892
Count Total	0	115	935	210	0	262	1,257	106	0	94	119	111	0	257	26	341	3,833	0
Peak Hour	0	53	506	126	0	148	622	56	0	52	70	59	0	145	16	172	2,025	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	3	1	1	0	5	1	1	0	0	2	7	16	6	4	33
4:45 PM	0	0	1	3	4	3	0	0	4	7	2	11	3	0	16
5:00 PM	1	2	1	0	4	1	1	0	3	5	14	10	11	5	40
5:15 PM	4	1	0	1	6	3	2	0	6	11	7	7	17	2	33
5:30 PM	2	1	1	2	6	0	2	1	4	7	6	10	9	5	30
5:45 PM	0	2	1	1	4	0	3	0	6	9	4	9	12	3	28
6:00 PM	2	0	1	0	3	0	3	1	3	7	3	7	15	7	32
6:15 PM	1	1	0	2	4	1	0	0	3	4	12	10	17	9	48
Count Total	13	8	6	9	36	9	12	2	29	52	55	80	90	35	260
Peak Hour	7	6	3	4	20	4	8	1	19	32	31	36	49	15	131