

CITY OF BELLEVUE
NEIGHBORHOOD
SAFETY,
CONNECTIVITY &
CONGESTION LEVY

East Bellevue Demonstration Greenway

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PROJECT COMMUNICATIONS Project Webpage

East Bellevue Demonstration Greenway

The first project of its kind in Bellevue, the East Bellevue Demonstration Greenway is intended to make it easier for people to bicycle and walk around the neighborhood to reach nearby destinations. The two-mile long greenway ([map \(https://bellevuewa.gov/sites/default/files/media/pdf_document/2021/east-bellevue-greenway-map-with-traffic-circles.pdf\)](https://bellevuewa.gov/sites/default/files/media/pdf_document/2021/east-bellevue-greenway-map-with-traffic-circles.pdf)) was installed in late August and early September, 2021, along 166th and 165th avenues, from Southeast 14th Street to Northrup Way. The “demonstration” aspect of the project means the city used quick-build, low-cost treatments, and that residents are encouraged to provide feedback before, during and after installation.

Community feedback

Thanks to the more than 300 people who responded to a questionnaire that was live from September 2021 to Jan. 4, 2022. Once analyzed, the results of the questionnaire will be shared on this webpage.

Description



The greenway project ([map \(https://bellevuewa.gov/sites/default/files/media/pdf_document/2021/east-bellevue-greenway-map-with-traffic-circles.pdf\)](https://bellevuewa.gov/sites/default/files/media/pdf_document/2021/east-bellevue-greenway-map-with-traffic-circles.pdf)) treatments are intended to make it safer and more comfortable to bicycle and roll on the corridor. Improvements will include:

- Bicycle pavement markings such as sharrow symbols and green paint for higher visibility near busy road crossings
- Rapid-build traffic circles and associated pavement artwork at several locations
- Relocating stop signs at key intersections (see map) to minimize the number of stops for people biking and rolling
- Wayfinding signs directing people to nearby destinations
- New 20 mph speed limit signs (down from 25 mph)

The demonstration period will last approximately six months, until early 2022.

Depending on project results and feedback from residents, more permanent treatments – including speed bumps, concrete traffic circles and traffic diverters – may be added later as a separate project.

Request traffic safety yard signs

To raise awareness of traffic safety in neighborhoods, the city offers colorful neighborhood yard signs with traffic safety messages for people using the streets. To obtain one of the yards signs to place near your home or along the Greenway, please [request \(https://bellevuewa.gov/city-government/departments/transportation/safety-and-maintenance/traffic-safety/traffic-safety-request-forms/traffic-safety-yard-signs\)](https://bellevuewa.gov/city-government/departments/transportation/safety-and-maintenance/traffic-safety/traffic-safety-request-forms/traffic-safety-yard-signs) one. Additionally, as part of this project, the speed limit along the Greenway was reduced to 20 mph. To reinforce the new speed limit, the city offers “20 is Plenty” yard signs. If you’d like one of these, please contact John Murphy at jmurphy@bellevuewa.gov (<mailto:jmurphy@bellevuewa.gov>) or 425-452-6967.



Why a demonstration project?

The demonstration approach allows several benefits:

- Provides a low-cost, real-world opportunity to test a neighborhood greenway in Bellevue, and to implement improvements more rapidly and efficiently than traditional project delivery would allow.
- Encourages residents to provide feedback before, during and after installation.
- City staff can monitor traffic conditions and make quick adjustments, if needed.
- Helps to determine appropriate next steps before (potentially) making more expensive, permanent investments.

- Emphasizes data collection to better understand project benefits and impacts that could help guide the implementation of future greenways elsewhere in Bellevue.

Background

In 2020, the city launched [Bellevue Healthy Streets](https://bellevuewa.gov/city-government/departments/transportation/projects/neighborhood-projects/healthy-streets) (<https://bellevuewa.gov/city-government/departments/transportation/projects/neighborhood-projects/healthy-streets>), in which several streets – including the 165th/166th avenue corridor – were closed to non-local motor vehicle traffic to allow better physical distancing practices during the COVID-19 pandemic. The demonstration project builds on Healthy Streets. The 165th/166th avenue corridor also was identified as a bicycling route in the city's [2009 Pedestrian and Bicycle Transportation Plan](https://bellevuewa.gov/city-government/departments/transportation/planning/pedestrian-and-bicycle-planning/pedestrian-bicycle-implementation-initiative/pedestrian-bicycle-plan) (<https://bellevuewa.gov/city-government/departments/transportation/planning/pedestrian-and-bicycle-planning/pedestrian-bicycle-implementation-initiative/pedestrian-bicycle-plan>), listed in the city's 2016 Bicycle Rapid Implementation Program ([Project Idea NB-1](https://bellevuewa.gov/sites/default/files/media/pdf_document/PBII-BRIP-neighborhood-bikeway-project-ideas-april-2016.pdf) (https://bellevuewa.gov/sites/default/files/media/pdf_document/PBII-BRIP-neighborhood-bikeway-project-ideas-april-2016.pdf)) and noted as a potential next step in Bellevue's Healthy Streets [Evaluation Report](https://bellevuewa.gov/sites/default/files/media/pdf_document/2020/Healthy-Streets-Pilot-Evaluation-20201026.pdf) (https://bellevuewa.gov/sites/default/files/media/pdf_document/2020/Healthy-Streets-Pilot-Evaluation-20201026.pdf).

About neighborhood greenways

Also known as “neighborhood bikeways” or “bicycle boulevards” in other cities, neighborhood greenways include treatments that make it easier and safer to bicycle on low-speed streets. They typically include signs and pavement markings to clearly identify the bike route and may also include traffic calming measures to help lower vehicle speeds and reduce vehicle volumes.

Funding

The estimated cost of \$200,000 is funded by the voter-approved [Neighborhood Safety, Connectivity and Congestion Levy](https://bellevuewa.gov/city-government/departments/transportation/projects/transportation-levy-projects) (<https://bellevuewa.gov/city-government/departments/transportation/projects/transportation-levy-projects>), and by the Neighborhood Traffic Safety program.

Schedule

- Summer 2021: Construction started in late August and was completed in early September.
- Summer 2021 to early 2022: The demonstration period will last approximately six months, until early 2022.

Outreach material

- [Take the questionnaire mailer](https://bellevuewa.gov/sites/default/files/media/pdf_document/2022/EastBvueGreenwaySurveyMailer-TRN-21-6285r-WEB.pdf) (https://bellevuewa.gov/sites/default/files/media/pdf_document/2022/EastBvueGreenwaySurveyMailer-TRN-21-6285r-WEB.pdf) (Sept. 2021)
- [Notice of Installation mailer](https://bellevuewa.gov/sites/default/files/media/pdf_document/2021/Levy%20Bellevue%20DemonstrGreenway%20Notice-WEB-TRN-21-6240.pdf) (https://bellevuewa.gov/sites/default/files/media/pdf_document/2021/Levy%20Bellevue%20DemonstrGreenway%20Notice-WEB-TRN-21-6240.pdf) (Aug. 2021)
- [Stop sign repositioning map](https://bellevuewa.gov/sites/default/files/media/pdf_document/2021/east-bellevue-greenway-stop-sign-repositioning.pdf) (https://bellevuewa.gov/sites/default/files/media/pdf_document/2021/east-bellevue-greenway-stop-sign-repositioning.pdf) (Aug. 2021)
- Traffic circle decorative pattern [survey results](https://bellevuewa.gov/sites/default/files/media/pdf_document/2021/EastBvueDemoGreenwayTCircleResults.pdf) (https://bellevuewa.gov/sites/default/files/media/pdf_document/2021/EastBvueDemoGreenwayTCircleResults.pdf) (May 2021)
- [Project update](https://bellevuewa.gov/sites/default/files/media/pdf_document/2021/east-bellevue-greenway-project-update-mailer-040121.pdf) (https://bellevuewa.gov/sites/default/files/media/pdf_document/2021/east-bellevue-greenway-project-update-mailer-040121.pdf) (April 2021)

Contact

Chris Iverson

Telephone

[425-452-6461](tel:425-452-6461) (tel:425-452-6461)

Email

civerson@bellevuewa.gov (mailto:civerson@bellevuewa.gov)

Social Media



(<https://twitter.com/bvuetrans>)

APPENDIX

PROJECT COMMUNICATIONS April 2021 Mailer

Transportation Department
450 110th Avenue NE
PO Box 90012
Bellevue WA 98009-9012



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East Bellevue Neighborhood Demonstration Greenway



East Bellevue Neighborhood Demonstration Greenway

Share your thoughts on decorative treatments for planned traffic circles

Visit EngagingBellevue.com
April 19-May 7

Background

The City of Bellevue's first-ever Neighborhood Greenway is being planned for 165th and 166th avenues between SE 14th Street and Northrup Way. The Greenway builds on the success of the Healthy Streets pilot created during the summer of 2020. The program limited non-local traffic to provide more room for people to safely move while socially distancing during the COVID-19 pandemic. The pilot was positively received by the community and resulted in more people walking and biking.

April 2021

Lake trail on the south end – is being designed as a demonstration project to encourage continuous feedback from users and residents about their experiences. Treatments along the corridor will include:



Bicycle pavement markings will help guide cyclists along the designated greenway route and will indicate to motorists that bicyclists may be more present than other streets.



Neighborhood traffic circles will have posts to help slow vehicle traffic and decorative pavement markings to create placemaking in the neighborhood and enhance the riding experience on the greenway.



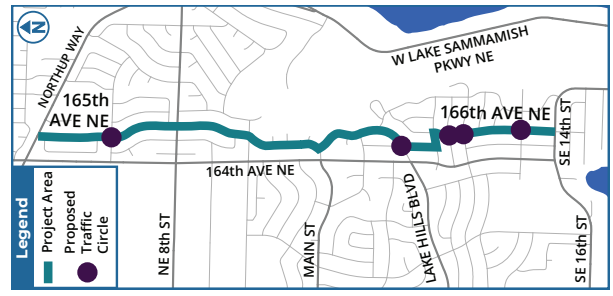
Bicycle wayfinding signage will be strategically placed signage to guide riders along the route and to nearby destinations and bicycling corridors.



Reduction in speed limit to 20 miles per hour (mph) from 25 mph will encourage safer bicycling conditions while deterring thru traffic.



Relocation of stop signs at key intersections to minimize the number of stops for people biking and rolling.



Similar to Healthy Streets, the East Bellevue Neighborhood Greenway will receive quick-build, low-cost treatments intended to make it more comfortable for people of all ages and abilities to safely bicycle, walk and roll. The nearly two-mile long greenway – which connects to the Lake to

East Bellevue Neighborhood Demonstration Greenway

Information
 정보
 सूचना
 425-452-6800
 Information
 معلومات
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 Information



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Title VI Notice to the Public: It is the City of Bellevue's policy to assure that no person shall on the grounds of race, color, national origin or sex, as provided by the Title VI of the Civil Rights Acts of 1964, be excluded from participating program and activities. Any person who believes his/her Title VI protection has been violated may file a complaint with the Title VI Coordinator. For Title VI complaint forms and advice, please contact the Title VI Coordinator at 425-452-4496.

What decorative treatment design would you like to see at the traffic circles?



"Bike" pattern



"Leaves" pattern



"Bricks" pattern



"Wheel spokes" pattern

There are five small neighborhood traffic circles planned for this corridor. Neighborhood traffic circles help to reduce vehicle speeds and collisions. The traffic circles will include decorative pavement markings and we would like your feedback on design concepts. Here are two ways to share your thoughts:

- Go to EngagingBellevue.com, select East Bellevue Neighborhood Greenway and take a quick survey OR
- Contact **Chris Iverson**, project manager, at 425-452-6461 or civerson@bellevuewa.gov.

Feedback will be accepted from April 19 to May 7.

The decorative treatment that receives the most support will be installed at all locations. Traffic circle locations will be determined as the project's design reaches completion.

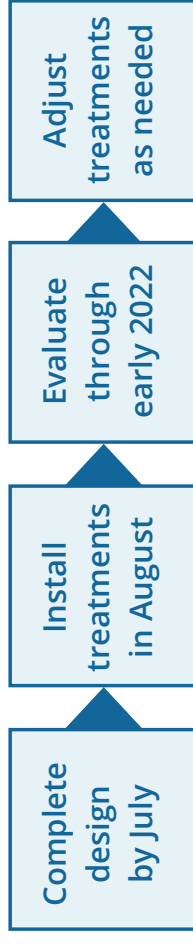
What is a neighborhood greenway?

Neighborhood greenways are a new concept to Bellevue. Also known as neighborhood bikeways and bicycle boulevards in other cities, these streets include treatments which make it easier and safer to bicycle on low-speed local streets. Neighborhood greenways, at a minimum, include signs and pavement markings – such as sharrow – to clearly identify the bike route to all road users. Many greenways include traffic calming measures that help to manage vehicle speeds and lower vehicle volumes. In that way, the treatments also provide a safety benefit for people who walk.



Source: PedBikeImages.org
Credit: Russ Roca

Project Scedule



*Construction schedules are subject to change and often do.

Funding

Funding for design and construction comes from various Transportation Department programs, including the voter-approved Neighborhood Safety, Connectivity and Congestion Levy. Estimated cost is \$200,000.

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PROJECT COMMUNICATIONS August 2021 Mailer

Notice of Installation

East Bellevue Demonstration Greenway

Installation begins in late August



August 2021

The City of Bellevue is installing its first-ever neighborhood greenway along 165th and 166th avenues between SE 14th Street and Northrup Way. As a neighbor living near the East Bellevue Demonstration Greenway (Greenway) or someone who travels it, we want to hear your feedback.

The Greenway will be completed with quick-build, low-cost treatments intended to make it more comfortable for people of all ages and abilities to safely bicycle, walk and roll. The nearly two-mile long greenway – which connects to the Lake to Lake Trail on the south end – is designed as a demonstration project to encourage continuous feedback from users and residents about their experiences.

Following installation, an online survey will launch in September at [EngagingBellevue.com/east-bellevue-greenway](https://www.bellevue.gov/EngagingBellevue.com/east-bellevue-greenway). The user feedback questionnaire will be an opportunity to share your observations and experiences with us. You'll receive a friendly reminder in the mail about the questionnaire.

Treatments along the corridor include:



Pavement markings to raise awareness of bicyclists on the greenway route



Traffic circles with posts and leaf-patterned decorative pavement markings at five intersections:

- 166th Avenue SE and SE 12th Street
- 166th Avenue SE and SE 9th Street
- 166th Avenue SE and SE 8th Street
- 165th Avenue SE and Lake Hills Boulevard
- 165th Avenue NE and NE 12th Street



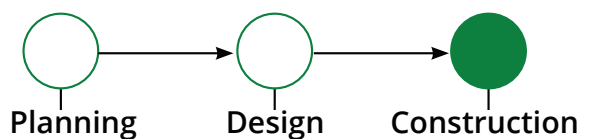
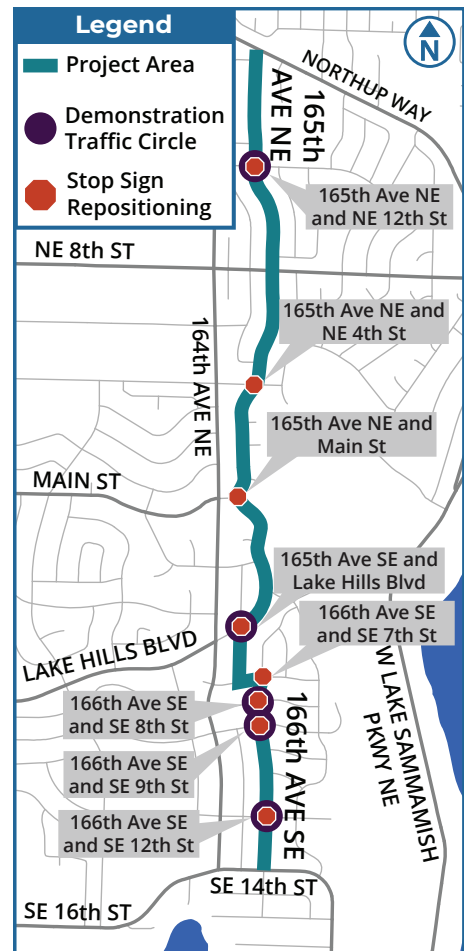
Wayfinding signage to direct users to nearby destinations



Reduction in speed limit from 25 mph to 20 mph



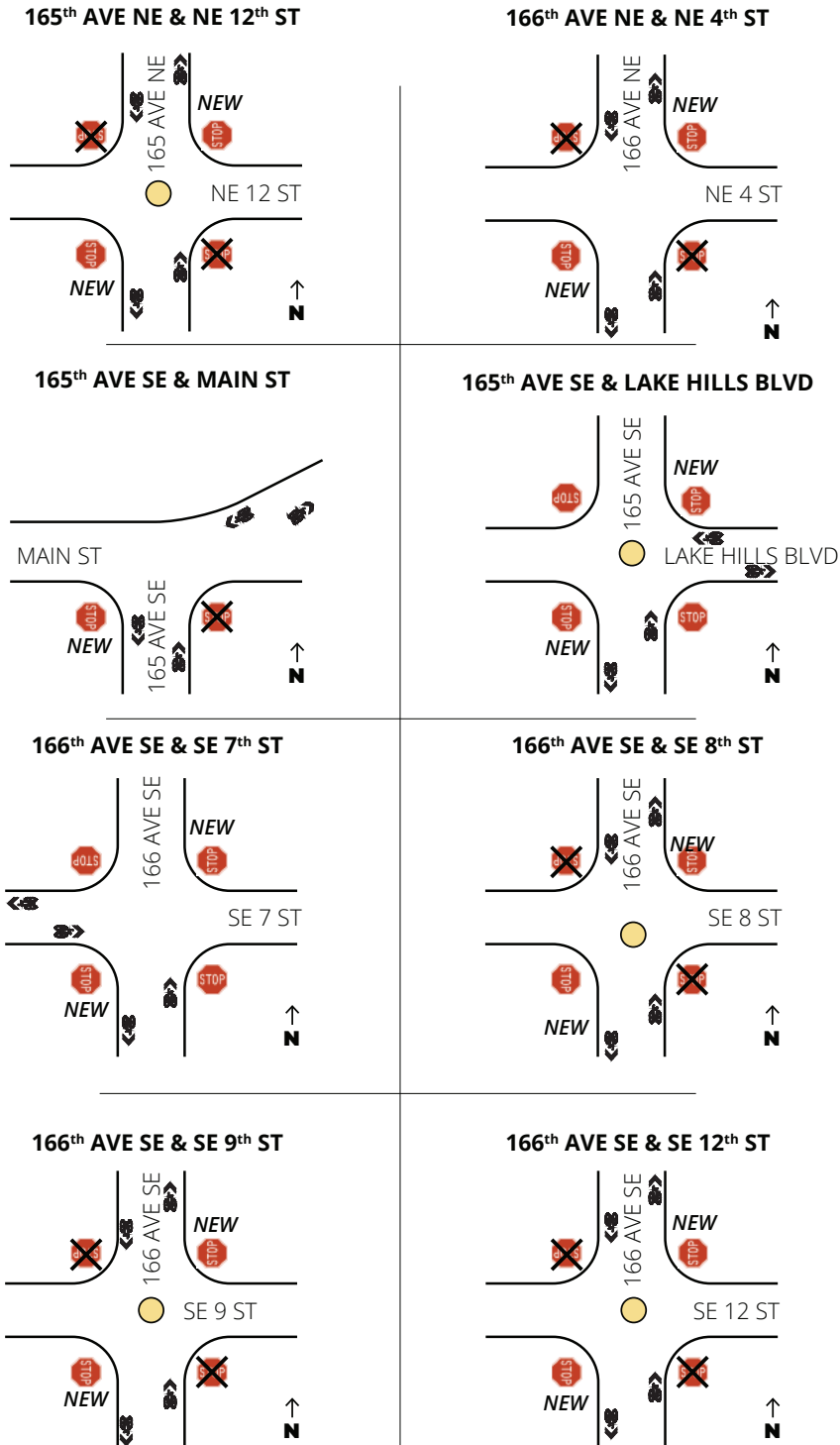
Relocation of stop signs at key intersections to minimize the number of stops for bicyclists (See page 2 for locations)



Stop sign relocation

Stop sign placements will be modified at several intersections along the Greenway route. In these locations, signs may be switched to stop traffic in the east-west direction, rather than the north-south direction. Some locations may become all-way stops. These changes will minimize stops required for cyclists moving along the corridor.

East Bellevue Demonstration Greenway Stop Sign Repositioning



LEGEND	
	Existing stop sign; no change
	Existing stop sign; to be removed
	NEW No existing stop sign; to be added
	New paint-and-post traffic circle
	Path of greenway

Construction schedule

- **Schedule:** Construction begins late August/early September and is expected to be complete within 3 to 5 days.
- **Traffic control:** Temporary impacts to traffic may occur during signage and pavement marking installations.
- **Work hours:** Mon.-Fri., 7 a.m.-6 p.m.
- **Impacts:** Construction activities may be noisy at certain times during the day. Depending on weather, pavement marking treatments may emit a distinctive odor for a short period of time during installation.

Funding

Funding comes from various Transportation Department programs, including the voter-approved Neighborhood Safety, Connectivity and Congestion Levy. Estimated cost is \$200,000.

Support safety in your neighborhood! Request a yard sign.

Yard signs that indicate “20 is Plenty,” along with other safety messages, are available to community members, by request, via the project webpage (listed below).



Information

BellevueWA.gov/east-bellevue-greenway

Robert Bellefeuille, construction manager, 425-452-4374, | rbellefeui@bellevuewa.gov

Chris Iverson, project manager | 425-452-6461 | civerson@bellevuewa.gov

Information

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425-452-6800
సమాచారం Thông Tin
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اطلاعات Информација



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PROJECT COMMUNICATIONS September 2021 Mailer



Transportation Department
 450 110th Avenue NE
 PO Box 90012
 Bellevue WA 98009-9012

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Notice of Installation

East Bellevue
 Demonstration Greenway
 Coming later this month



Five traffic circles within the East Bellevue Demonstration Greenway will have leaf-patterned decorative treatments.

In September, please visit EngagingBellevue.com/east-bellevue-greenway to share your observations and experiences. We'll keep the questionnaire open through early 2022.

Provide feedback about the new bike route.

CITY OF BELLEVUE
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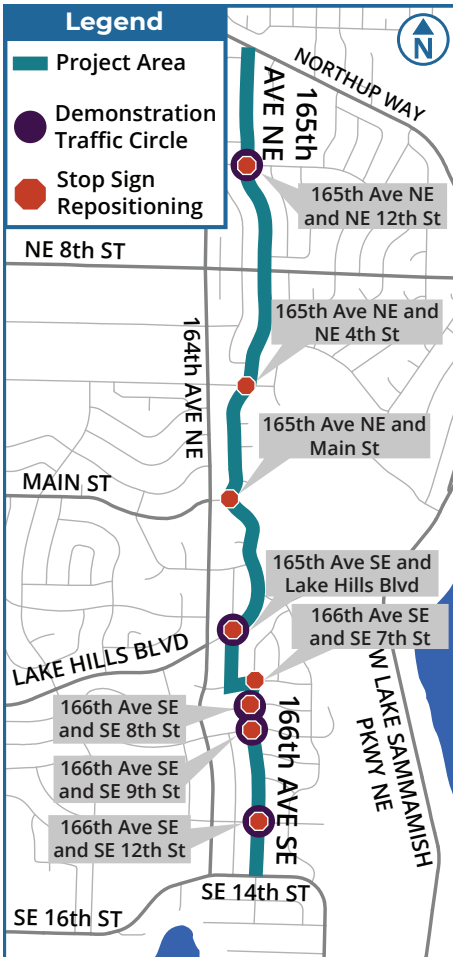
What do you think of the Greenway improvements?



September 2021



Now that we've installed the East Bellevue Demonstration Greenway, we'd like to know what you think. Scan the QR code to complete a questionnaire or go to [EngagingBellevue.com/east-bellevue-greenway](https://engagingbellevue.com/east-bellevue-greenway). The Greenway includes the following features to make it easier for people to bicycle around the neighborhood and reach nearby destinations.



Bike pavement markings



Decorative traffic circles with posts



Wayfinding signs



Lower speed limit



Stop sign repositioning

Cuál es su opinión respecto a las mejoras en Greenway?

Denos su opinión en línea en <https://bit.ly/3fV8Z3q>

您如何看待 Greenway 的改善措施？

请在线告诉我们

<https://bit.ly/3jMdkHb>

您對綠道的完善提升有何建議？

請線上告知我們

<https://bit.ly/3CCVsHn>

గోల్డ్ వే మరుగుదలల గురించి

మీరు ఏమీ అనుకుంటున్నారా?

వద్ద ఆన్లైన్లో మకు చివ్పండి

<https://bit.ly/3jJVVPv>

आप ग्रीनवे के सुधारों को लेकर क्या सोचते हैं?

हमें इस पर ऑनलाइन बताएं

<https://bit.ly/3yHcAJx>

Что вы думаете об улучшениях Greenway?

Свяжитесь нами онлайн

по адресу

<https://bit.ly/37x1qvc>



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What do you think of the East Bellevue Demonstration Greenway improvements?

Tell us online at EngagingBellevue.com

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Information

425-452-6800

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Chris Iverson, project manager | 425-452-6461 | civerson@bellevuewa.gov
BellevueWA.gov/east-bellevue-greenway

Information



Tell us online at
EngagingBellevue.com

What do you think of the Greenway improvements?



APPENDIX

PROJECT COMMUNICATIONS News Release: September 2021

[City of Bellevue \(/\)](#) / [City News \(/city-news/\)](#) / Wanted: Feedback on city's new demonstration greenway

Wanted: Feedback on city's new demonstration greenway

Published September 8 2021

The city's first neighborhood greenway has opened on 165th and 166th avenues in East Bellevue, and we want to know what you think of the project, which aims to create a safer, more comfortable corridor for people to walk and bicycle through the neighborhood.

Please respond to a short questionnaire at [EngagingBellevue.com/east-bellevue-greenway](https://www.engagingbellevue.com/east-bellevue-greenway) (<https://www.engagingbellevue.com/east-bellevue-greenway>). Feedback will help determine whether to keep or refine project features, and will provide insights for use in planning future greenways. The questionnaire, available in seven languages, takes 5-10 minutes to complete and will be live through January 2022.

The two-mile long greenway runs from Southeast 14th Street to Northup Way. The "demonstration" aspect means quick-build, low-cost treatments have been temporarily installed and soliciting community feedback is an important part of the project. Features of the [East Bellevue Demonstration Greenway](https://bellevuewa.gov/city-government/departments/transportation/projects/neighborhood-projects/east-bellevue) (<https://bellevuewa.gov/city-government/departments/transportation/projects/neighborhood-projects/east-bellevue>) include:

- Bicycle pavement markings to raise awareness about bicyclists in the corridor
- Rapid-build, decorative traffic circles at five intersections
- Stop sign repositioning at key intersections
- Speed reduction to 20 mph from 25 mph
- Wayfinding signs directing people to nearby destinations

Also known as "neighborhood bikeways" or "bicycle boulevards" in other cities, Bellevue's greenway project builds on last year's Healthy Streets pilot, where some streets, including the 165th/166th avenue corridor, were closed to non-local vehicle traffic to allow better physical distancing in response to the pandemic. The 165th/166th avenue greenway route has been identified in the city's long-range transportation plans for more than a decade.



APPENDIX

PROJECT COMMUNICATIONS It's Your City: June 2021

West Bellevue

105th Ave. SE Sidewalk

Build new sidewalk on the east side of 105th Avenue Southeast between Southeast Wolverine Way and Main Street, and a raised crosswalk at Southeast Cliff Place. Install parking spaces where feasible. Construction begins in July. Levy funding (\$600,000).
Vanessa Humphreys, vhumphreys@bellevuewa.gov

97th Pl. SE and SE 11 St. Slope Stabilization Project

Stabilize roadway with a new retaining wall. Design underway; construction in 2022. Funding from Major Maintenance Program and two federal grants (\$1.9 million).
Chris Masek, cmasek@bellevuewa.gov

SE Eighth St. Buffered Bike Lanes

Add buffers to existing striped bike lanes on Southeast Eighth Street from 112th Avenue Southeast to west of 114th Avenue Southeast. Installation, as part of the annual paving program, expected this summer. Levy funding (\$25,000).
Sara Haile, shaile@bellevuewa.gov

110th Ave. SE Sidewalk – SE 1st to Main St.

Build new sidewalk on the west side of 110th Avenue Southeast between Southeast First and Main streets. Design is underway. Station Area Planning Implementation (\$200,000).
Vanessa Humphreys, vhumphreys@bellevuewa.gov

Wilburton

Wilburton Corner Street Lighting

Install up to six new LED streetlights on existing PSE utility poles at select intersections of neighborhood streets in the Wilburton area. Ongoing electricity costs will be paid by the city. Anticipated project completion this fall. Funding from NEP (\$20,000).
Max Scheideman, mscheidema@bellevuewa.gov

Woodridge/Wilburton

Lake Hills Connector and SE Eighth St. Improvements

Install second left turn lane on northbound Lake Hills Connector to westbound Southeast Eighth Street. Design underway; construction anticipated in 2022. Levy funded (\$1.9 million).
Sara Haile, sahaile@bellevuewa.gov

Various locations

Radar Signs and Flashing Beacon Upgrades

Install five new radar signs and upgrade nine existing school zone flashing beacons. Construction expected in late summer. Funding from Major Maintenance and NTSS programs (\$465,000).
Chris Masek, cmasek@bellevuewa.gov



Citywide Crosswalk Improvements

Add flashing beacons to mid-block crossings at the following locations. Construction expected in late summer. NEP, Levy and traffic operations funding (\$420,000).

- Northeast 24th Street and State Route 520 trail. (Bridle Trails)
Ellen Webster, ewebster@bellevuewa.gov
- 156th Avenue Southeast and Southeast Fourth Street. (Lake Hills)
Ellen Webster, ewebster@bellevuewa.gov
- 100th Avenue Northeast and Northeast 12th Street (Northwest Bellevue) *Darcy Akers, dakers@bellevuewa.gov*

East Bellevue Demonstration Greenway

Install quick-build, low-cost treatments along 166th and 165th avenues, from Southeast 14th Street to Northup Way, to make it safer and more comfortable to bicycle and roll on the corridor. Treatments include bike markings, traffic circles, stop sign relocations, wayfinding signs and lower speed limit. Installation in late summer. Online survey to seek user experiences and neighborhood observations. (Lake Hills, Northeast Bellevue and West Lake Sammamish). Levy and NTSS funding (\$200,000).
Chris Iverson, civerson@bellevuewa.gov

Safer crosswalk style coming to signalized intersections citywide

By David Grant, Public Information Officer

Bellevue is going continental, but not in the way you might think. Gradually, over the next few years, the city's Transportation Department will transition to "continental" crosswalks at all 210 signalized intersections citywide.

Currently, crosswalks at signalized intersections (the ones with traffic lights) are a style called "traverse" – two parallel lines that run from one side of a street to the other, perpendicular to the roadway being crossed. Continental-style crosswalks, by contrast, include several white bars that are parallel to each other and parallel to the roadway being crossed.

The continental-style crosswalks already are used at mid-block crossings and other locations citywide. Research shows continental

crosswalks are safer, providing better visibility for drivers than traverse crosswalks.

Other cities in the region have already moved away from parallel-bar crosswalks; Bellevue is an outlier, still using them at signalized intersections. Changing the city's crosswalk standard will increase the consistency of pavement markings across the region.

Most of the pavement markings for the city's 750-plus crosswalks at signalized intersections citywide are made of thermoplastic, rather than painted on. It typically costs approximately \$2,500 to install one new crosswalk.

The new crosswalk pavement markings will be phased in over time as new development takes place, roadways are repaved and through other, smaller projects.



Traverse (parallel bar) crosswalk presently seen in Bellevue.



Continental crosswalk to be implemented at signalized intersections.

APPENDIX

PROJECT COMMUNICATIONS It's Your City: October 2021


CITY CONTACTS

Many city facilities remain closed at this time.

City Hall	450 110th Ave. NE / P.O. Box 90012, Bellevue, WA 98009-9012
Service First (general information)	425-452-6800
City of Bellevue website	BellevueWA.gov
City Council Office	425-452-7810

City Offices

City Clerk's Office and Public Records:	425-452-6464
City Manager:	425-452-7228
Community Development	425-452-7892
Conflict Resolution Center	425-452-4091
Crossroads Mini City Hall	425-452-2800
Development Services	425-452-6800
New permit applications	425-452-4898
Inspection requests, application and status, pay fees	425-452-6875
Simple permits, inspection requests	MyBuildingPermit.com
Application and inspection status	MyBuildingPermit.com
Code Compliance	425-452-2047
Diversity Program	425-452-7886
East Bellevue Community Council:	425-452-6806
1st Tuesday each month, 6:30 p.m.	
Lake Hills Clubhouse, 15230 Lake Hills Blvd.	
Fire Emergency Only	911
Fire Non-Emergency	
Business and Information	425-452-6892
Inspection	425-452-4254
Fire prevention	425-452-6872
Human Resources	425-452-6838
Information Technology	425-452-4626
Neighborhood Outreach	425-452-6836
Parks & Community Services	
Aging Services	425-452-4200
Recreation Program Registration/Parks Info	425-452-6885
Youth Sports	425-452-6885
Ballfield Rental	425-452-6914
Picnics/Facility Rentals	425-452-6914
Park Maintenance	425-452-6855
Human Services	425-452-6884
Probation	425-452-6956
Community Centers	
Crossroads Community Center	425-452-4874
Highland Community Center	425-452-7686
North Bellevue Community Center	425-452-7681
Northwest Arts Center	425-452-4106
South Bellevue Community Center	425-452-4240
Marina	425-452-4883
Police Emergency Only	911
Police Non-Emergency	
Crossroads Station	425-452-2891
Factoria Station	425-452-2880
Complaints and Information	425-452-6917
Crime Prevention: Commercial	425-452-2979
Crime Prevention: Residential	425-452-6915
Transportation	
Administration/Information	425-452-6856
Utilities	
Administration/Information	425-452-6932
Billing/Customer Service	425-452-6973
Water, Sewer and Street Maintenance & Emergency	425-452-7840
Other Numbers (Not city government)	
Regional Animal Services of King County	206-296-PETS
Republic Services (recycling, yard debris, garbage)	425-452-4762
Metro Transit/Sound Transit	206-553-3000

 For alternate formats, interpreters, or reasonable accommodation requests please phone at least 48 hours in advance 425-452-4448 (voice) or email ciosso@bellevuewa.gov. For complaints regarding accommodations, contact City of Bellevue ADA/Title VI Administrator at 425-452-6168 (voice) or email ADATitleVI@bellevuewa.gov. If you are deaf or hard of hearing dial 711. All meetings are wheelchair accessible.

It's Your City is published for people who live or work in Bellevue. For questions or comments about this publication, contact Claude Iosso, 425-452-4448 or ciosso@bellevuewa.gov.

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East Bellevue Demo Greenway



A bicyclist and her dog round a recently installed, decorative traffic circle at 165th Avenue Southeast and Lake Hills Boulevard, part of the East Bellevue Demonstration Greenway.

The greenway treatments, intended to make it safer and more comfortable to bicycle and roll on the corridor, include:

- Bicycle pavement markings such as “sharrows” and green paint for higher visibility near busy road crossings
- Rapid-build traffic circles and associated pavement artwork at several locations
- Relocated stop signs at key intersections to minimize the number of stops for people biking and rolling
- Wayfinding signs directing people to nearby destinations
- New 20 mph speed limit signs (down from 25 mph)

The demonstration period will last approximately six months, until early 2022.

Depending on project results and feedback from residents, more permanent treatments—including speed bumps, concrete traffic circles and traffic diverters—may be added later as a separate project.

We'd like to know what you think of the city's first greenway. When you have a moment, we invite you to respond to a short questionnaire at EngagingBellevue.com/east-bellevue-greenway.



Use the MYBELLEVUE app to request services, access city news, check out jobs and view social media. Download it today.
BellevueWA.gov/MyBellevue



APPENDIX

PUBLIC FEEDBACK Public Questionnaire Analysis

East Bellevue Demonstration Greenway – Feedback Questionnaire

City staff developed a questionnaire to gather community feedback on the effectiveness of the greenway treatments, as well as the potential for future design alterations and application in other neighborhood streets. The questionnaire was open for responses on the Engaging Bellevue platform from September 5, 2021 through January 4, 2022. A total of 251 community members participated.

WHO DID WE HEAR FROM?

The following provides a breakdown of questionnaire respondent demographics:

Responses by Neighborhood:

- 50% of questionnaire respondents stated they reside in the Lake Hills Neighborhood
- 14% reside in Northeast Bellevue
- 12% reside in the Crossroads Neighborhood
- Each of the remaining options all had 3% or less total response rate

Most Common Way of Travelling within Bellevue:

- 83% of questionnaire respondents stated 'Driving' is their most common way of travelling within the City of Bellevue
- 7% said 'Walking', 6% said 'Biking', 2% said 'Taking Transit' and 2% said 'Ridesharing (e.g. Uber, Lyft)'

Travel Along the Greenway (respondents could choose more than one answer):

- 37% 'Driving'
- 32% 'Walking'
- 21% 'Biking'
- 7% 'I don't travel on the Greenway corridor'
- 2% remaining responses ('Taking Transit', 'Ridesharing (e.g. Uber, Lyft)', 'Other (please specify)')

Proximity to the Greenway:

- 47% of respondents stated they live 'A few blocks from the Greenway'
- 23% live 'On the Greenway', 16% 'More than a few blocks from the Greenway', and 14% 'Do not live near the Greenway'

BICYCLING AROUND BELLEVUE AND THE GREENWAY

Results after 1 Month (October 5, 2021)	Results at Closure of Questionnaire (January 5, 2022)
44% of respondents ride a bike within Bellevue	47% of respondents ride a bike within Bellevue
Of these respondents:	Of these respondents:
<ul style="list-style-type: none"> 45% feel safe/comfortable riding a bike within Bellevue 43% DO NOT feel safe/comfortable riding a bike within Bellevue 12% had a neutral opinion on their feeling of safety and comfort 32% bike along the Greenway 'a few times a month' 32% bike along the Greenway 'a few times a week' 31% bike along the Greenway 'Rarely' or 'Never' 4% bike along the Greenway 'Daily' 	<ul style="list-style-type: none"> 46% feel safe/comfortable riding a bike within Bellevue 43% DO NOT feel safe/comfortable riding a bike within Bellevue 11% had a neutral opinion on their feeling of safety and comfort 34% bike along the Greenway 'a few times a week' 34% bike along the Greenway 'Rarely' or 'Never' 29% bike along the Greenway 'a few times a month' 3% bike along the Greenway 'Daily'

PERCEPTIONS OF THE GREENWAY TREATMENTS FROM PEOPLE BICYCLING ALONG THE ROUTE

As a person who has bicycled on the Greenway Route, I...	Agree		Disagree		Neither	
	Oct. 5	Jan. 5	Oct. 5	Jan 5.	Oct. 5	Jan 5.
...feel safer bicycling on the Greenway route with the new treatments:	62%	68%	26%	21%	12%	11%
...feel more comfortable around people walking and driving:	59%	57%	28%	23%	13%	17%
...can easily navigate the traffic circles on my bike:	68%	73%	16%	16%	16%	9%
...have noticed that vehicles move slower with the new treatments:	38%	36%	41%	35%	21%	28%
...can easily navigate the Greenway route using the new wayfinding signs:	66%	69%	16%	15%	18%	15%

PRIMARY REASON FOR BICYCLING ALONG THE GREENWAY

- 63% - 'For exercise/recreation'

SELECTION OF OPEN-ENDED COMMENTS

- "I'm excited that there's a safe route for pleasure bike riding near my home, as well as a safe bike commuter route alternative to 164th Ave."
- "This Greenway is better than nothing but still doesn't physically block inattentive drivers from running you over. I even had one driver tailgate me and honk at me (while I was riding nearly 20 mph) in this new Greenway."

- *"I fully support safe biking efforts. However, 164th Avenue NE already has a bike lane. People can and did bike on residential streets bikeway or no bikeway because there is less traffic – no marking was needed."*
- *"I bike commute on 164th, and this quieter nearby alternative is a good model for others like it. I much prefer the new greenway to the straight line ride on 164th."*
- *"You picked a much hillier route than cyclists typically use. This will limit use. We desperately need a route N/S through the city which is west of 140th."*
- *"I really appreciate that the stop signs were shifted away, so that it's possible to bike at a reasonable speed through the greenway."*

WALKING AROUND BELLEVUE AND THE GREENWAY

Results after 1 Month (October 5, 2021)	Results at Closure of Questionnaire (January 5, 2022)
93% walk within Bellevue	94% walk within Bellevue
Of these respondents:	Of these respondents:
<ul style="list-style-type: none"> 68% feel safe/comfortable walking within Bellevue 22% DO NOT feel safe/comfortable walking within Bellevue 10% had a neutral opinion on their feeling of safety and comfort 	<ul style="list-style-type: none"> 69% feel safe/comfortable walking within Bellevue 21% DO NOT feel safe/comfortable walking within Bellevue 10% had a neutral opinion on their feeling of safety and comfort
<ul style="list-style-type: none"> 37% walk along the Greenway 'Rarely' or 'Never' 32% walk along the Greenway 'a few times a month' 23% walk along the Greenway 'Daily' 8% walk along the Greenway 'a few times a week' 	<ul style="list-style-type: none"> 40% walk along the Greenway 'Rarely' or 'Never' 27% walk along the Greenway 'Daily' 21% walk along the Greenway 'a few times a week' 12% walk along the Greenway 'a few times a month'

PERCEPTIONS OF THE GREENWAY TREATMENTS FROM PEOPLE WALKING ALONG THE ROUTE

As a person who has walked along on the Greenway Route, I...	Agree		Disagree		Neither	
	Oct. 5	Jan. 5	Oct. 5	Jan 5.	Oct. 5	Jan 5.
...feel safer walking on the Greenway route with the new treatments:	33%	37%	48%	44%	19%	18%
...feel more comfortable around people bicycling and driving:	29%	29%	50%	49%	21%	22%
... have noticed that vehicles move slower with the new treatments:	31%	31%	52%	49%	17%	20%
...can easily navigate the Greenway route using the new wayfinding signs:	52%	53%	26%	35%	22%	20%

PRIMARY REASON FOR WALKING ALONG THE GREENWAY

- 71% - 'For exercise/recreation'

SELECTION OF OPEN-ENDED COMMENTS

- "We could really use sidewalks, but I understand how expensive and time consuming those are. This is a great start."
- "Would love to see a flashing light option for the pedestrian crosswalk on NE 8th [Street]."
- "I have walked (sometimes with a stroller or carrying children or kids on bikes) and driven the length of the greenway for years as I live adjacent to it. It's always been quiet and safe. I'm not sure how much the changes add to the experience/safety of the corridor but am not opposed to them."

- *“It would be valuable to have more permanent solutions for pedestrians. Sidewalks or designated road space that could not be parked in would increase safety.”*
- *“I know sidewalks are expensive, but that’s really the only way I feel safe as a pedestrian. [The] Greenway is a good option for bicycle traffic.”*

DRIVING AROUND BELLEVUE AND THE GREENWAY

Results after 1 Month (October 5, 2021)	Results at Closure of Questionnaire (January 5, 2022)
95% drive within Bellevue	96% drive within Bellevue
Of these respondents:	Of these respondents:
<ul style="list-style-type: none"> • 36% drive along the Greenway 'daily' • 34% drive along the Greenway 'rarely' or 'never' • 20% drive along the Greenway 'a few times a week' • 10% drive along the Greenway 'a few times a month' 	<ul style="list-style-type: none"> • 36% drive along the Greenway 'rarely' or 'never' • 34% drive along the Greenway 'daily' • 18% drive along the Greenway 'a few times a week' • 12% drive along the Greenway 'a few times a month'

PERCEPTIONS OF THE GREENWAY TREATMENTS FROM PEOPLE DRIVING ALONG THE ROUTE

As a person who has driven along on the Greenway Route, I...	Agree		Disagree		Neither	
	Oct. 5	Jan. 5	Oct. 5	Jan. 5	Oct. 5	Jan. 5
...feel that lowered speed limits enhance overall safety along the corridor:	42%	46%	48%	43%	10%	11%
...am more aware of bicycles and pedestrians along the corridor:	44%	47%	29%	37%	27%	16%
...slow down when driving through the intersections with traffic circles:	65%	67%	17%	17%	18%	16%

SELECTION OF OPEN-ENDED COMMENTS

- "The greenway improvements require drivers to slow down and pay more attention to pedestrians and bicyclists, which is a very good idea in residential neighborhoods."
- "Since 166th [Ave NE] now has a reduced speed limit, I have noticed new vehicles and trucks speeding along 167th [Ave NE] to get to SE 14th."
- "As someone who lives on the greenway and uses it daily, I see a big difference in speeds along the greenway."
- "I have noticed several cars treating the new stop sign orientations as yield signs, particularly at [NE] 8th [Street] and [NE] 9th [Street]."
- "I have not seen a reduction in the speed of cars on the greenway (cars still travel at 25 mph or higher). Maybe radar speed indicators could help people slow down. Possibly enforcing the new speed limit would help."

DESIGN TREATMENTS: WAYFINDING SIGNAGE

Would you like to see the wayfinding signs...	Kept the Same		Removed		Refined		No Opinion	
	Oct. 5	Jan. 5	Oct. 5	Jan. 5	Oct. 5	Jan. 5	Oct. 5	Jan. 5
	35%	36%	22%	20%	14%	13%	29%	32%

If a respondent selected 'Refined' they were asked to provide a comment. A selection of these are organized by theme below:

- **Confusion over how to navigate traffic circles (people turning left vs going right and around)**
 - *"When I bike and walk around them I feel more in danger than before since I cannot anticipate how or where the car will travel through them."*
 - *"Need better markers showing directions for driving around the roundabouts"*
 - *"Put up the signs showing vehicles traveling to the right around the circle properly."*
- **Signs that notify Greenway users when they are approaching a busy cross street**
 - *"Warning signs are required for NE 8th Street."*
- **Difficulty reading wayfinding signage if cycling or driving**
 - *"The print seems small to see from a car."*
 - *"Make them bigger. For someone who is not walking those boards are unreadable"*
- **Clearer direction regarding when to turn to stay on Greenway alignment**
 - *"In the part of the Greenway that shifts from 166th to 165th, the signing could be refined a little. There is indeed a left-turning sharrow (166th northbound), but I think there's only one, and the sign is rather subtle."*
 - *"More signage, please. I appreciate the arrows on the road, and the signs available, but more are needed! My husband and I drove the route today to preview the route, and had difficulty staying on route even with a map. I'm excited the route is there. More signs please."*
 - *"These are good, but the greenway signs in Seattle have a bolder arrow that is below the greenway sign."*
 - *"I missed the turns the first time. Need visible turn signs in addition to the paint on the street."*
 - *"There are a couple of turns where I still make mistakes. SE 7th some and especially Lake Hills Blvd."*
- **Connections to other nearby bike/ped infrastructure**
 - *"There needs to be more telling you how to get to the trail on the north end."*
 - *"The signs should change to allow bikers to find and take the greenway instead of directing them along roads such as 164th."*

DESIGN TREATMENTS: PAVEMENT MARKINGS

Would you like to see the pavement markings...	Kept the Same		Removed		Refined		No Opinion	
	Oct. 5	Jan. 5	Oct. 5	Jan. 5	Oct. 5	Jan. 5	Oct. 5	Jan. 5
	38%	41%	25%	24%	18%	17%	18%	18%

If a respondent selected 'Refined' they were asked to provide a comment. A selection of these are organized by theme below:

- **Not enough turning sharrow**
 - "It's rare to see a turning sharrow."
 - "...add another sharrow or two when the Greenway turns (and the street doesn't) -- 166th to 165th shift."
 - "Better arrows for turns to help mark the trail."
- **Pavement markings communicating lowered speed limit**
 - "Add the lower speed limit to the street."
 - "There need to be more 20 MPH markings along the Greenway. There is no 20 MPH markings from Main St. to NE 4th on the 165th Ave. NE."
 - "Post speed limits on pavement"
- **Pavement markings for better communication of how to use traffic circles**
 - "Is it possible to paint arrows showing traffic going around the circle to the right? I don't think half the people in the city know how to drive around a roundabouts correctly"
- **Green zebra crossings for bikes**
 - "More green crosswalks for bikes with stop signs for the opposite crossing."
- **General**
 - "The RPM's at main street are a little confusing when driving from 165th and turning left towards 164th. It feels as though they are a barrier to turning, even though it seems like it would be preferable for vehicles to be traveling on 164th."

DESIGN TREATMENTS: TRAFFIC CIRCLES

Would you like to see the traffic circles...	Kept the Same		Removed		Refined		No Opinion	
	Oct. 5	Jan. 5	Oct. 5	Jan. 5	Oct. 5	Jan. 5	Oct. 5	Jan. 5
	35%	38%	30%	28%	25%	24%	12%	10%

If a respondent selected 'Refined' they were asked to provide a comment. A selection of these are organized by theme below:

- **Sizing**
 - *"Would like them to be larger"*
 - *"Make them larger i.e. actually traffic circles to slow down traffic. They should not be decorative as much as they should be functional."*
 - *"Making them overall smaller would help. They are too big!"*
 - *"They are way too large for the intersections. Can't even drive my SUV around it. The school buses can't go around it"*
 - *"I know the plan is to make them permanent. Currently many drivers, myself included, go over the painted edge as the turning radius around some of them is very tight given the road geometry. A slightly smaller traffic circle would be an improvement and still aid in slowing traffic."*
 - *"It is tight to get around the circles"*
 - *"It's too big and if you drive around it it makes you drive into the storm drain dip in the gutter."*
- **Variety of decorative designs (not just leaves)**
 - *"Different designs would be nice. I like the leaves but it would be cool to have different types."*
- **Desire for more permanent infrastructure with hard curbing**
 - *"Car traffic still seems to race across them. Physical barriers, maybe with plantings would be better."*
 - *"Cars are driving over the circles - speed bumps or similar are needed inside to prevent cutting."*
 - *"Traffic circles should have been raised to be a more solid safety barrier."*
 - *"I would prefer to have real, physical roundabouts installed on 164th Ave SE. These 'traffic circles' are worse than useless, and you've covered them with parking strips and reflective poles. What's the point?"*
 - *"I think a roundabout would be more efficient than the traffic circle."*
 - *"It should be raised with plantings like the one a few blocks away. A car has already driven over it and destroyed the paint with tire tracks. It makes the neighborhood look cheap."*
 - *"They should be raised. People drive over the paint"*
 - *"They do look very utilitarian and somewhat temporary. If budget allows better looking traffic circles would polish off the route."*
 - *"I believe it should be modified in size and be a true traffic circle with a curb."*
 - *"Put a concrete curb treatment around the art and remove the bollards."*
- **Not functioning as desired**
 - *"The traffic circle at 165th & Lake Hills doesn't work well due to the oblique intersection angle; perhaps this one could be converted into a median between two T intersections."*

- *“At least half the cars going through when making a left turn do not go around the circle, they cut in front of it. Even the school busses cut in front of them.”*
- **Plants/greenery in potential permanent versions**
 - *“Car traffic still seems to race across them. Physical barriers, maybe with plantings would be better.”*
 - *“I don’t know how you can call it a “greenway” when there is no green in the traffic circles that I’ve seen. Please plant some low-growing drought-resistant plants. That is what I expect to see in our “city in a park.”*
 - *“Ideally, we could have a raised center with plants”*
 - *“Trees or landscaping would be nice”*
- **Commentary on plastic bollards**
 - *“Traffic circles looked nice until you placed parking blocks and white pipes on them with a yellow reflective sign in the middle. Can’t even see the decoration anymore since it’s all covered up.”*
 - *“The painted pattern is pretty. The white curbs interrupt the pattern.”*
 - *“Remove the white curbs and posts. They totally ruin the effect of a nice looking traffic circle.”*
 - *“The bollards should be replaced with planted areas.”*
 - *“The artwork is so lovely and the white barriers are so awful. I know it needs something, but....”*
- **Stop Sign vs Traffic Circle (some comments from spreadsheet column AK)**
 - *“...traffic circles are meant to avoid stop signs. Now we have a traffic circle AND stop signs at the same intersection? Makes no sense and makes the area look cluttered and ugly.”*
 - *“The rotary circles should be replaced with 4 way stop signs. If not, the one on 166th & ne 12th needs to be a lot smaller”*
 - *“Traffic circles with stop signs???? Who’s genius idea was that? Traffic circles are meant to AVOID stop signs and now we have both? You are wasting my tax dollars! Pick one or the other. I prefer the traffic circles WITHOUT the blocks and pipes on top of them.”*
 - *“Treat it as a round about (all way yield) or make it a 4 way stop!”*
 - *“Get rid of stop signs and replace with yield for roundabout”*
- **Directional arrows communicating how to navigate circle**
 - *“Arrows would be helpful to remind people which way to go around the circle. I’ve noticed many people go the wrong way (clockwise) when turning left”*
 - *“Roundabout signs should have instructions. Might help drivers understand how to navigate. They should know, but they don’t.”*
- **Thoughts on additional locations**
 - *“I would have loved to see one of these near main and 165th. People are still driving way too fast between main and lake hills blvd”*
- **Other**
 - *“I would like to see diverters and chicanes used for traffic calming. A median diverter on NE 8th St do drivers on the greenway can’t continue straight and use it as a cut through. Also a couple of diagonal diverters would work well on the neighborhood intersections.”*

DESIGN TREATMENTS: REDUCED SPEED LIMIT

Would you like to see the <i>reduced speed limit</i> ...	Kept the Same		Removed		Refined		No Opinion	
	Oct. 5	Jan. 5	Oct. 5	Jan. 5	Oct. 5	Jan. 5	Oct. 5	Jan. 5
	48%	51%	25%	22%	15%	14%	13%	13%

If a respondent selected 'Refined' they were asked to provide a comment. A selection of these are organized by theme below:

- **Keep reduced limit and/or further reduce**
 - *"All neighborhood streets should be made to be 20 mph, but this is a good first step."*
 - *"Lower it more!"*
 - *"Reduce all neighborhood speeds to 20mph...or less"*
 - *"I would support even slower"*
 - *"School zones are 20 mph when children are present. However, there are no sidewalks on that greenway, cyclists, and potentially children out playing. Therefore, vehicle driving should be reduced to 10 mph, 15 mph at most."*
- **Revert back to 25 MPH**
 - *"Keep it at 25 MPH, the difference between 20 and 25 MPH is negligible. just have more police writing tickets to enforce 25MPH speed limit. If people speed when it's 25, they will continue to speed when it's 20. You are just slowing down the law abiding citizens. Not many of us out there. So support police, fund them to be out and about more to help protect our streets and enforce the laws."*
 - *"Return the speed limit to 25 mph. Traffic hasn't decreased or even slowed down. In fact, it seems like some drivers use the new circles as obstacles, driving over them to show off or cornering at high speeds. This never happened in these intersections until these 'features' were installed."*
 - *"Move them back to 25. It upsets drivers with a low speed limit and 20 vs 25 does not make a difference for cyclists."*
- **Not having desired impact and/or suggestions on further improvement**
 - *"Doesn't seem to be working, people still drive too fast along the route."*
 - *"I would say keep or further reduce. I don't really feel like people are paying attention to it."*
 - *"Speed limit needs to be enforced. Commuters avoiding 174th still flying."*
 - *"We live on 165th and the speed is still problematic."*
 - *"I think that speed bumps in this area would be more effective than the 20 mph signage."*
 - *"It needs enforcement. Just yesterday someone backed out of their garage while I was passing and then the car passed me at a speed of 30-40 mph a bit later. The house also had the "20 is plenty " sign!"*
 - *"Just changing the speed limit in a residential area with no accountability and no significant traffic easing will do little to slow traffic down. Reduce the width of the road and add traffic easing so the 20 mph speed limit actually feels natural. Right now the law says 20, but the width of the road and the straight streets say 35."*
 - *"No one is paying attention to them and slowing down. It's a neighborhood, 25 is slow enough."*

- *"I'm not even sure I saw any reduced speed treatments. More visible slow downs, like flashing lights are needed on NE8th and Northup."*
- *"Need green cross walk connecting Greenway to bike lane on Northup."*
- *"While I agree that the reduced speed limit is good, I have not seen a reduction in the speed of cars on the greenway (cars still travel at 25 mph or higher). Maybe radar speed indicators could help people slow down. Possibly enforcing the new speed limit would help."*
- *"I support the reduced speed limits, but still see drivers going too fast along the greenway route. I urge that some speed bumps also be installed to quiet the traffic further."*
- *"Just need more roadway markings w/ 20MPH, maybe a few curb signposts along the Greenway, because drivers have not slowed down..."*
- **Other**
 - *"I haven't seen actual 20 mph speed limit signs, only the pavement markings. Add 20 mph signs."*
 - *"Instead, planted medians and raised safety circles are preferred."*
 - *"Huh? I honestly did not notice a change in speed limit! That tells me the signage is too subtle."*
 - *"More signage and a education that bikes have a right in the streets, give bikes space when passing, don't make sharp fast turns in front of bikes, etc."*
 - *"I actually was not aware there were different speed limits on the greenway. So perhaps this is not very clear, or not marked well."*
 - *"Need more 20 mph signs and speed bumps"*
 - *"I don't remember noticing these signs."*

DESIGN TREATMENTS: STOP SIGN REPOSITIONING

Would you like to see the repositioned stop signs...	Kept the Same		Removed		Refined		No Opinion	
	Oct. 5	Jan. 5	Oct. 5	Jan. 5	Oct. 5	Jan. 5	Oct. 5	Jan. 5
	41%	42%	24%	23%	18%	17%	17%	18%

If a respondent selected 'Refined' they were asked to provide a comment. A selection of these are organized by theme below:

- **Change to 4-Way Stop**
 - "If stop signs are added then make it a 4 way stop."
 - "4 way stop at NE 8th please"
 - "Either make the corner a four way stop, revert the change, or make it a roundabout with no stop signs."
 - "I think the intersection at NE 4th should be a 4 way stop. The main auto traffic direction is east/west on NE 4th but having NE 164 Ave stop would improve the safety."
 - "The 165th Ave NE/Main St intersection is better as eastbound Main needed a stop sign, but that traffic is still blind to those traveling southbound on 165th because of the dip + curve. Please make this a 3 way stop. Reorienting the stop signs so that bicyclist don't have to stop, assumes that cars will obey the 20 mph speed limit, that overall traffic will be low, and that bicyclists obey the stop signs on residential streets. Several cars a day speed up/down 166th/165th to avoid potential radar traps on 164th. To make it safer for pedestrians and bikes, the car traffic needs to be constrained, which means 4 way stops and larger traffic circles that require actually turning the car."
 - "At 165th Ave NE/NE 4th St turning left/north from eastbound 4th onto 166th is a blind left turn because of the corner residence's cars and shrubs. Plus marking 166th/165th no stop only encourages more people to take this shortcut and speed. Please make this a 4 way stop."
- **Desire for flashing signs and/or other methods for increased awareness**
 - "add more stop signs that flash over busy streets"
 - "Have it light up, cause I live on the corner and see cars flying by without stopping or looking left or right for traffic!"
 - "Some are hard to see. The red flags are a bit confusing. May put flashing lights on the stop signs instead."
- **Not functioning as desired**
 - "Traffic on 166th moves faster now that all the stop signs have been removed and cars can travel the entire length without stopping."
 - "Not sure if it is having the desired effect. Seems like 166th has become a speedway now that the stop signs have been moved. Even saw a little post office truck speeding down 166th one day."
- **Visibility**
 - "I cannot see to my right when approaching the intersection and am constantly concerned about hitting someone or being hit because of this change"
 - "The change of traffic flow follows blind corners and makes it very difficult to see both cars and pedestrians, thus creating a less safe environment for those using that path. I believe that the stop signs should become yields to increase safety and use of the bike path. Making these all the yields will force people to follow the speed limits and pay closer attention to those also using the path."

- *"Stop sign facing east on NE 4th St at 166th Ave NE is too far back from corner, so as a driver it's hard to see down 166th to the right"*
- *"It's difficult to safely view bike and car traffic on 165th from the new stop sign locations at the corner of 165th Ave NE and NE 4th St. Are there plans to make this a traffic circle as well?"*
- *"Some of the stop signs are back too far and cars might not be able to see approaching bike."*
- *"Stop signs on NE 4th are set too far back and when coming from 164th it is impossible to see bicycles or cars on 166th because the roads to right and left bend backwards."*
- **Increased enforcement**
 - *"I watch people run the new stops signs on a daily basis. Maybe at some point the police need to reinforce? Also the parking around the stop signs is making it difficult. People are parking within the 30' of a stop sign on a daily basis. At the Lake Hills Blvd and 165th traffic circle, one of the houses has shrubbery, a driveway, and parked cars all with about 20 feet. It is a recipe for disaster."*
- **Other**
 - *"165th and NE 4th street - this stop sign reposition stops the main traffic on NE 4th in and out of the neighborhood, and leaves the very lightly trafficked 165th with no stop. I think this one should be put back the way it was. I like the stop signs stopping traffic on 165th, as the intersection formerly was uncontrolled and was unsafe. I think a study of usage would show this usage pattern. Please reverse this one."*
 - *"Reposition. Coming up SE 9th from 164th, u can barely see the Stop sign until the last moment. Coming uphill & the tree overgrowth makes it tough. Also - same direction, 'i' notices for us, b/c u need gas from a dead stop to get over the hill now from a stop, the cars parked on street on the right side of road are tougher to see as u r accelerating. Those are small hazard vs before."*
 - *"The intersection at 166th Ave SE and SE 8th ST cries for a revision. The city has placed a stop sign at a residence's driveway. NOT SMART! Please revise immediately and remove. Instead, require the north and south bound traffic on 166th Ave SE to stop and thus eliminating residential parking at the driveway and an unsafe condition. Thru traffic on SE 8th East and West bound will be much more harmonious and safer."*
 - *"There is one side street on 166th Ave SE that doesn't have a Stop sign in the east-west direction. (I think it's SE 10?)"*

OVERALL

Overall, what is your general reaction to the East Bellevue Demonstration Greenway?	I don't like any of the treatments		I like some of the treatments.		I like all the treatments.		No Opinion	
	Oct. 5	Jan. 5	Oct. 5	Jan. 5	Oct. 5	Jan. 5	Oct. 5	Jan. 5
	42%	36%	23%	27%	32%	34%	2%	3%

- “Please indicate your interest in additional treatments to enhance the Greenway corridor.”

	Interested (includes 'Very Interested' and 'Somewhat Interested')		No Interest		No opinion	
	Oct. 5	Jan. 5	Oct. 5	Jan. 5	Oct. 5	Jan. 5
Install permanent traffic circles	48%	51%	43%	41%	9%	7%
Install additional pavement artwork	42%	43%	46%	47%	12%	7%
Install traffic calming features (e.g. speed bumps, chicanes)	47%	48%	49%	48%	4%	4%
Install additional wayfinding signage	42%	43%	42%	41%	16%	13%

I would like to see greenways implemented in other neighborhoods in Bellevue.	Strongly Agree or Somewhat Agree		Strongly Disagree or Somewhat Disagree		Neither Agree or Disagree	
	Oct. 5	Jan. 5	Oct. 5	Jan. 5	Oct. 5	Jan. 5
	44%	49%	45%	39%	13%	12%

APPENDIX

PUBLIC FEEDBACK Public Questionnaire: Complete Results and Comments

East Bellevue Demonstration Greenway Feedback Questionnaire

SURVEY RESPONSE REPORT

15 November 2018 - 09 January 2022

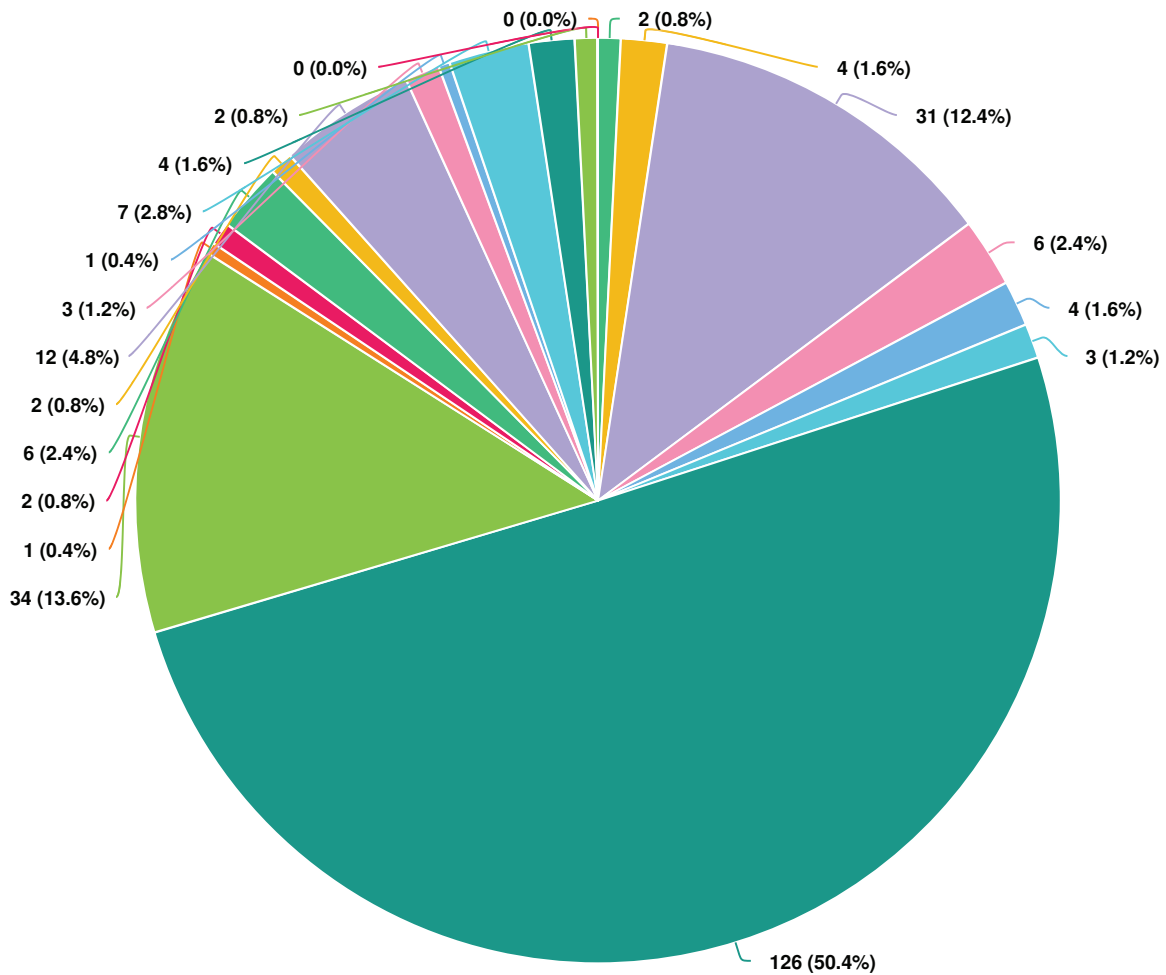
PROJECT NAME:

East Bellevue Demonstration Greenway Feedback Questionnaire



SURVEY QUESTIONS

Q1 What Bellevue neighborhood do you live in? (See Neighborhood Area Map)

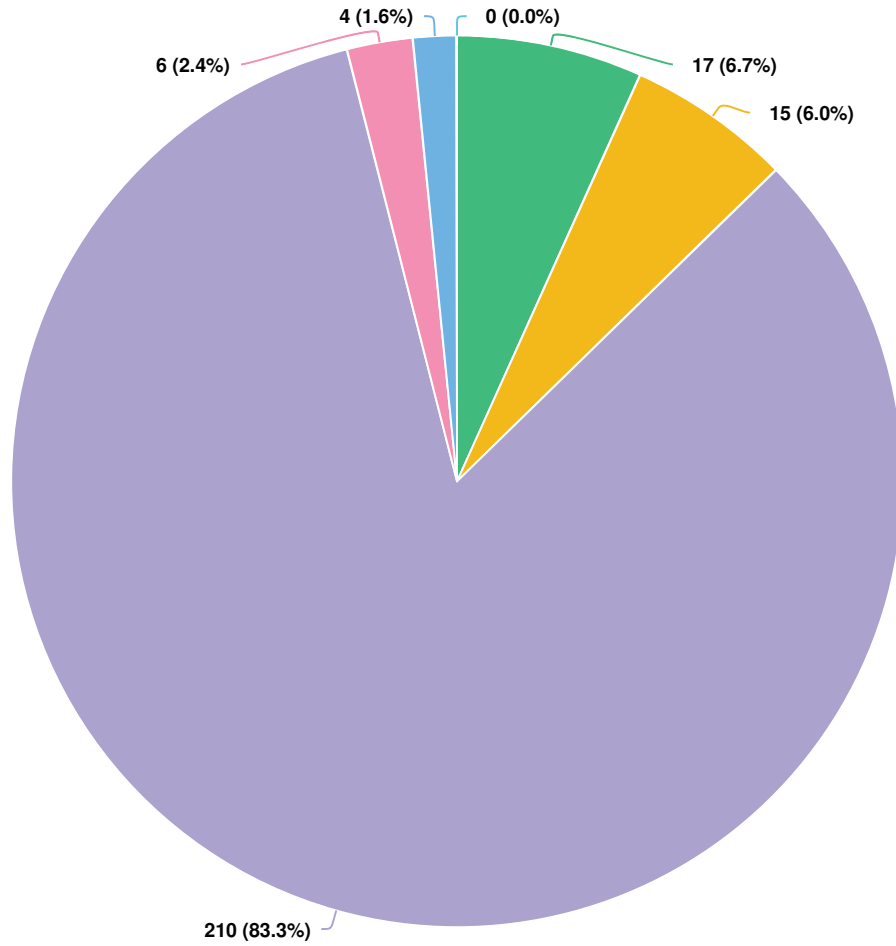


Question options

- BelRed ● Bridle Trails ● Crossroads ● Cougar Mountain/Lakemont ● Downtown ● Eastgate
- Lake Hills ● Northeast Bellevue ● Newport ● Northwest Bellevue ● Somerset ● West Bellevue
- West Lake Sammamish ● Wilburton ● Woodridge ● I do not live in Bellevue, but I work or study in Bellevue
- I do not live or work in Bellevue ● I do not know what neighborhood area I live in ● Factoria ● Prefer not to answer

Optional question (250 response(s), 2 skipped)
 Question type: Radio Button Question

Q2 What is the most common way you travel from place to place within Bellevue?



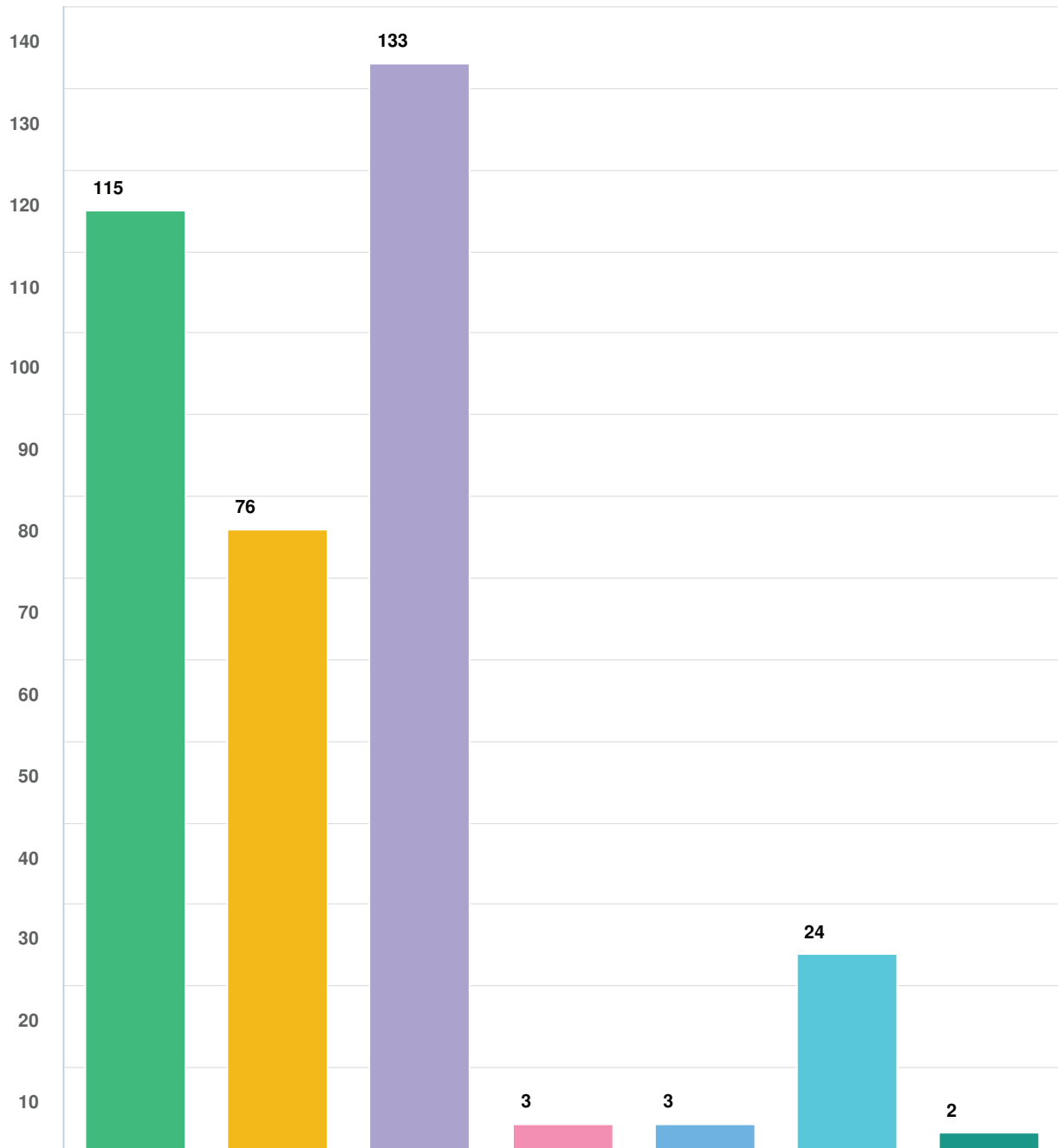
Question options

- Walking
- Biking
- Driving
- Taking transit
- Other (please specify)
- Ridesharing (e.g., Uber, Lyft)

Optional question (252 response(s), 0 skipped)

Question type: Radio Button Question

**Q3 How do you typically travel on the East Bellevue Demonstration Greenway corridor?
(choose all that apply)**

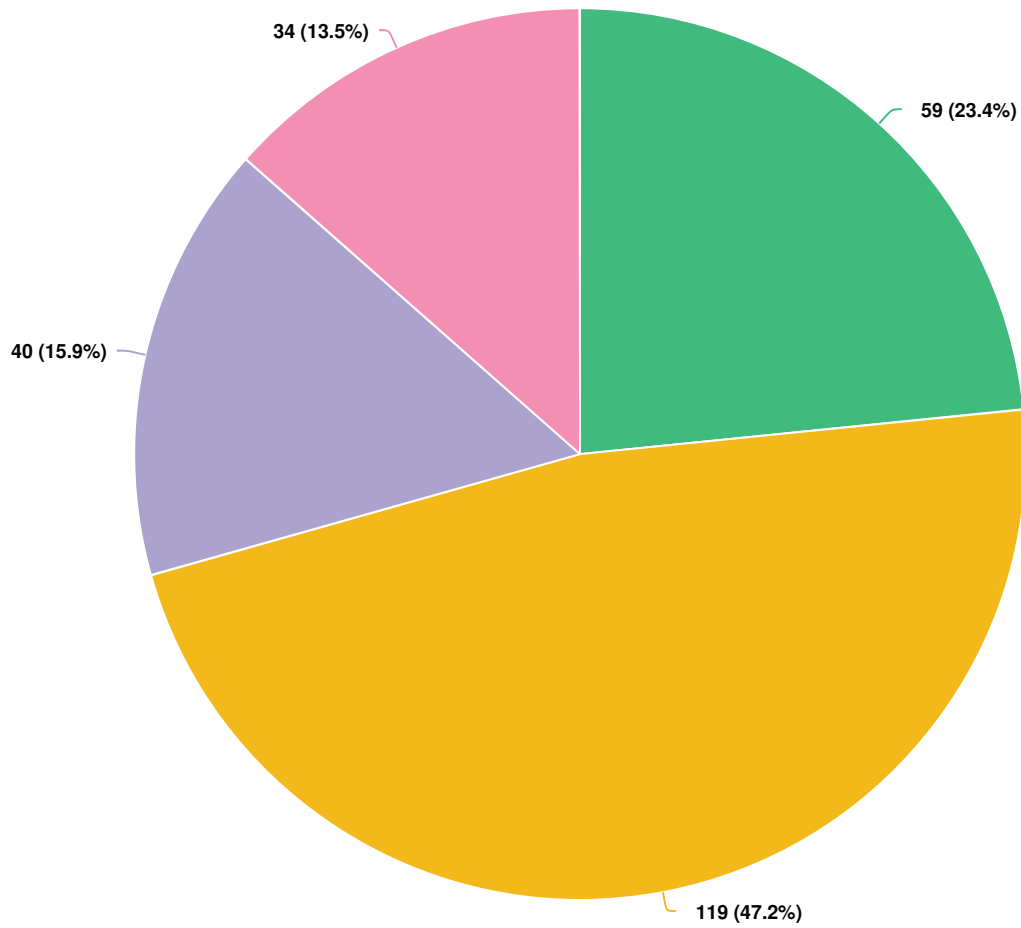


Question options

- Walking
- Biking
- Driving
- Taking transit
- Ridesharing (e.g., Uber, Lyft)
- I don't travel on the Greenway corridor
- Other (please specify)

Optional question (252 response(s), 0 skipped)
Question type: Checkbox Question

Q4 How close do you live to the Greenway route?



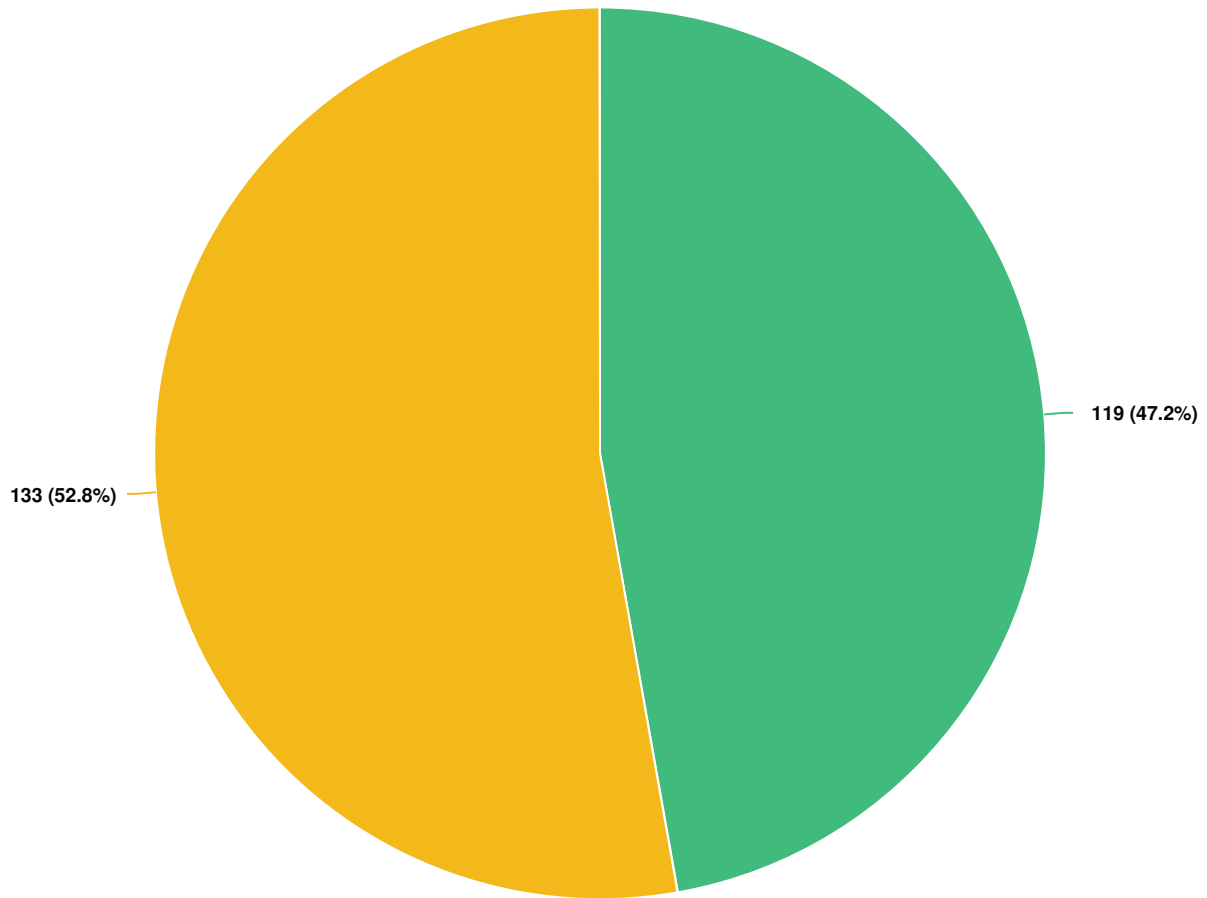
Question options

- On the Greenway
- A few blocks from the Greenway
- More than a few blocks from the Greenway
- I do not live near the Greenway

Optional question (252 response(s), 0 skipped)

Question type: Radio Button Question

Q5 Do you bicycle within Bellevue?

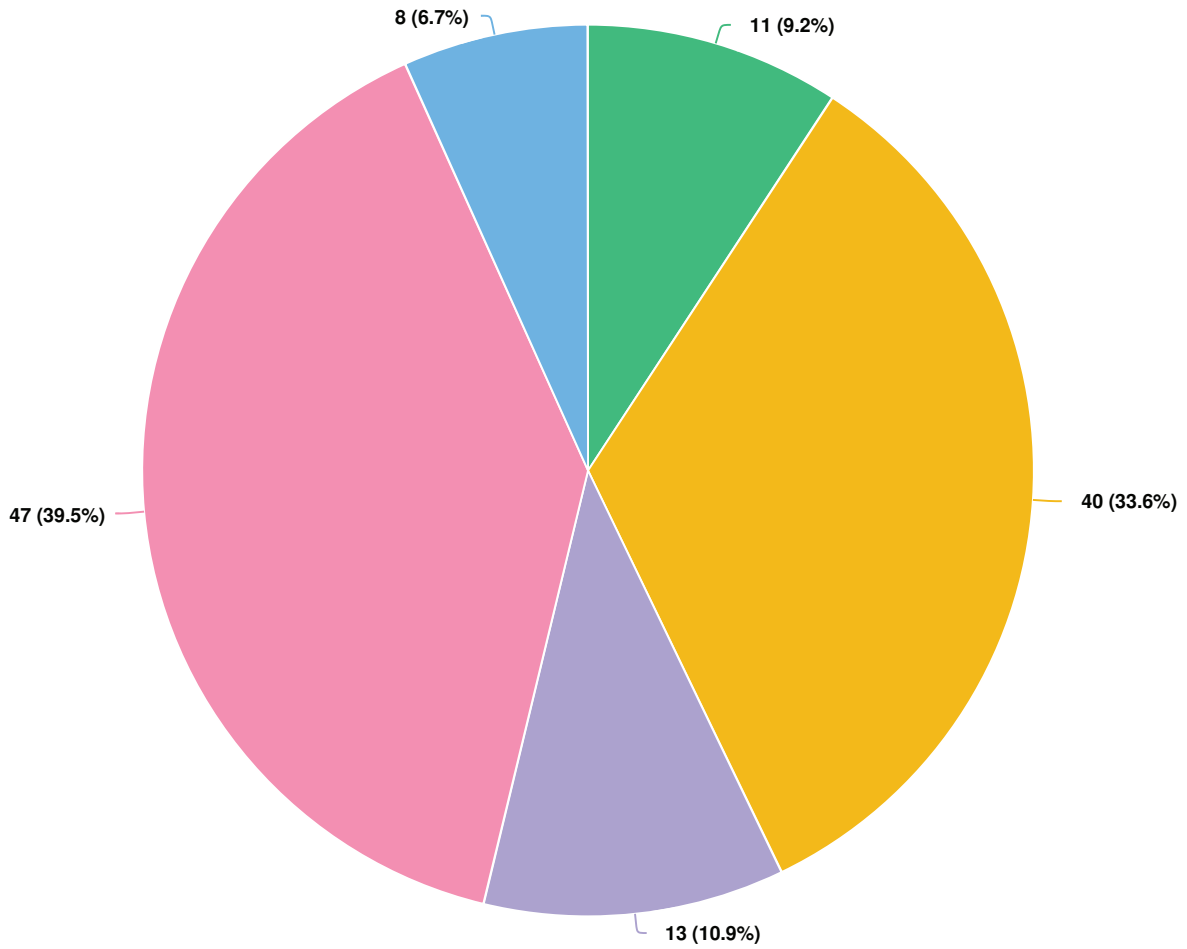


Question options

- Yes
- No

*Optional question (252 response(s), 0 skipped)
Question type: Radio Button Question*

Q6 Rate the following: Generally, I feel safe and comfortable when bicycling around Bellevue.

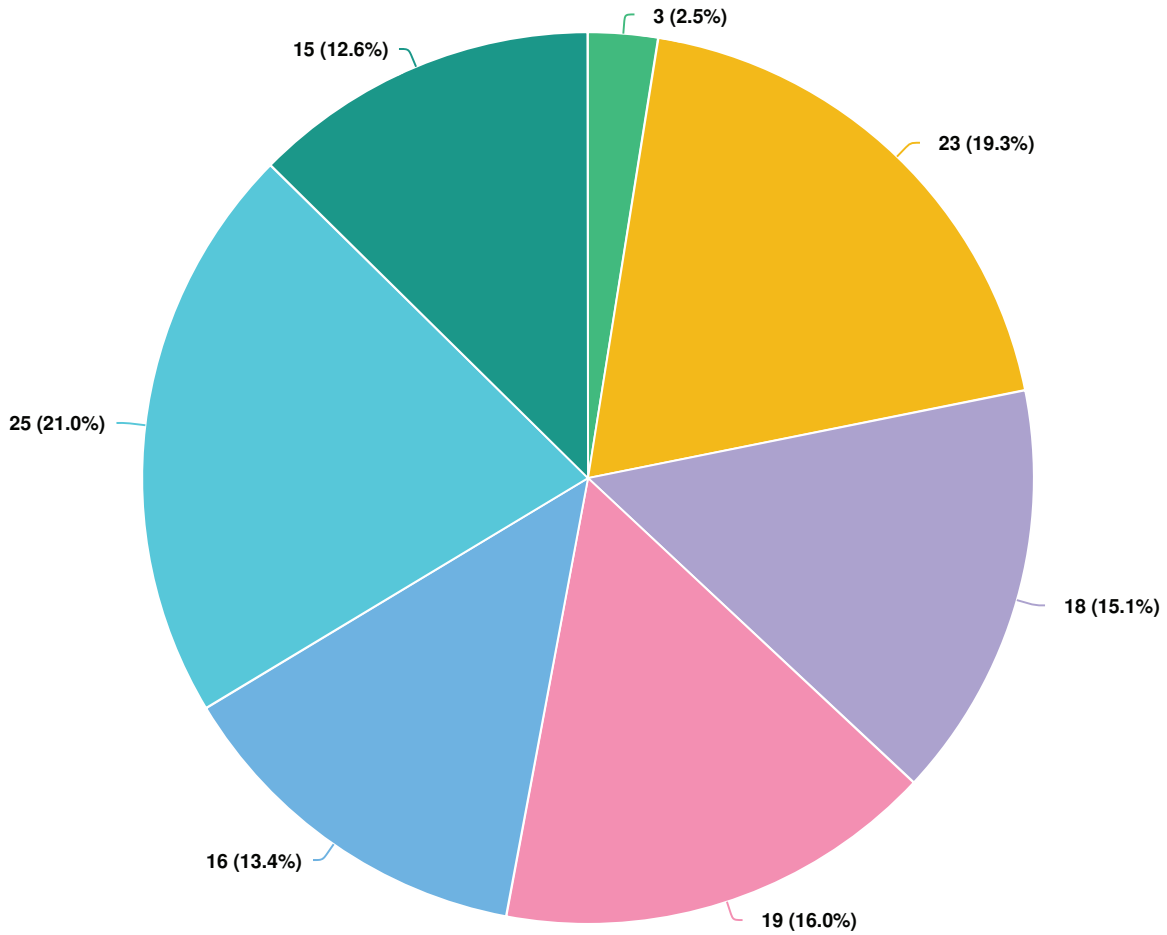


Question options

- Strongly disagree
- Somewhat disagree
- Neither agree nor disagree
- Somewhat agree
- Strongly agree

Optional question (119 response(s), 133 skipped)
Question type: Radio Button Question

Q7 How often do you ride a bicycle along the Greenway route?

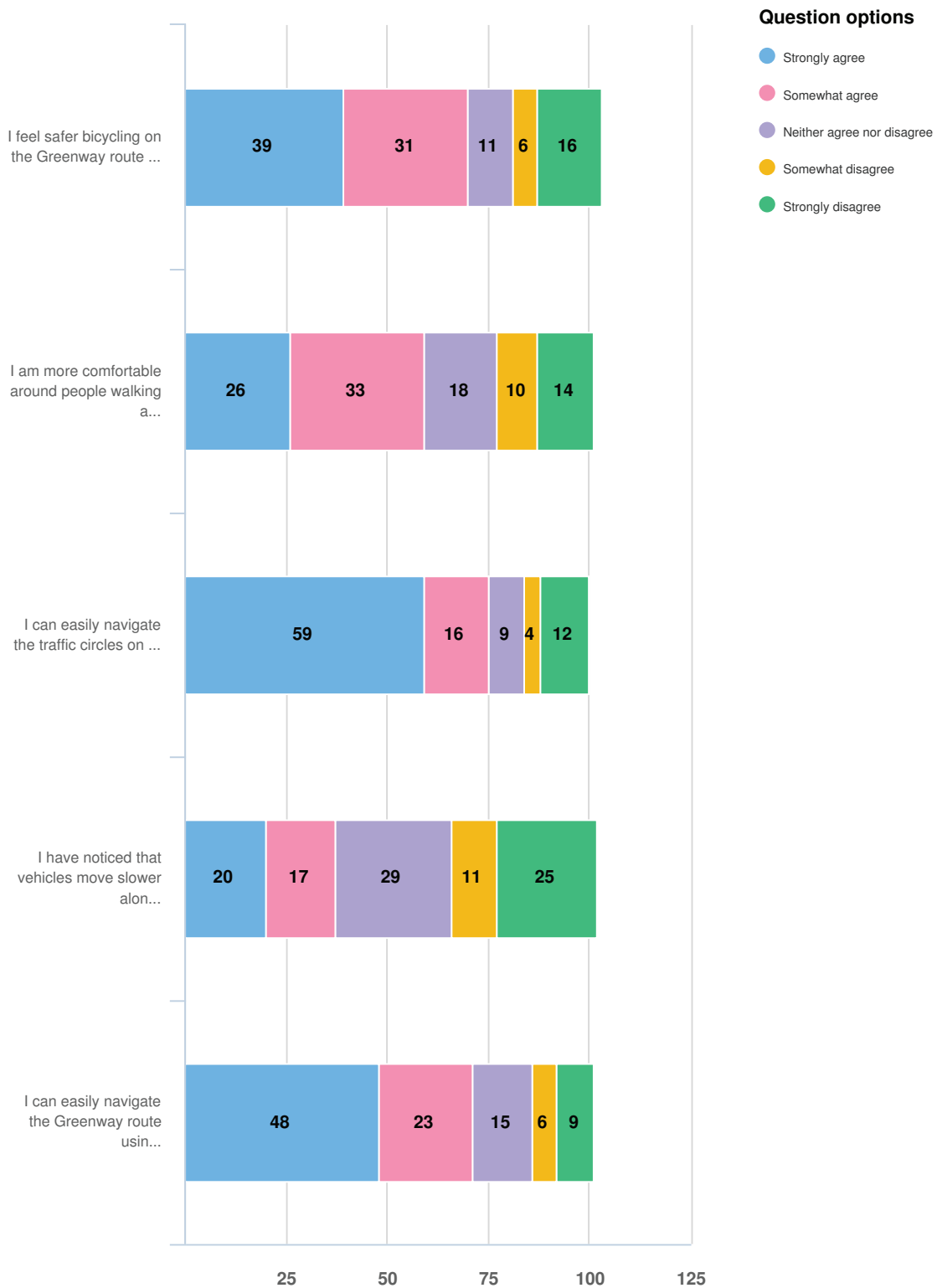


Question options

- Daily
- A few times a week
- Once a week
- A few times a month
- Once a month
- Rarely
- Never

Optional question (119 response(s), 133 skipped)
Question type: Radio Button Question

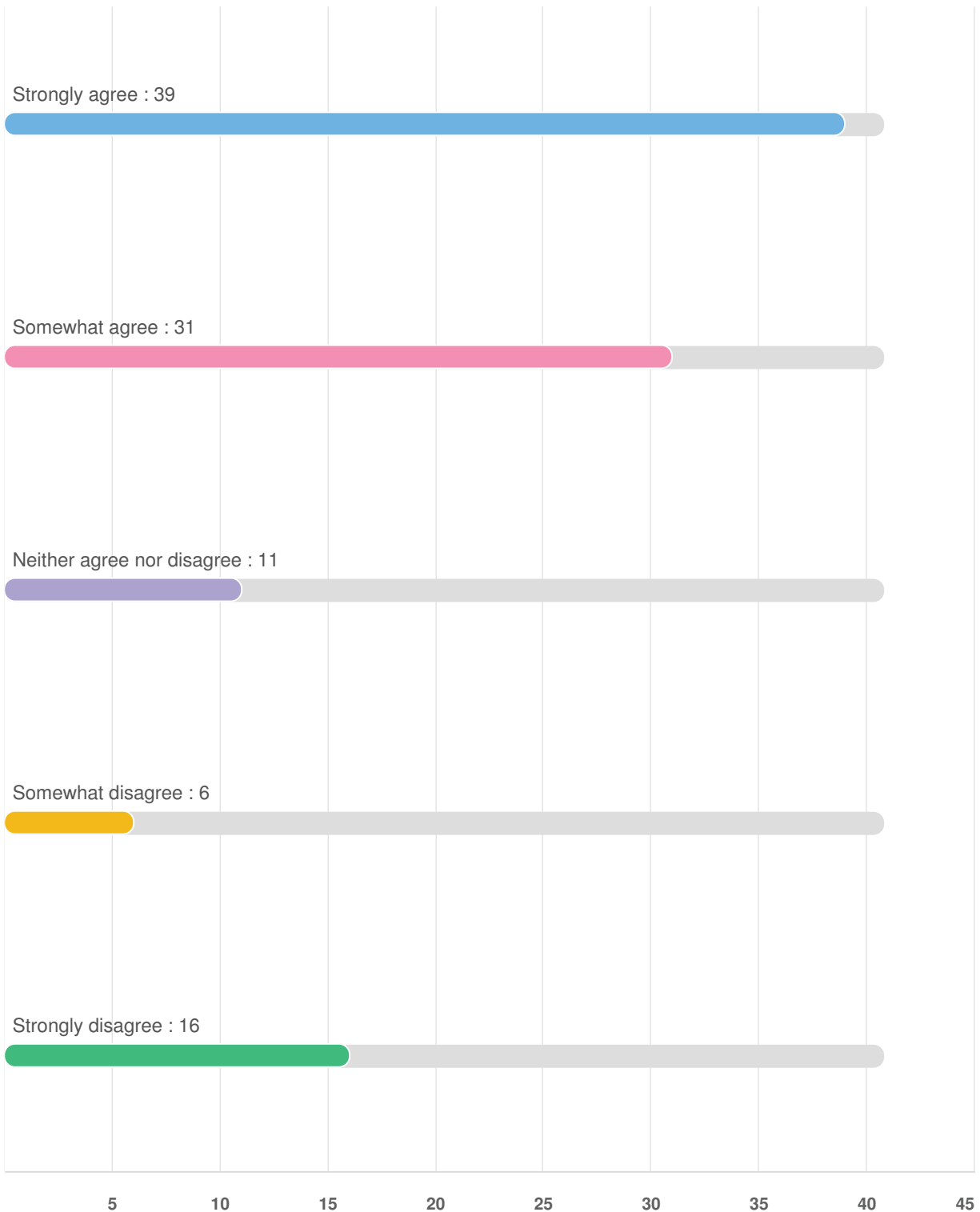
Q8 As a person who has bicycled on the Greenway route, do you agree or disagree with the following?

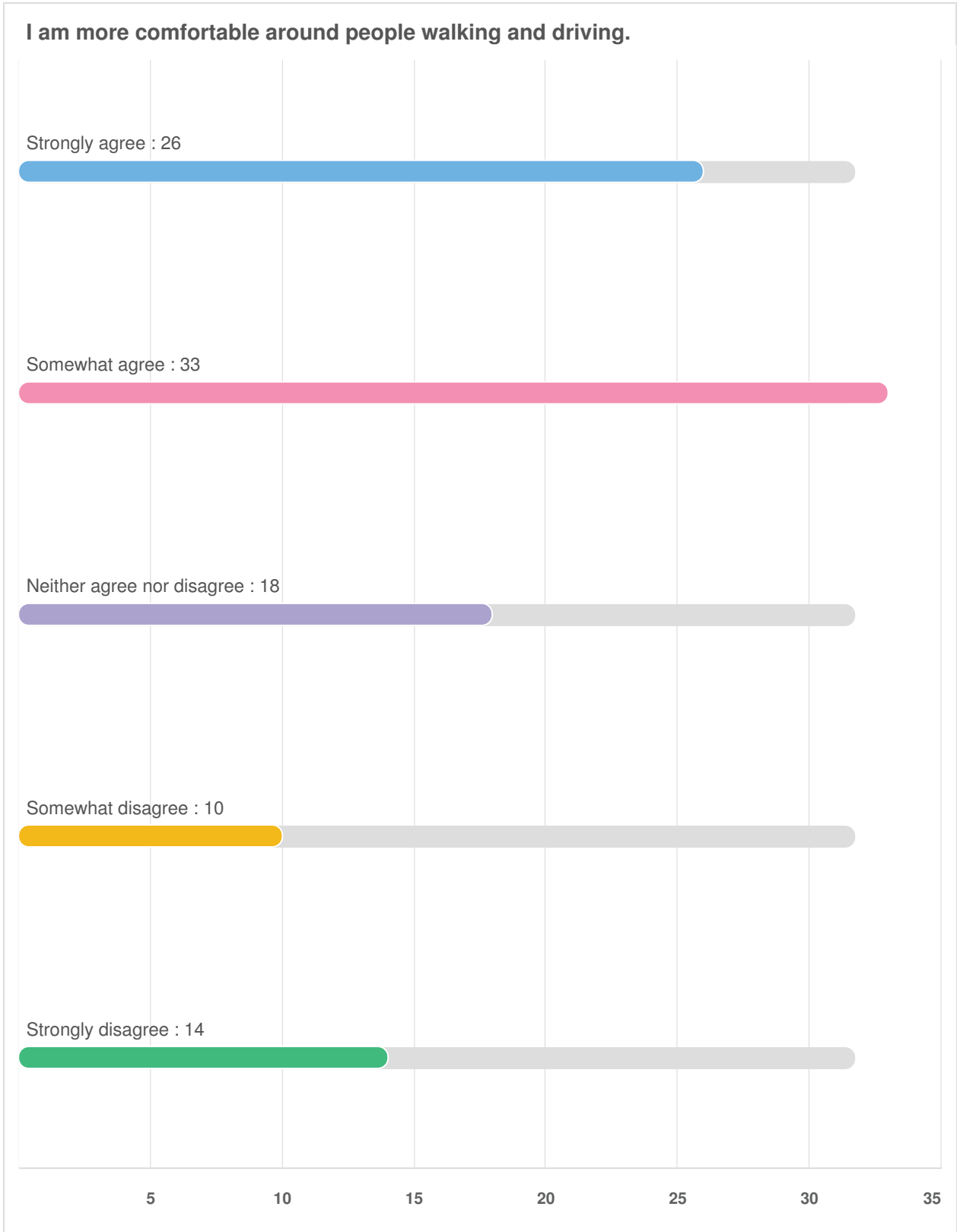


Optional question (103 response(s), 149 skipped)
Question type: Likert Question

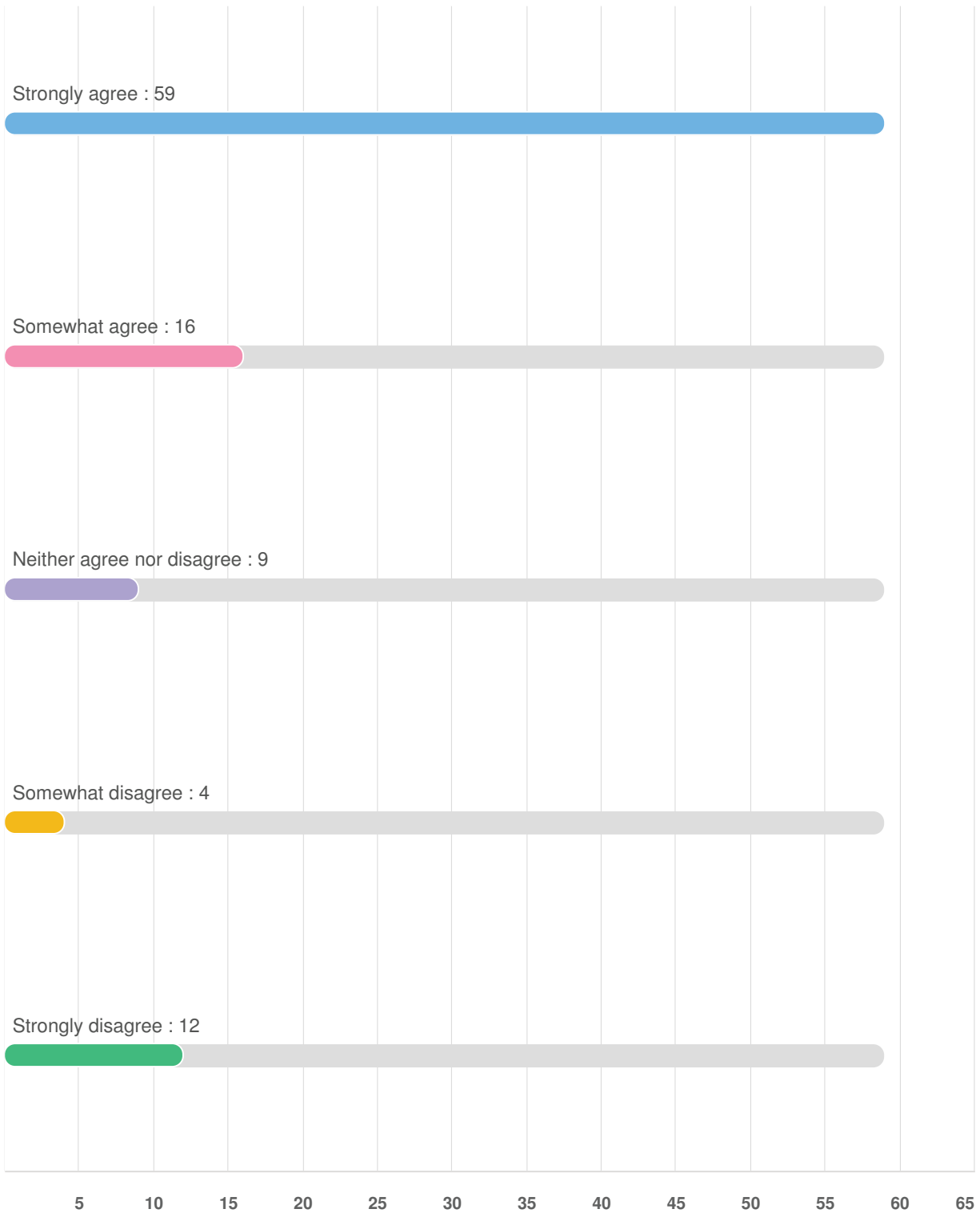
Q8 | As a person who has bicycled on the Greenway route, do you agree or disagree with the following?

I feel safer bicycling on the Greenway route with the new treatments.

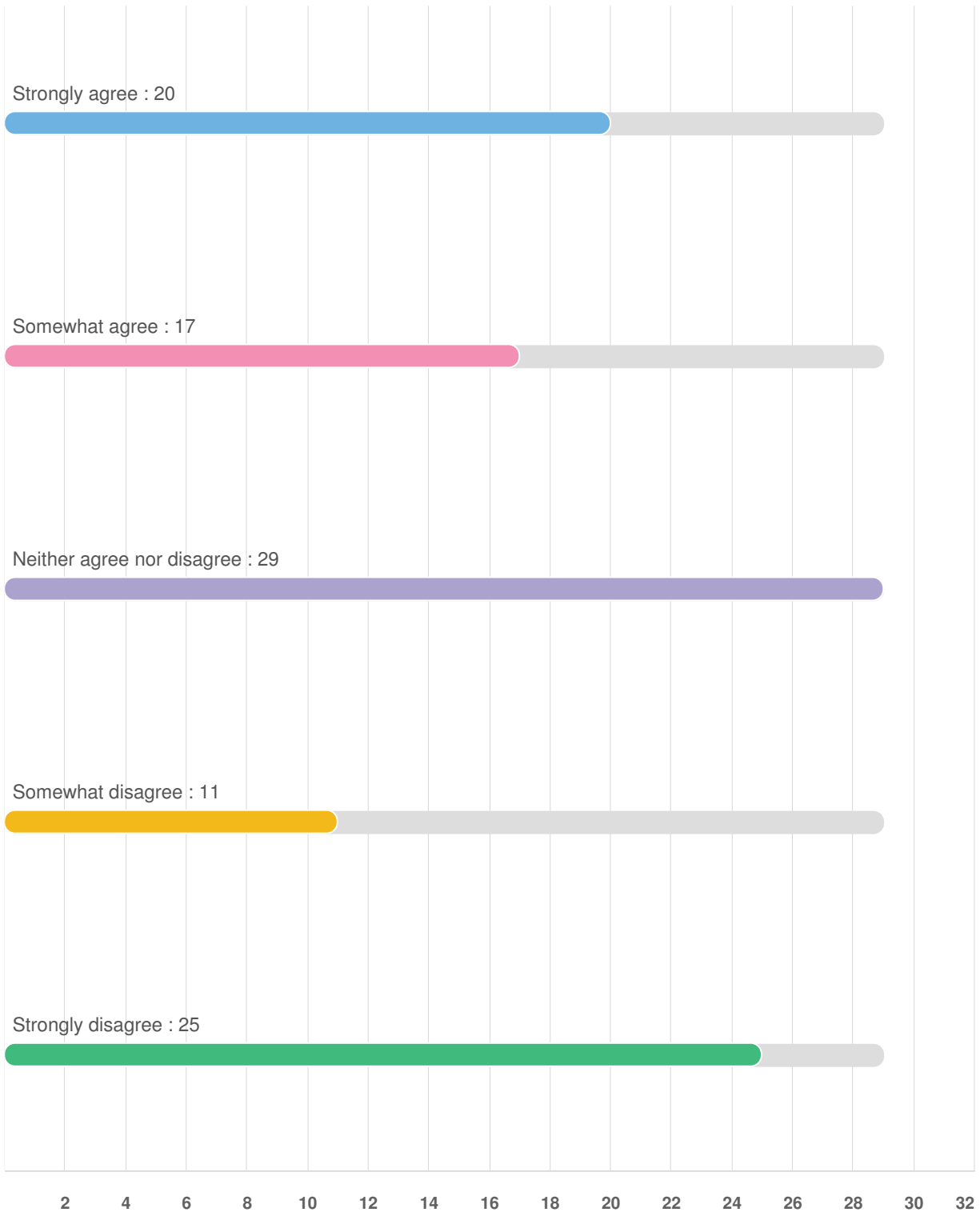


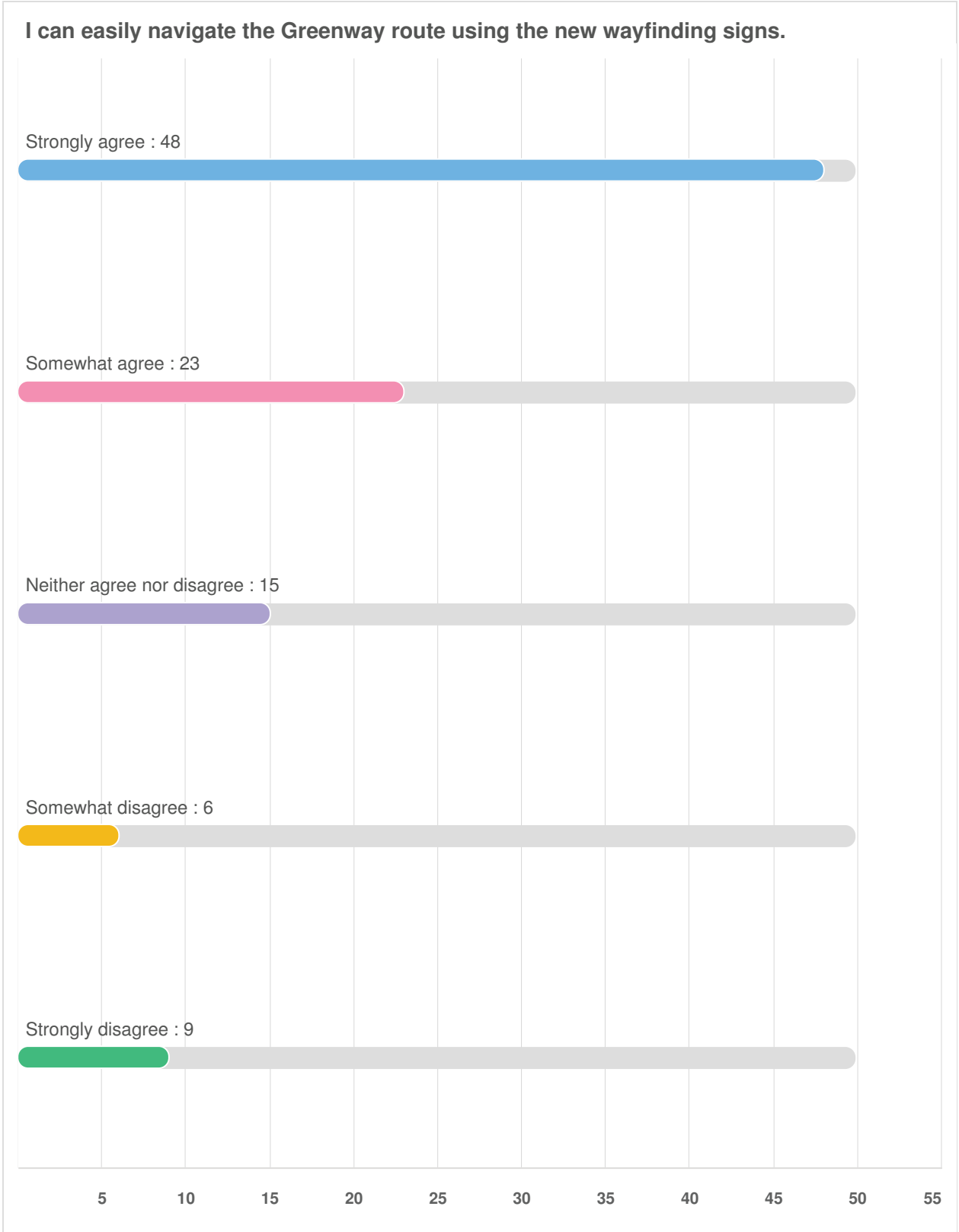


I can easily navigate the traffic circles on my bike.

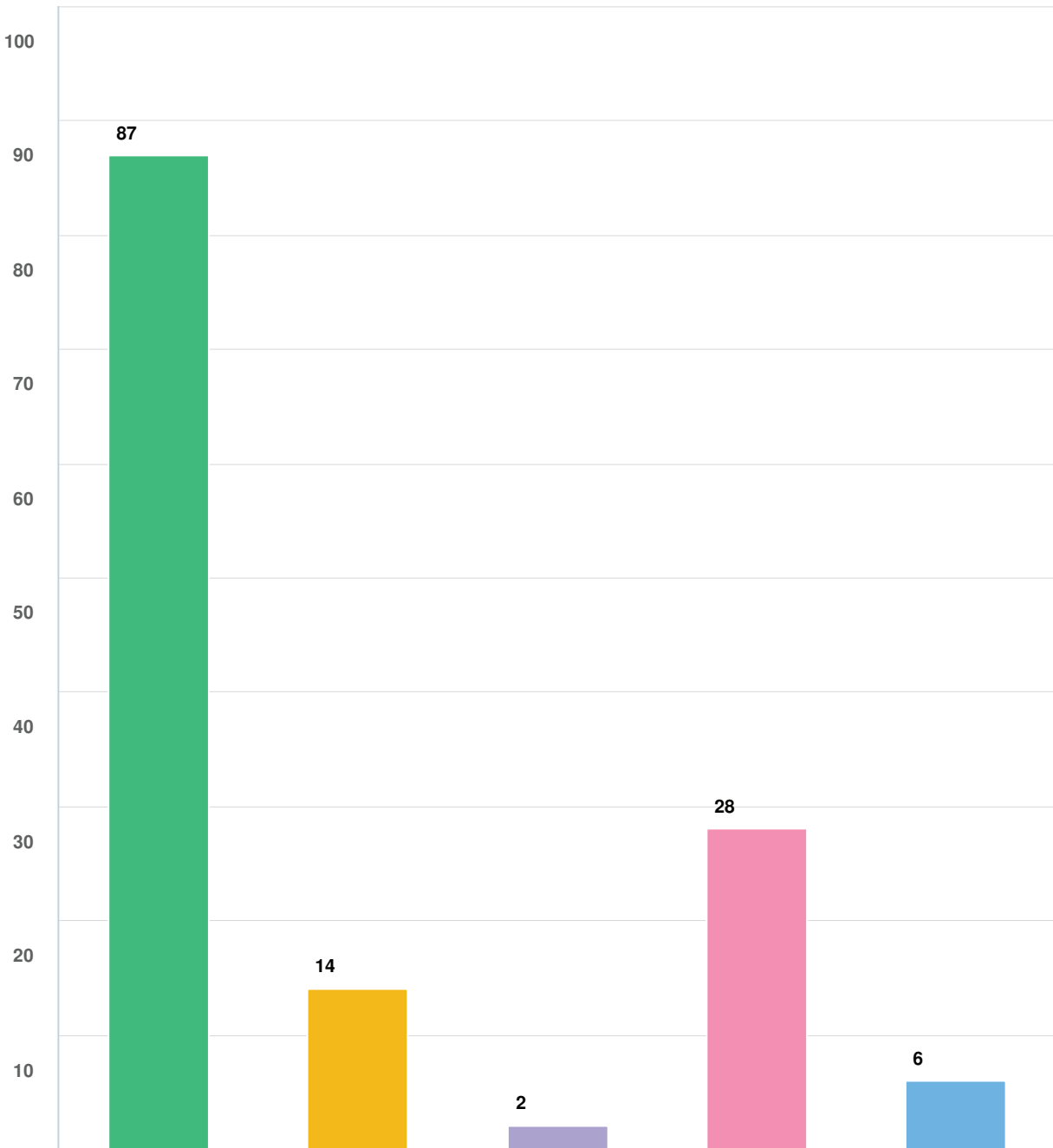


I have noticed that vehicles move slower along the Greenway route with the new treatments.





Q9 What are the primary reasons you bicycle along the Greenway route? (choose all that apply)

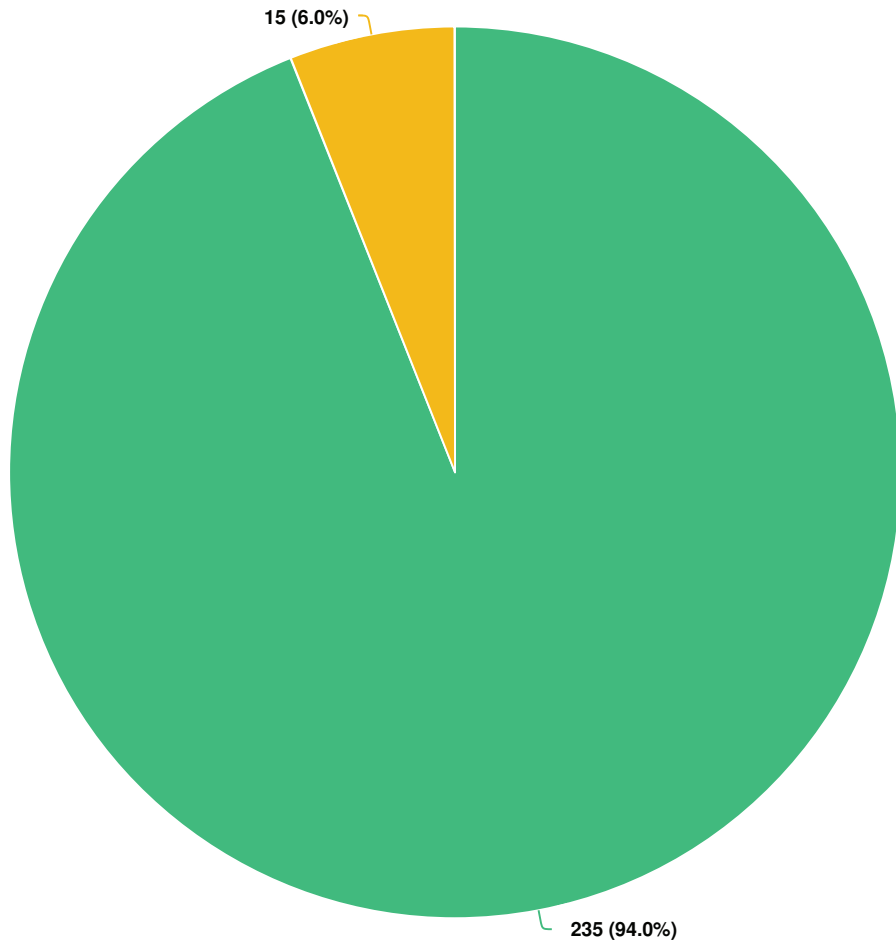


Question options

- Other (please specify)
- To travel to/from a neighborhood destination (e.g., park, community center, store, etc.)
- To travel to/from school
- To travel to/from work
- For exercise/recreation

Optional question (102 response(s), 150 skipped)
Question type: Checkbox Question

Q10 Do you walk within Bellevue?

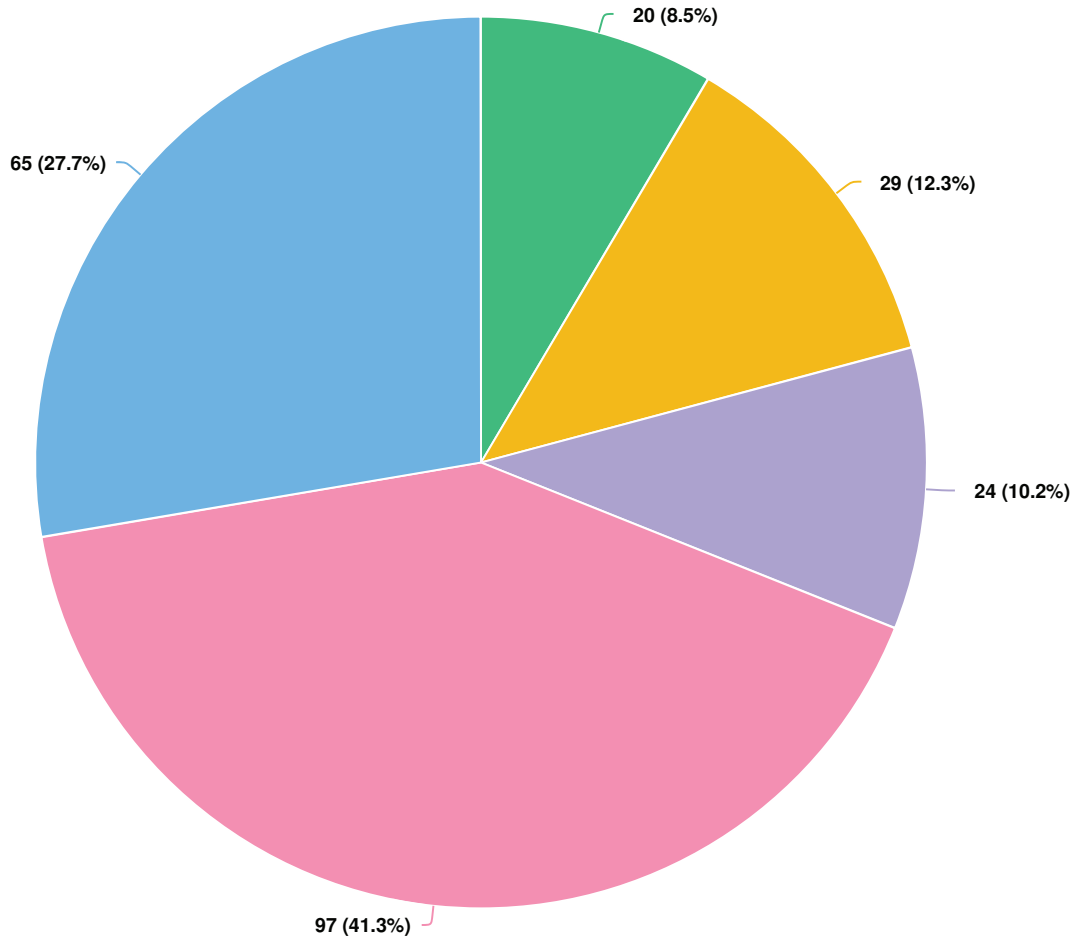


Question options

- No
- Yes

Optional question (250 response(s), 2 skipped)
Question type: Radio Button Question

Q11 Rate the following: Generally, I feel safe and comfortable when walking around Bellevue.

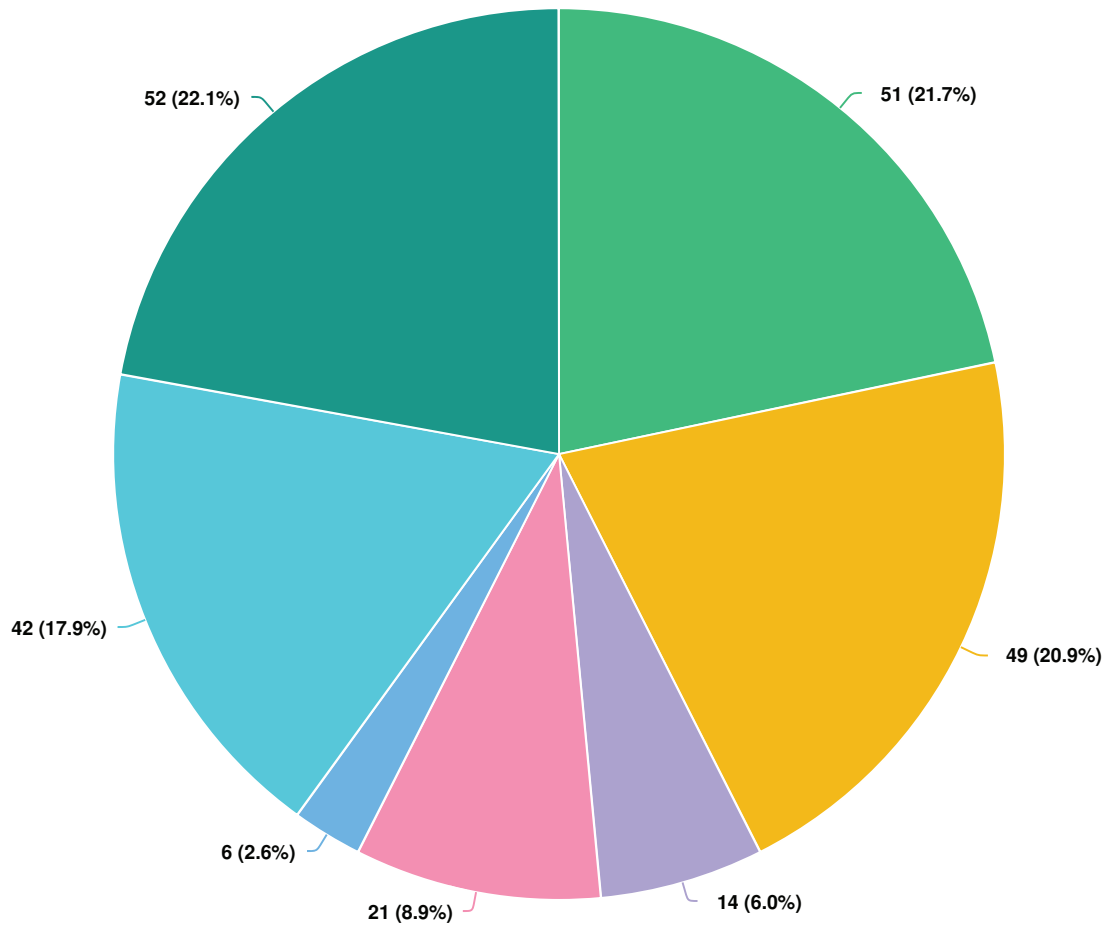


Question options

- Strongly agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Strongly disagree

Optional question (235 response(s), 17 skipped)
Question type: Radio Button Question

Q12 How often do you walk along the Greenway route?



Question options

- Never
- Rarely
- Once a month
- A few times a month
- Once a week
- A few times a week
- Daily

Optional question (235 response(s), 17 skipped)
Question type: Radio Button Question

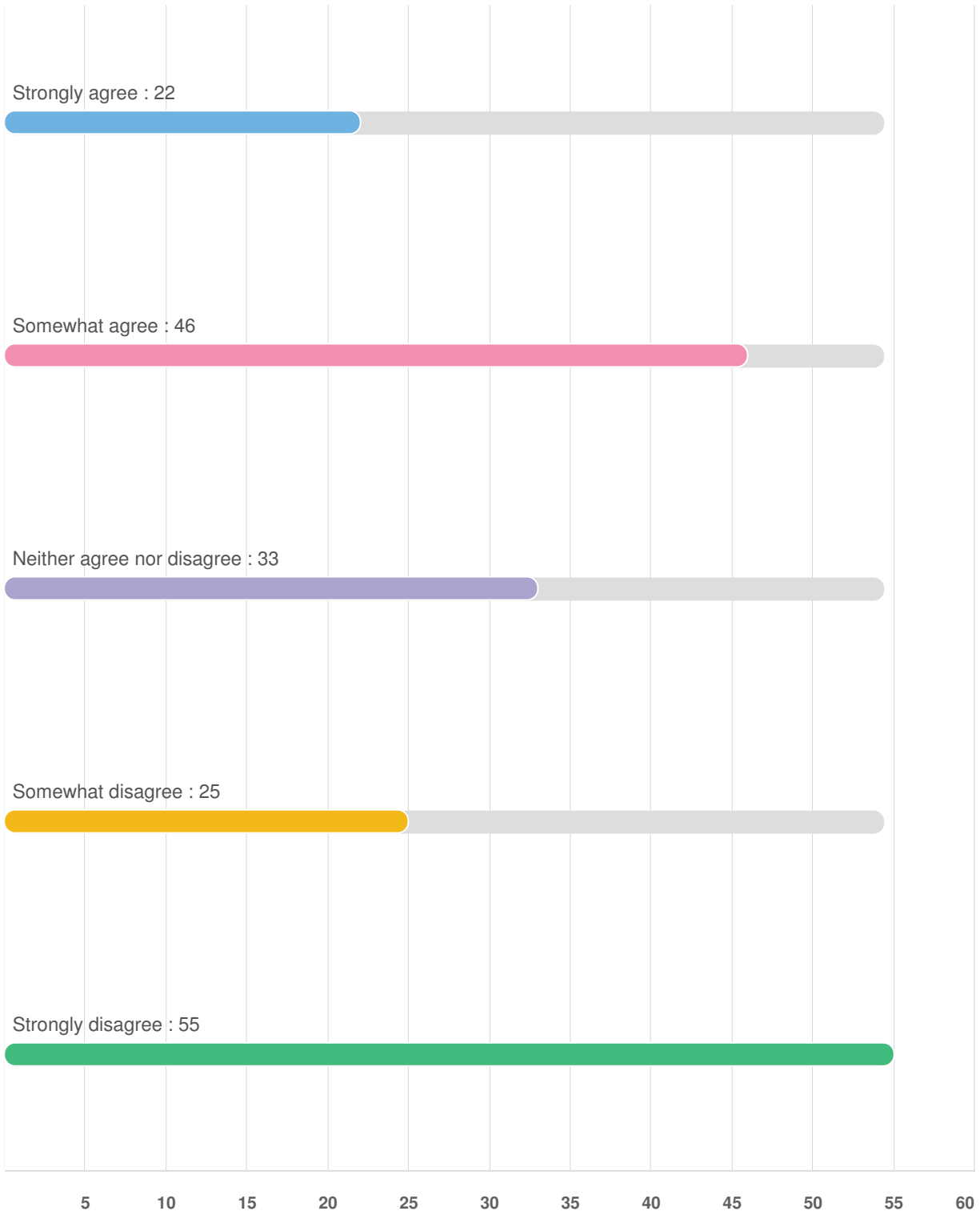
Q13 As a person who has walked on the Greenway route, do you agree or disagree with the following?

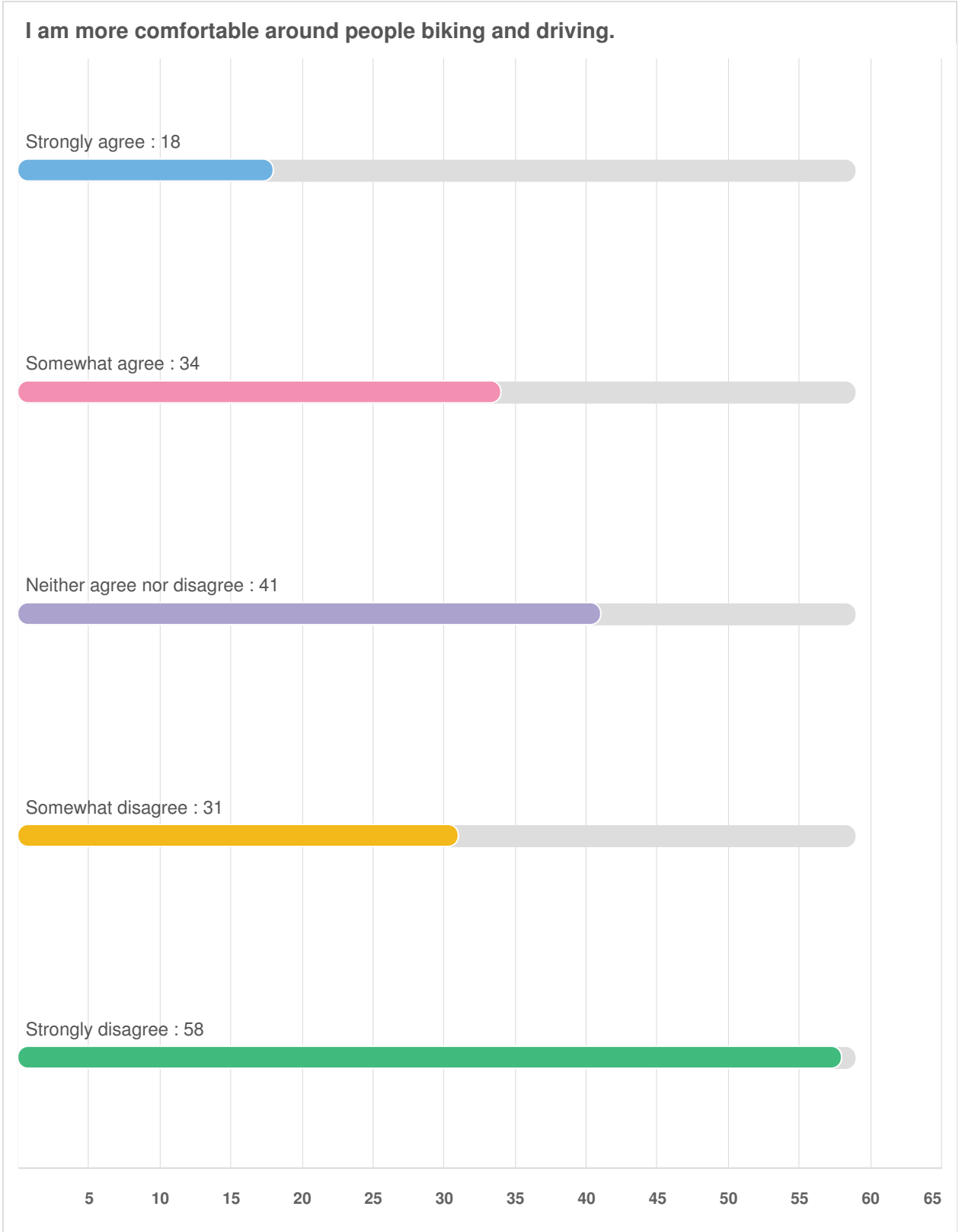


Optional question (182 response(s), 70 skipped)
 Question type: Likert Question

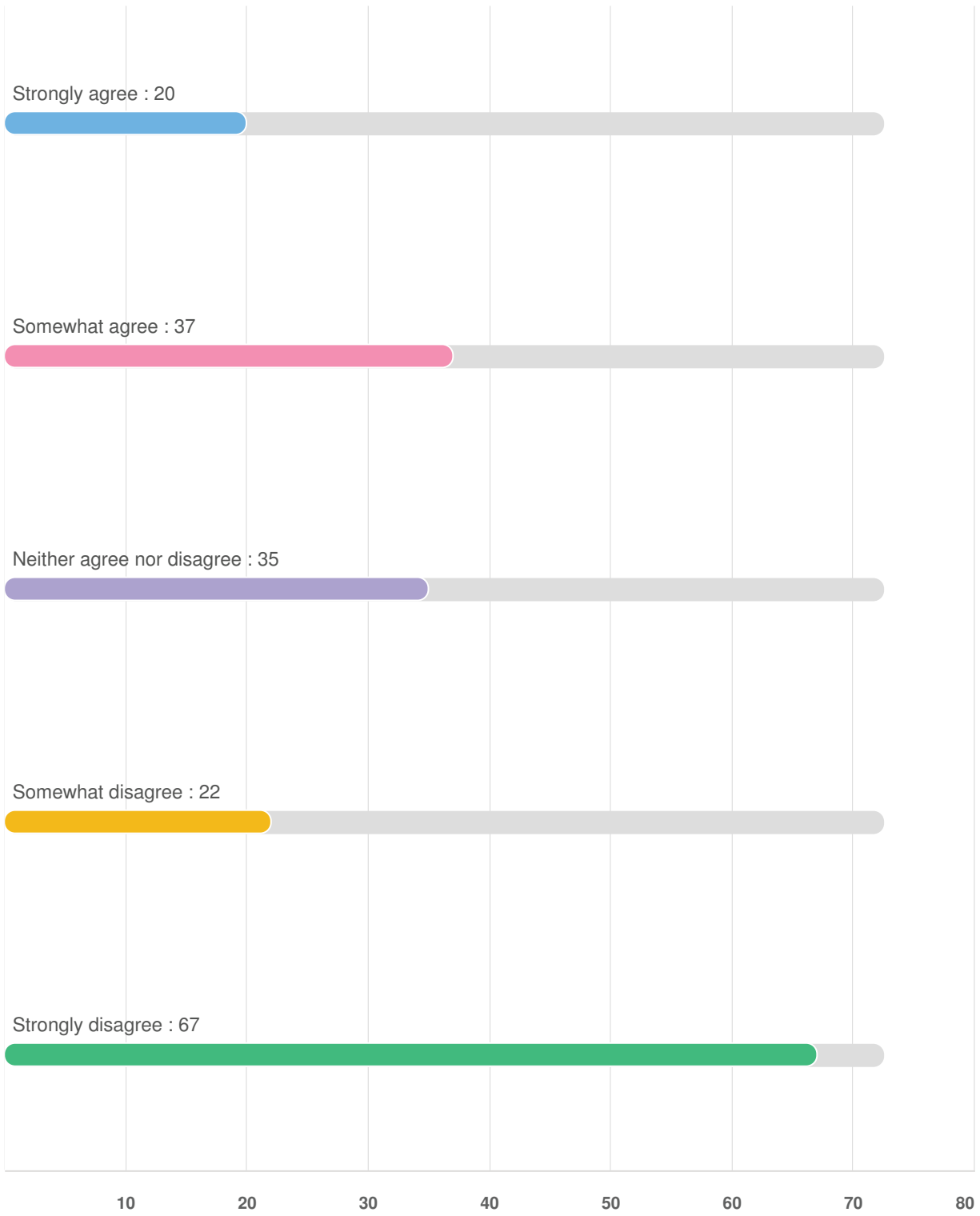
Q13 As a person who has walked on the Greenway route, do you agree or disagree with the following?

I feel safer walking on the Greenway route with the new treatments.

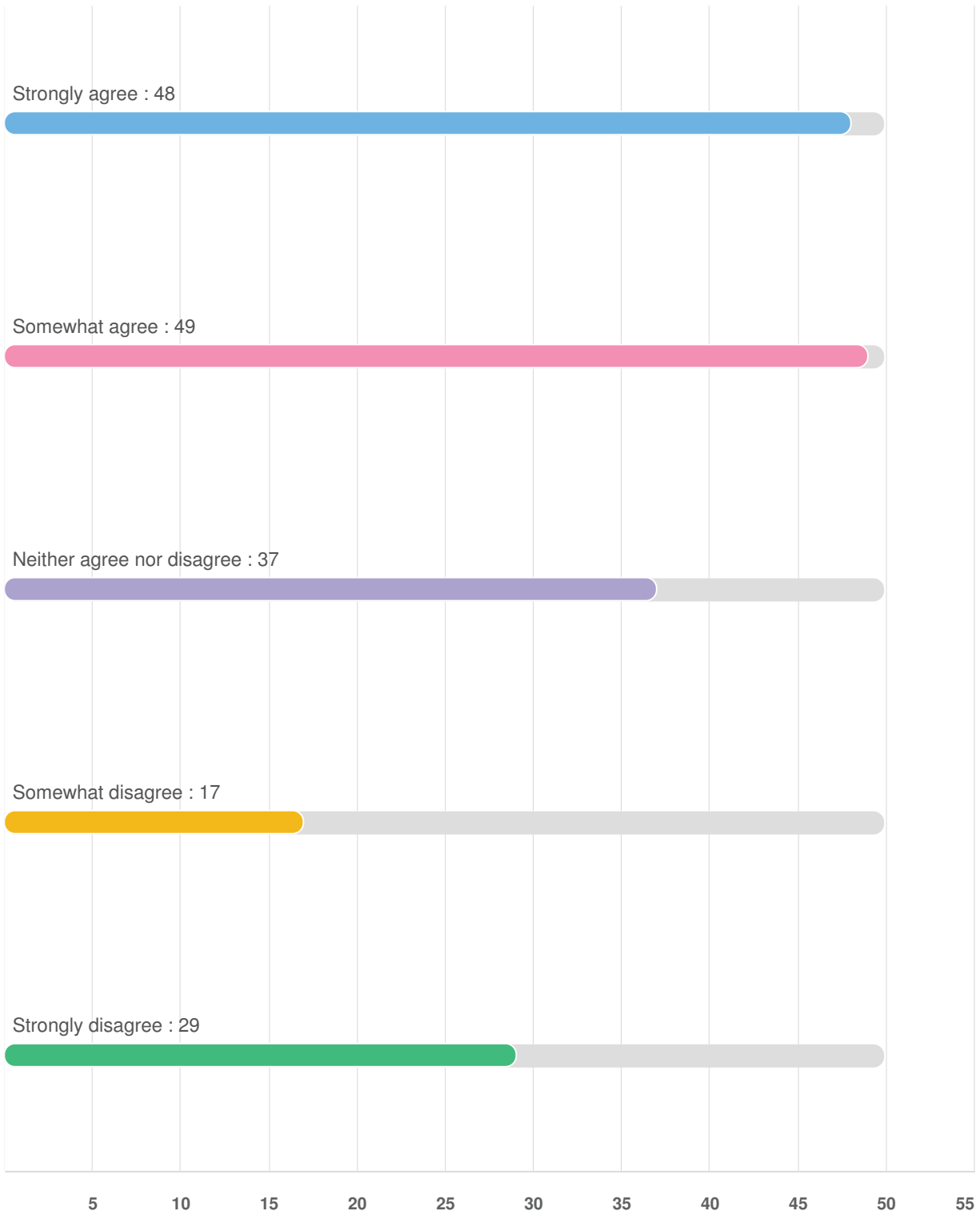




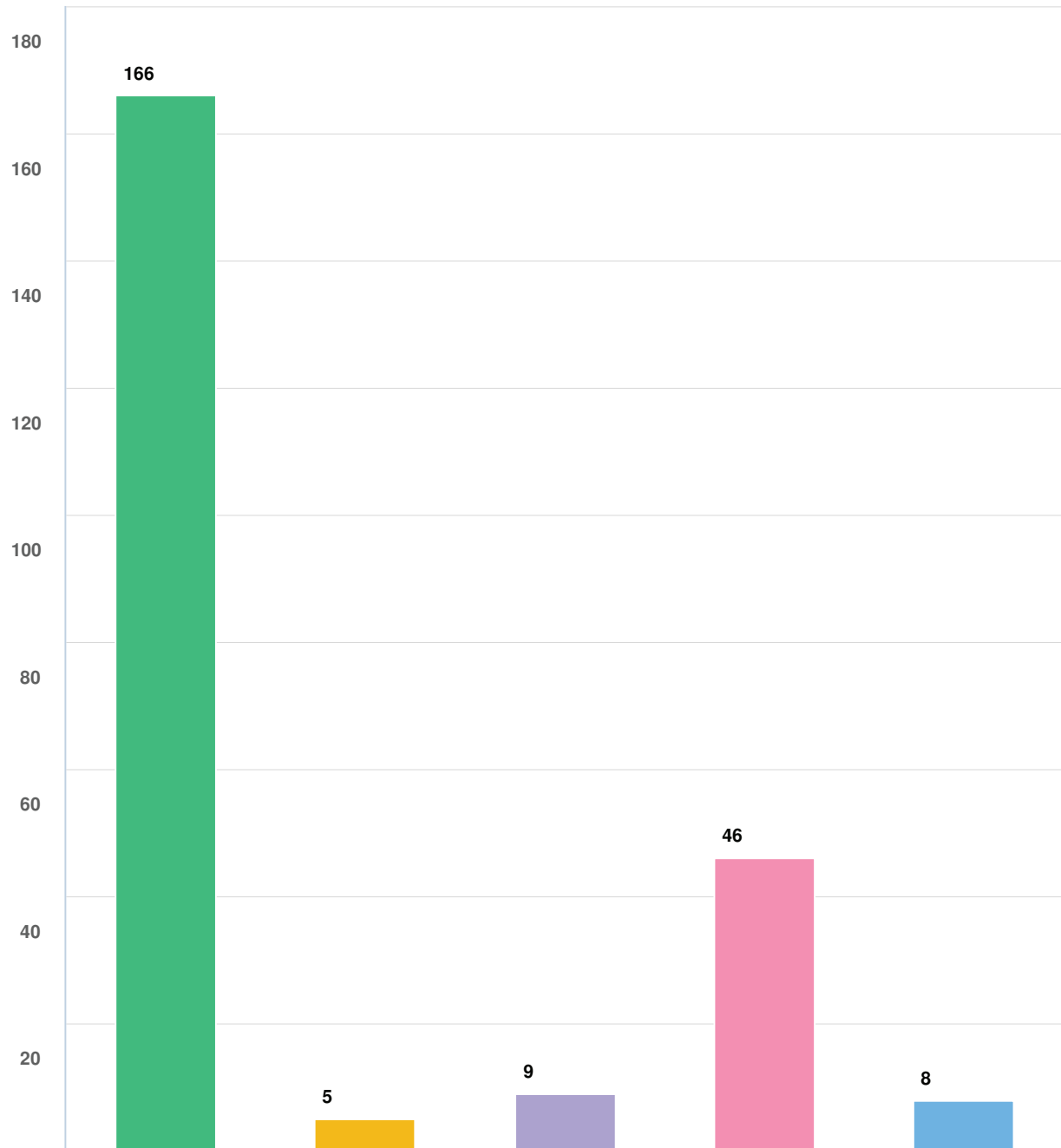
I have noticed that vehicles move slower along the Greenway route with the new treatments.



I can easily navigate the Greenway route using the new wayfinding signs and pavement markings.



Q14 What are the primary reasons you walk along the Greenway route? (choose all that apply)

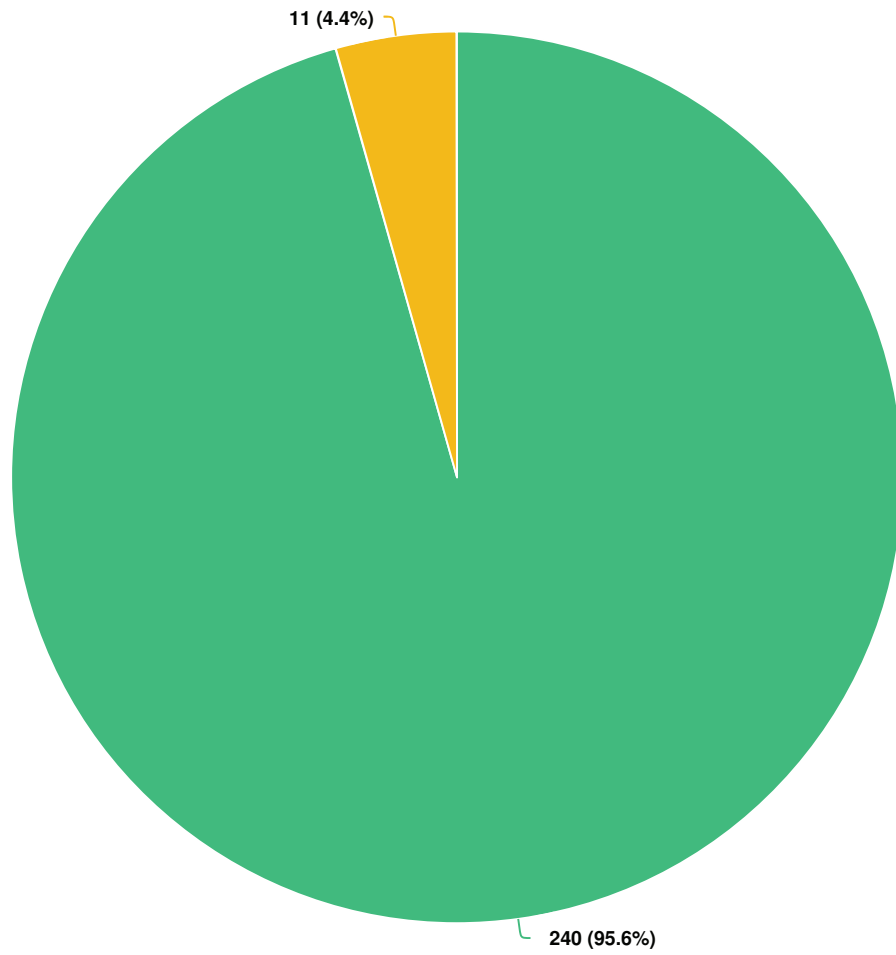


Question options

- Other (please specify)
- To travel to/from a neighborhood destination (e.g., park, community center, store, etc.)
- To travel to/from school
- To travel to/from work
- For exercise/recreation

Optional question (182 response(s), 70 skipped)
Question type: Checkbox Question

Q15 Do you drive a personal vehicle (Car, SUV, Truck, etc.) within Bellevue?

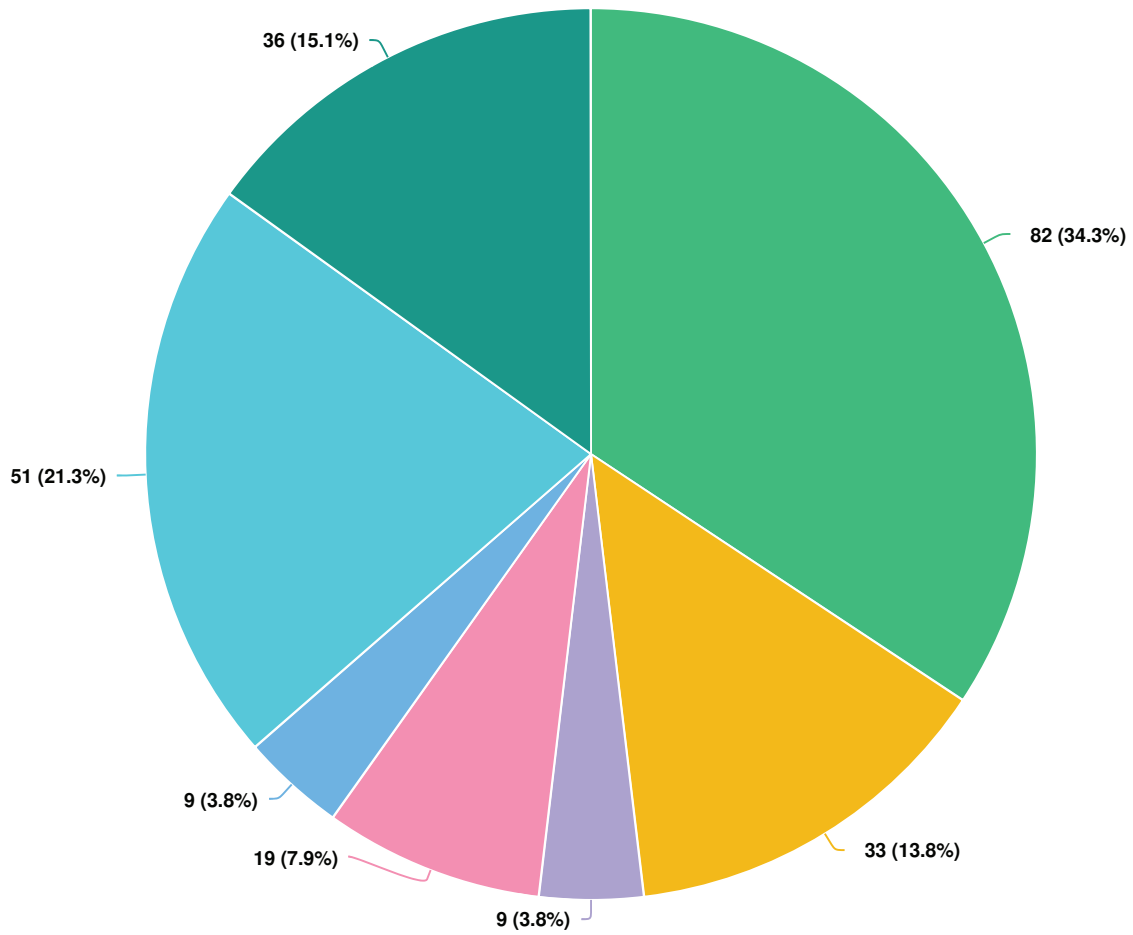


Question options

- No
- Yes

Optional question (251 response(s), 1 skipped)
Question type: Radio Button Question

Q16 How often do you drive along the Greenway route?

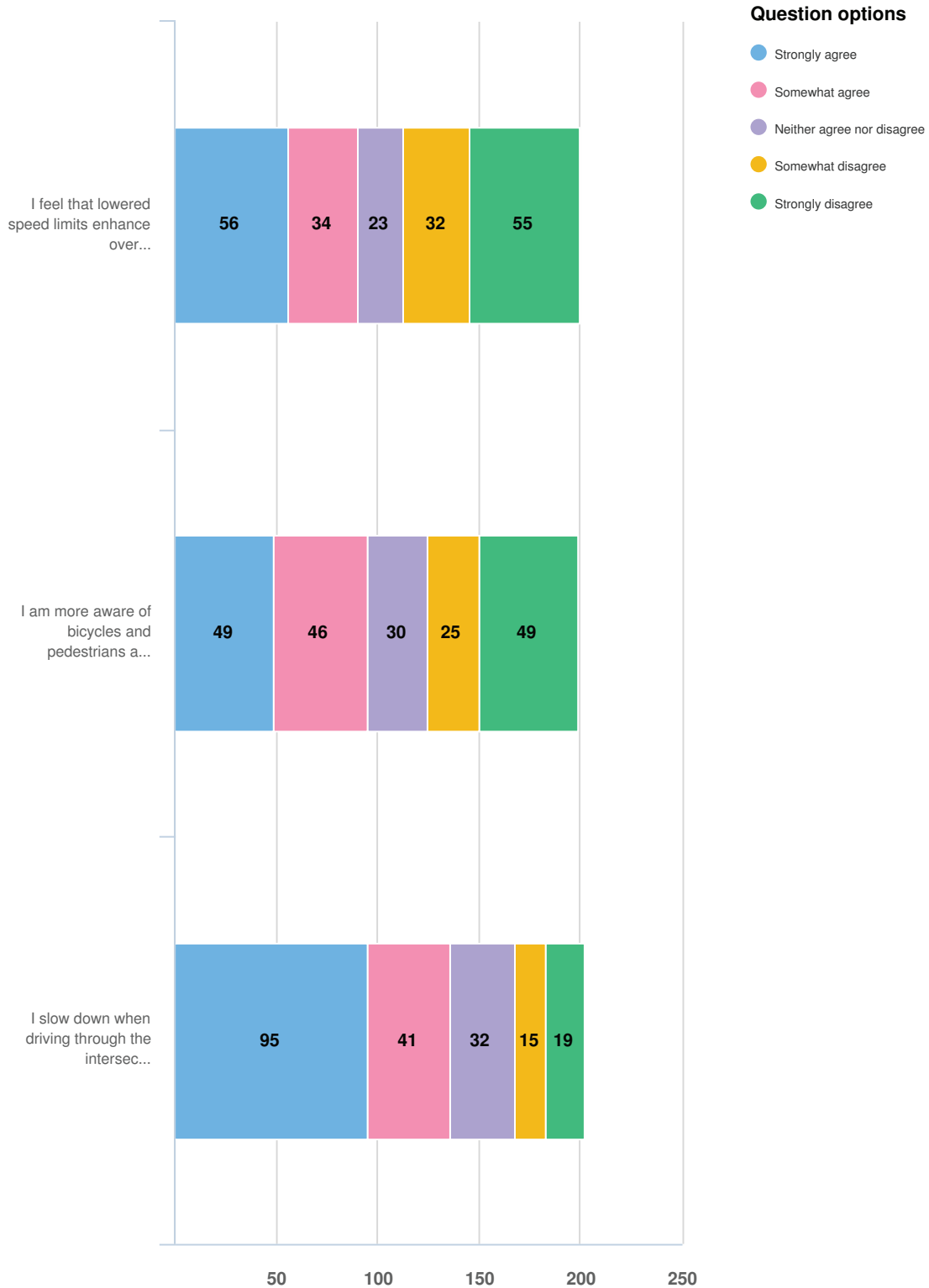


Question options

- Never
- Rarely
- Once a month
- A few times a month
- Once a week
- A few times a week
- Daily

Optional question (239 response(s), 13 skipped)
Question type: Radio Button Question

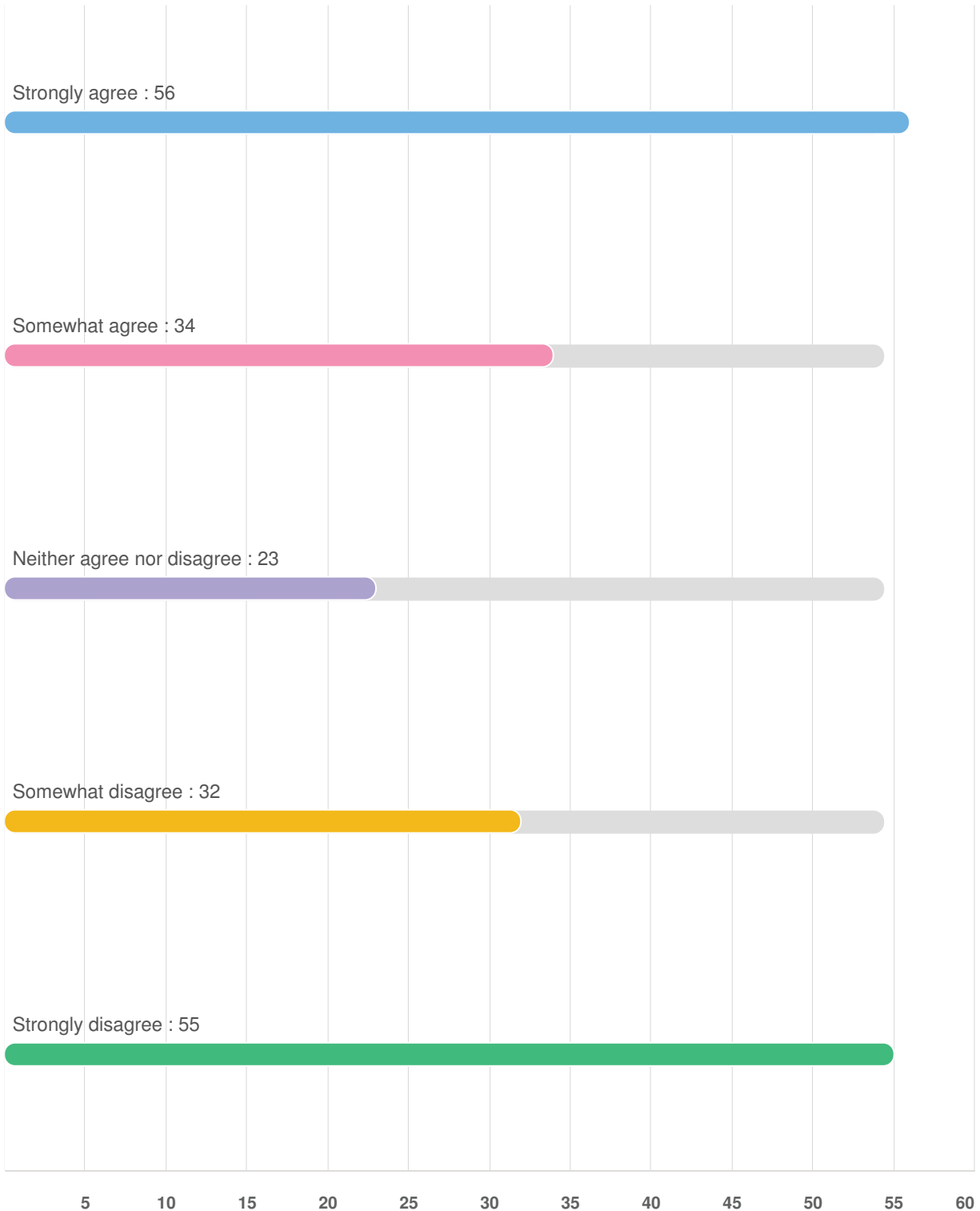
Q17 As a person who has driven along the Greenway route, do you agree or disagree with the following?

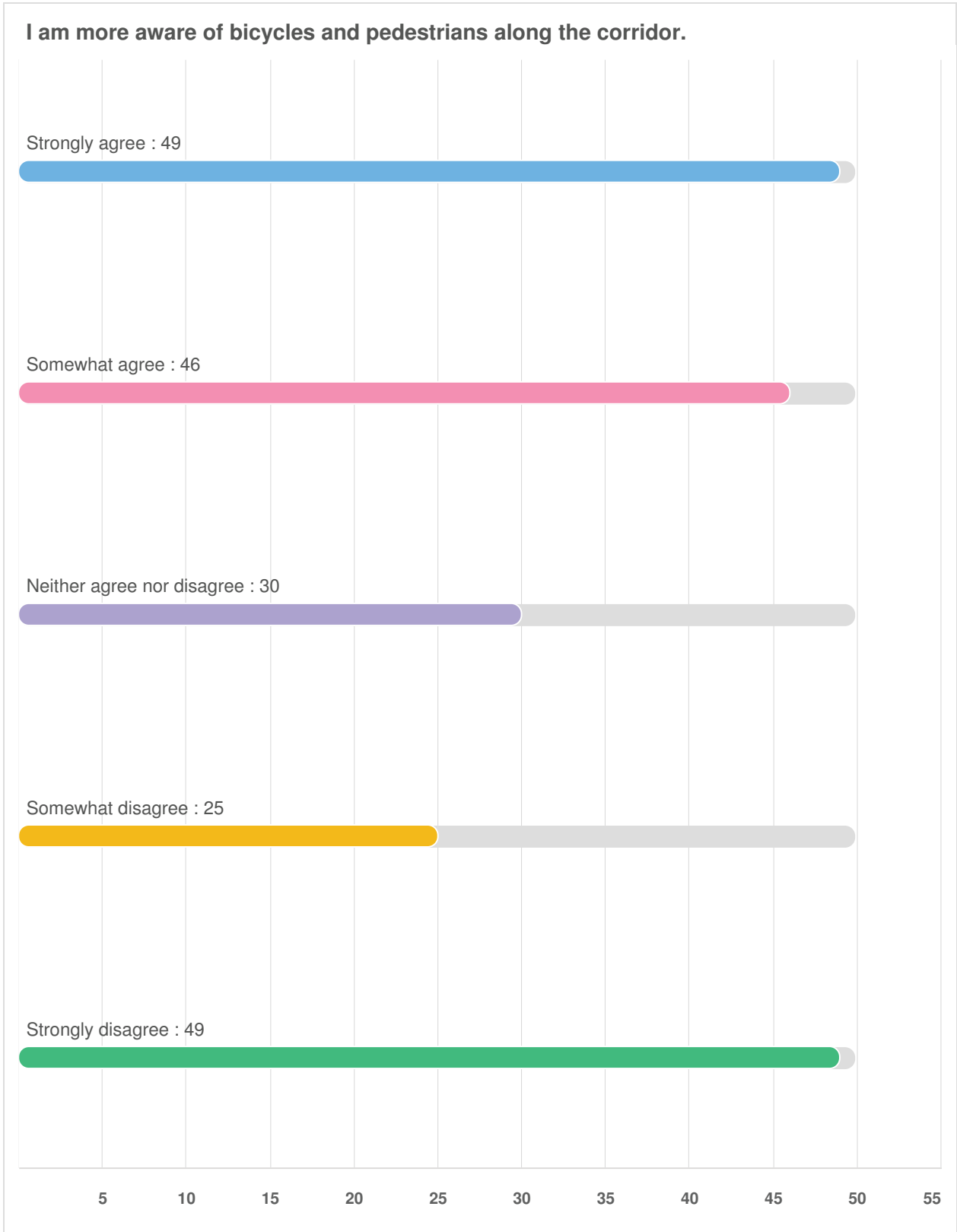


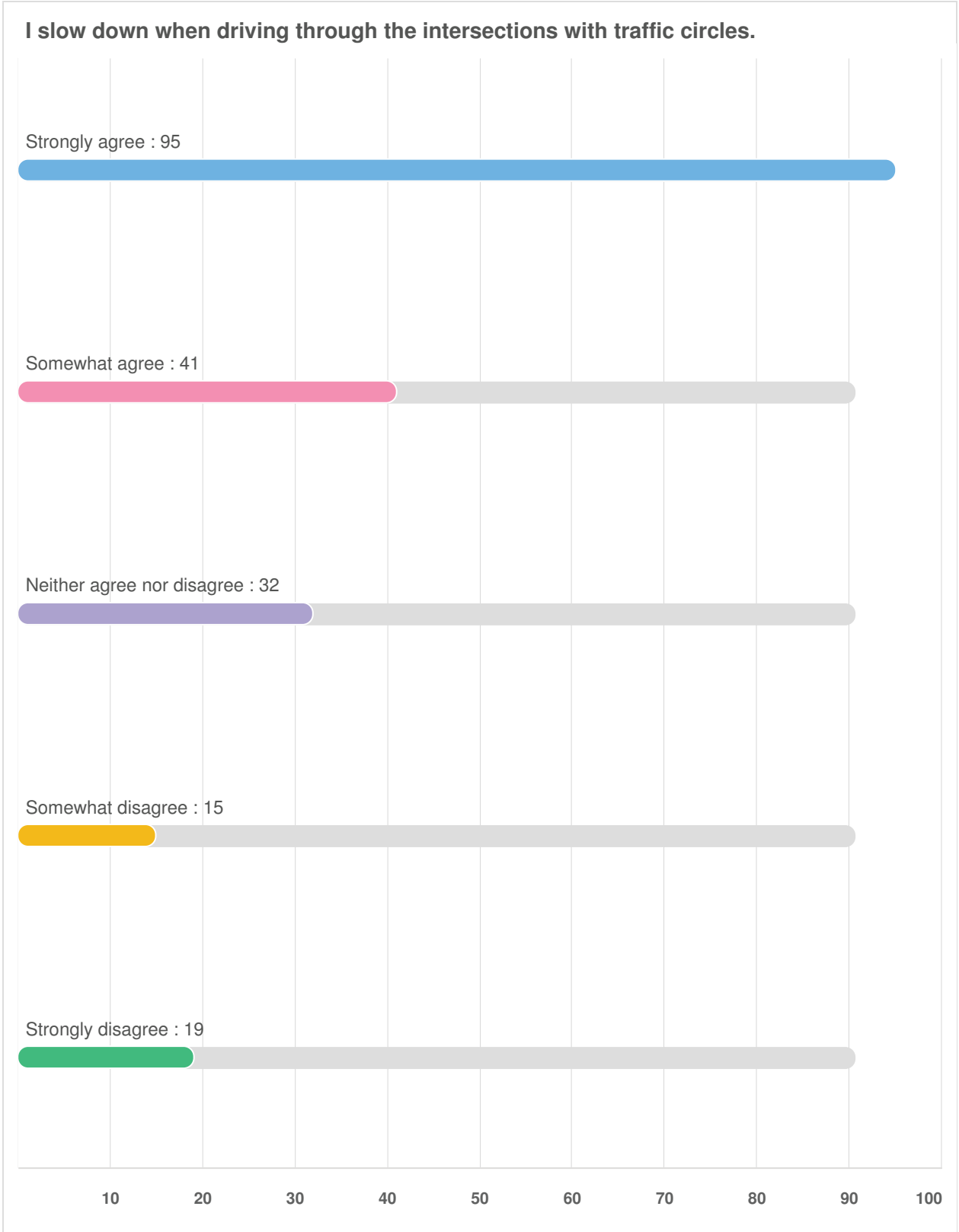
Optional question (202 response(s), 50 skipped)
 Question type: Likert Question

Q17 | As a person who has driven along the Greenway route, do you agree or disagree with the following?

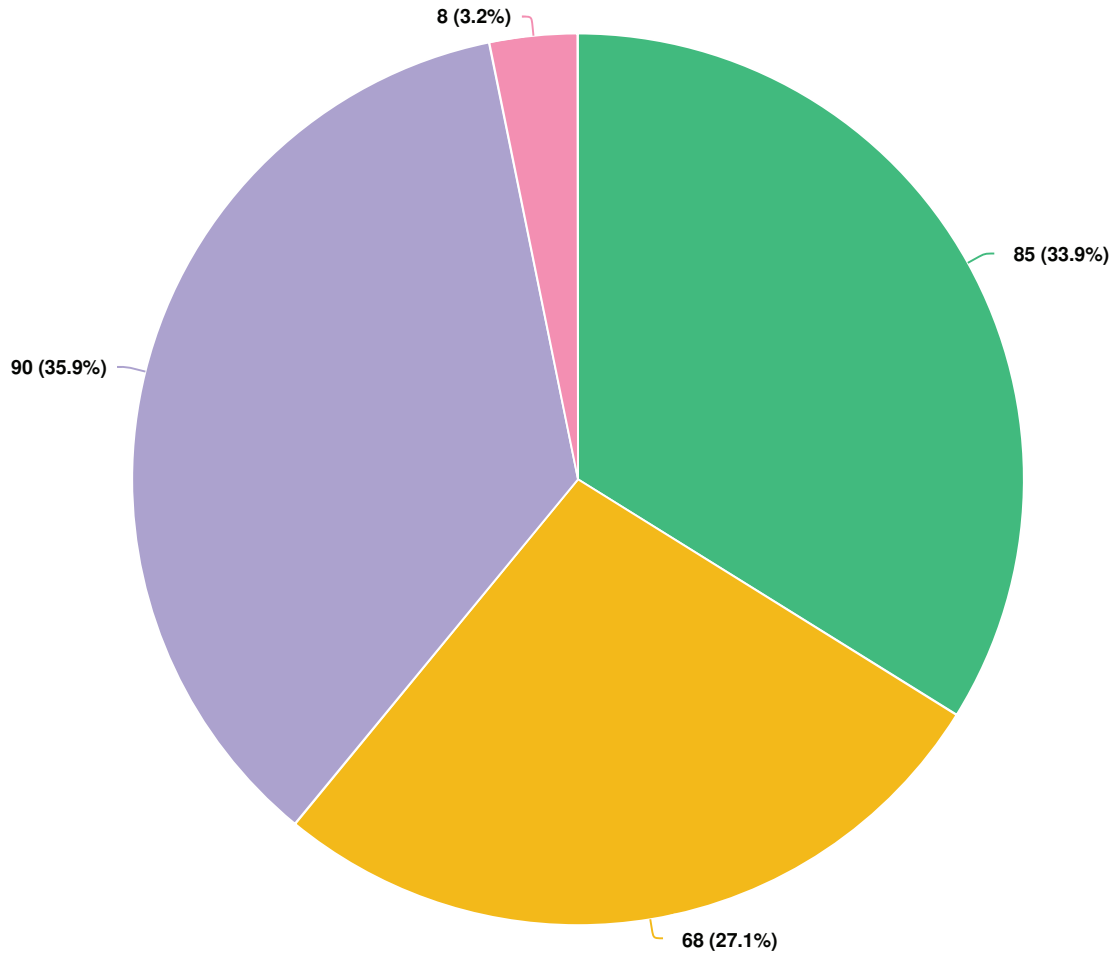
I feel that lowered speed limits enhance overall safety along the corridor.







Q18 Overall, what is your general reaction to the East Bellevue Demonstration Greenway?



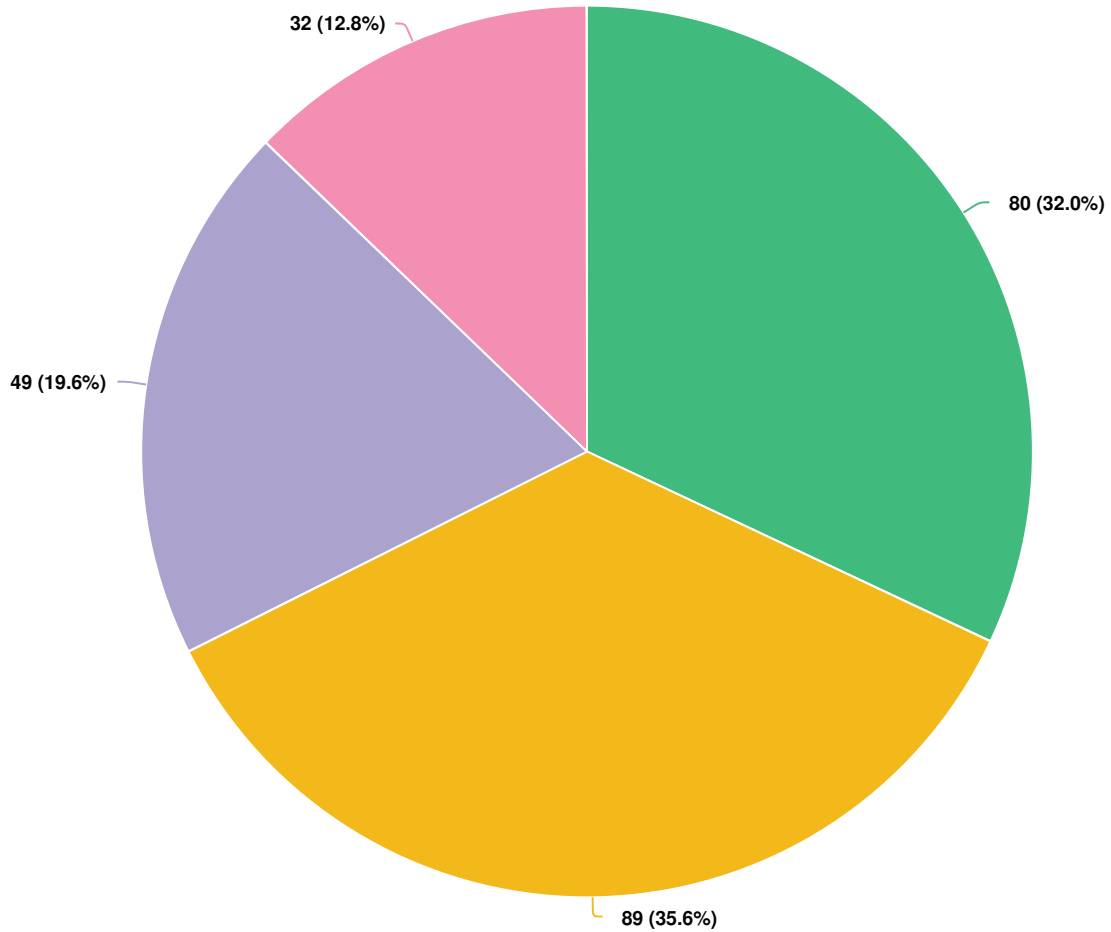
Question options

- I have no opinion.
- I do not like any of the treatments.
- I like some of the treatments.
- I like all the treatments.

Optional question (251 response(s), 1 skipped)

Question type: Radio Button Question

Q19 Would you like to see the wayfinding signs treatment kept the same, removed, or refined? If you select "refine," please explain below what changes you would like to see.

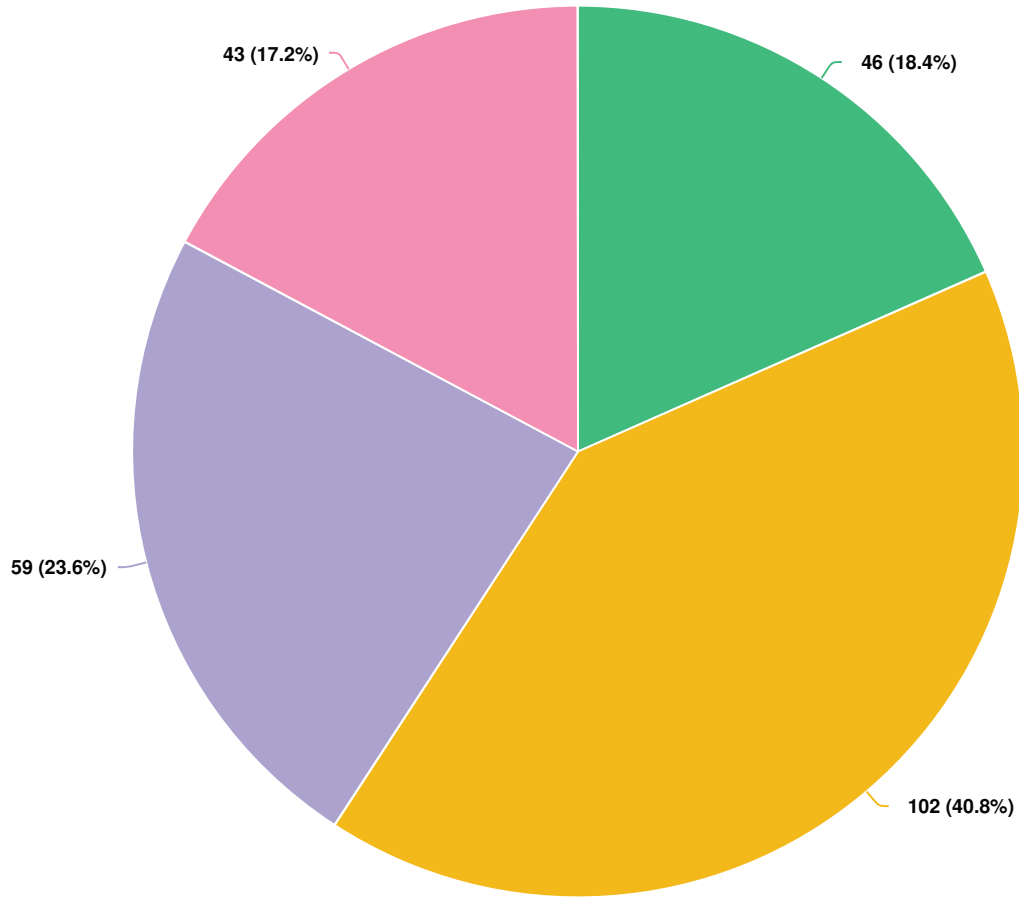


Question options

- Refine (please specify)
- Remove
- Keep
- No opinion

Optional question (250 response(s), 2 skipped)
Question type: Radio Button Question

Q20 Would you like to see the pavement markings treatment kept the same, removed, or refined? If you select "refine," please explain below what changes you would like to see.

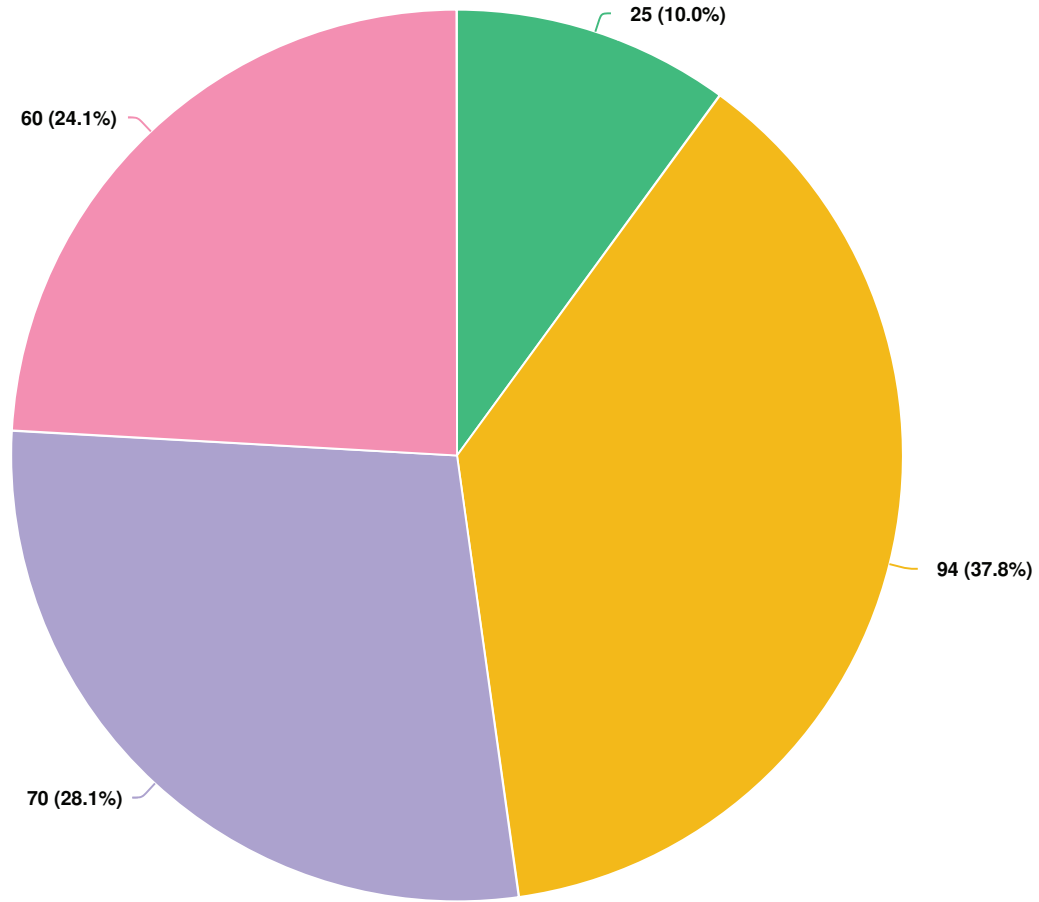


Question options

- Refine (please specify)
- Remove
- Keep
- No opinion

Optional question (250 response(s), 2 skipped)
Question type: Radio Button Question

Q21 | Would you like to see the decorative traffic circles treatment kept the same, removed, or refined? If you select "refine," please explain below what changes you would like to see.

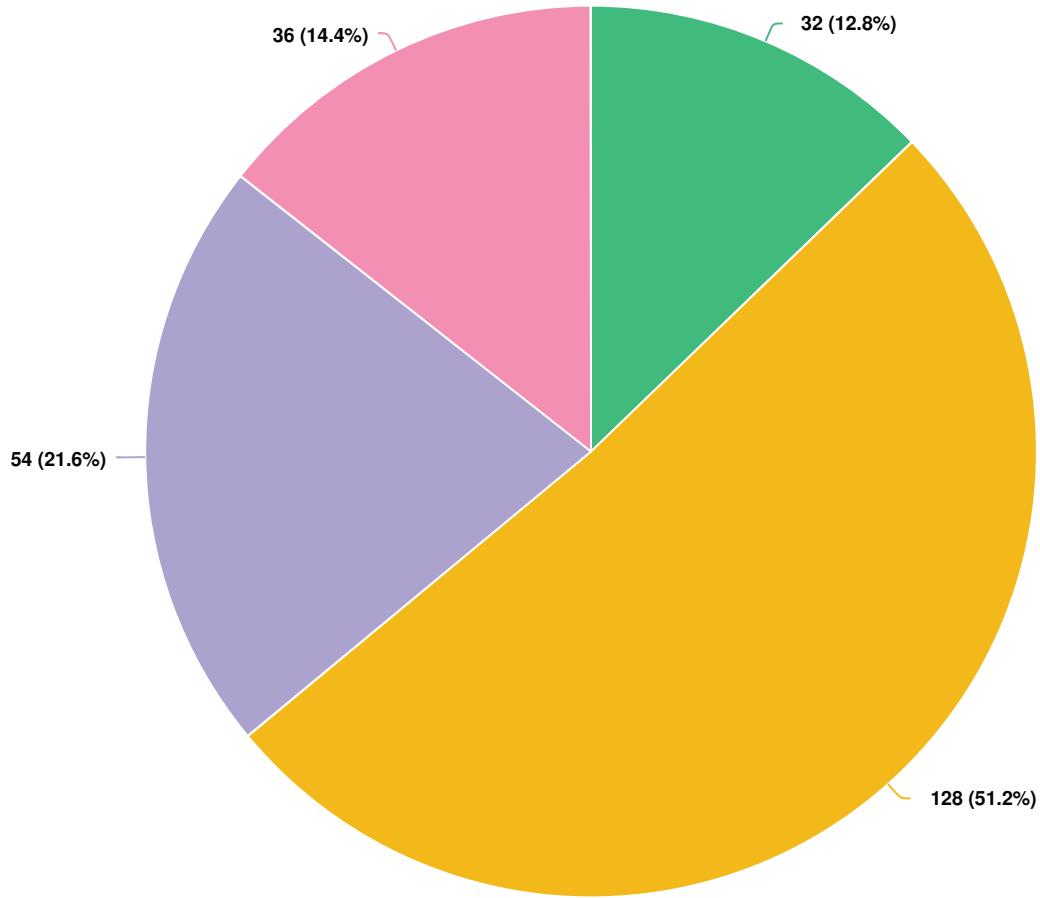


Question options

- Refine (please specify)
- Remove
- Keep
- No opinion

Optional question (249 response(s), 3 skipped)
Question type: Radio Button Question

Q22 Would you like to see the reduced speed limit treatment kept the same, removed, or refined? If you select "refine," please explain below what changes you would like to see.

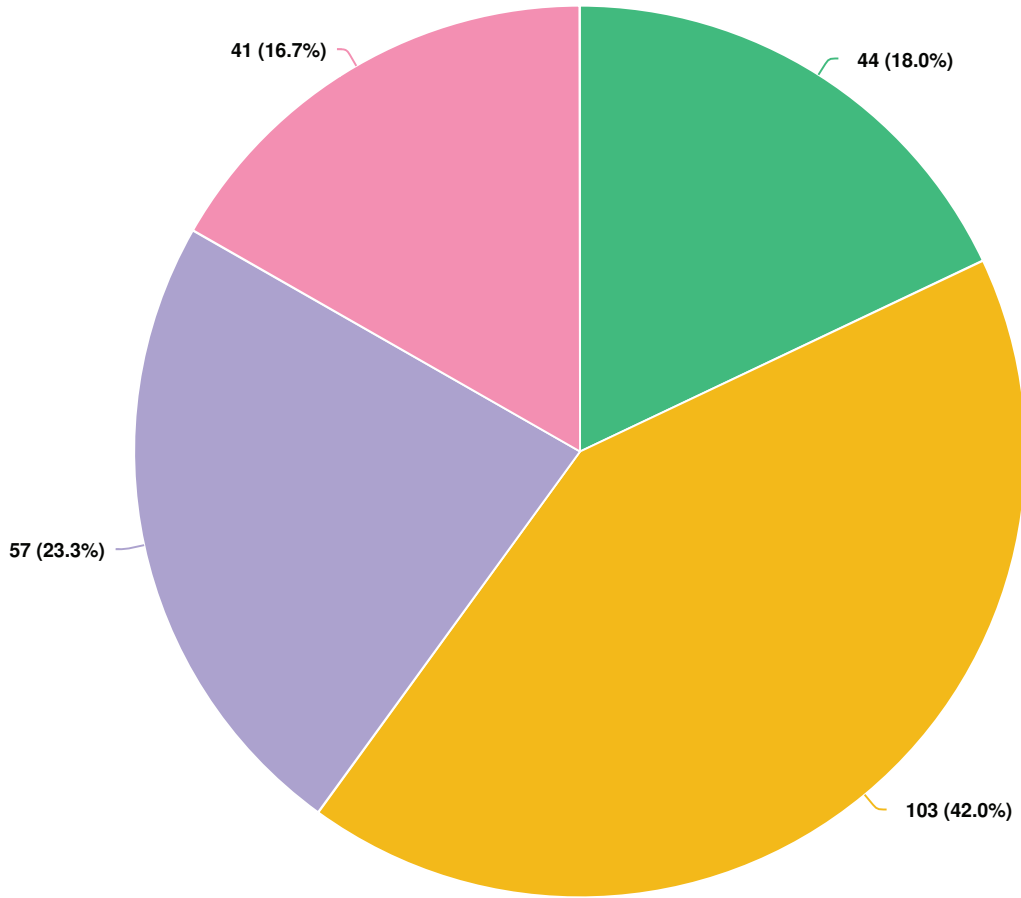


Question options

- Refine (please specify)
- Remove
- Keep
- No opinion

Optional question (250 response(s), 2 skipped)
Question type: Radio Button Question

Q23 Would you like to see the stop sign repositioning treatment kept the same, removed, or refined? If you select "refine," please explain below what changes you would like to see.



Question options

- Refine (please specify)
- Remove
- Keep
- No opinion

Optional question (245 response(s), 7 skipped)
Question type: Radio Button Question

Q24 Please indicate your interest in additional treatments to enhance the Greenway corridor.

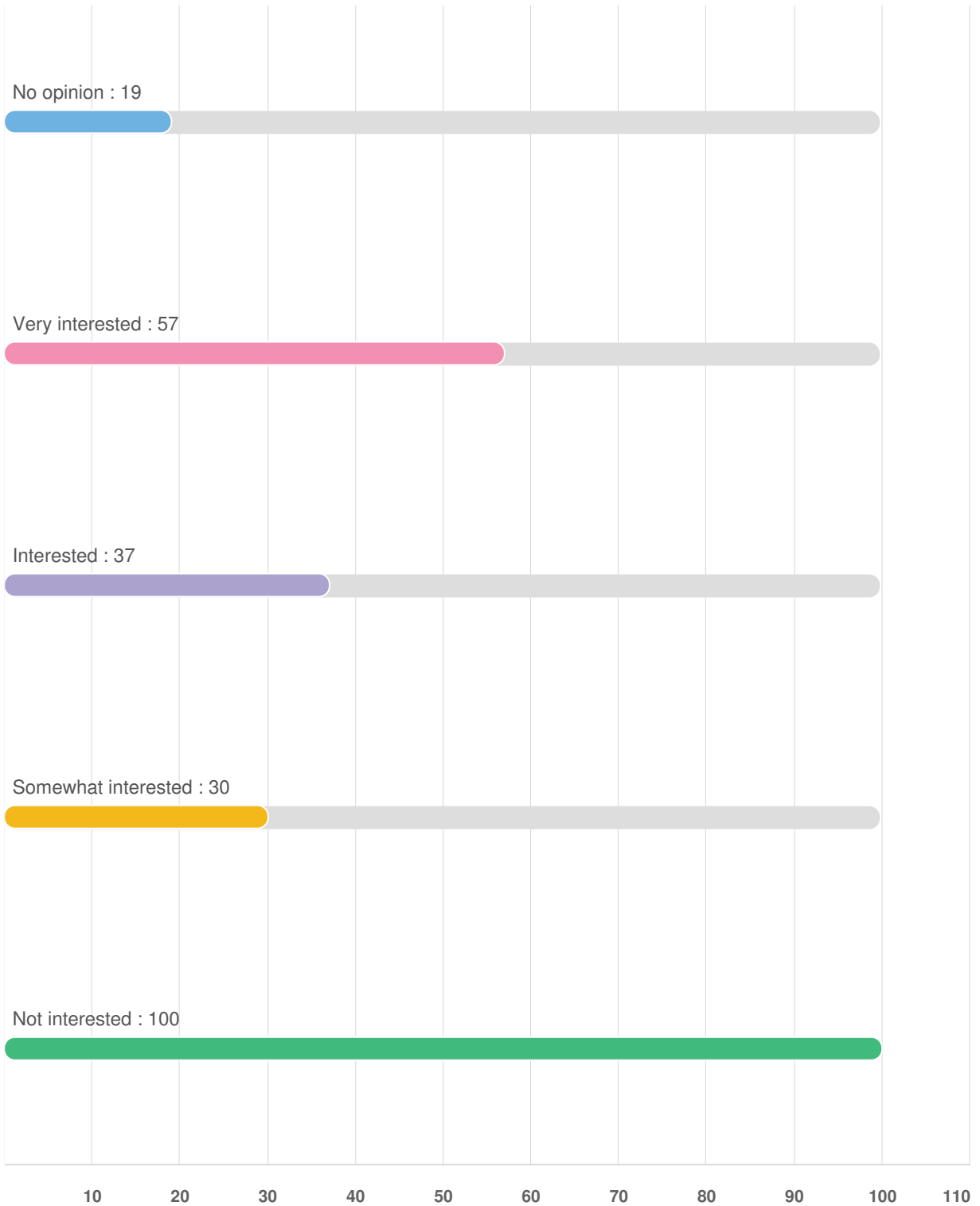


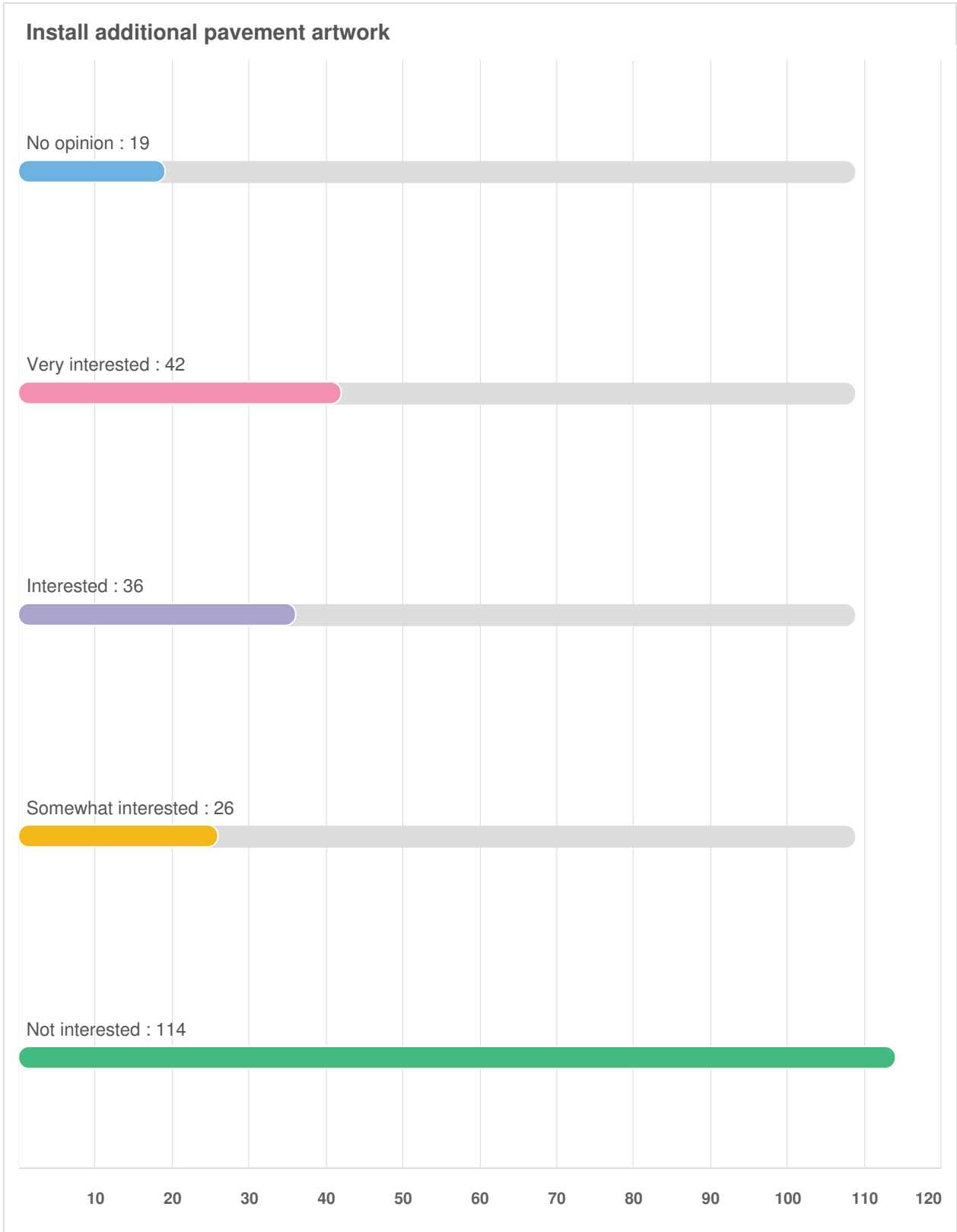
Optional question (244 response(s), 8 skipped)

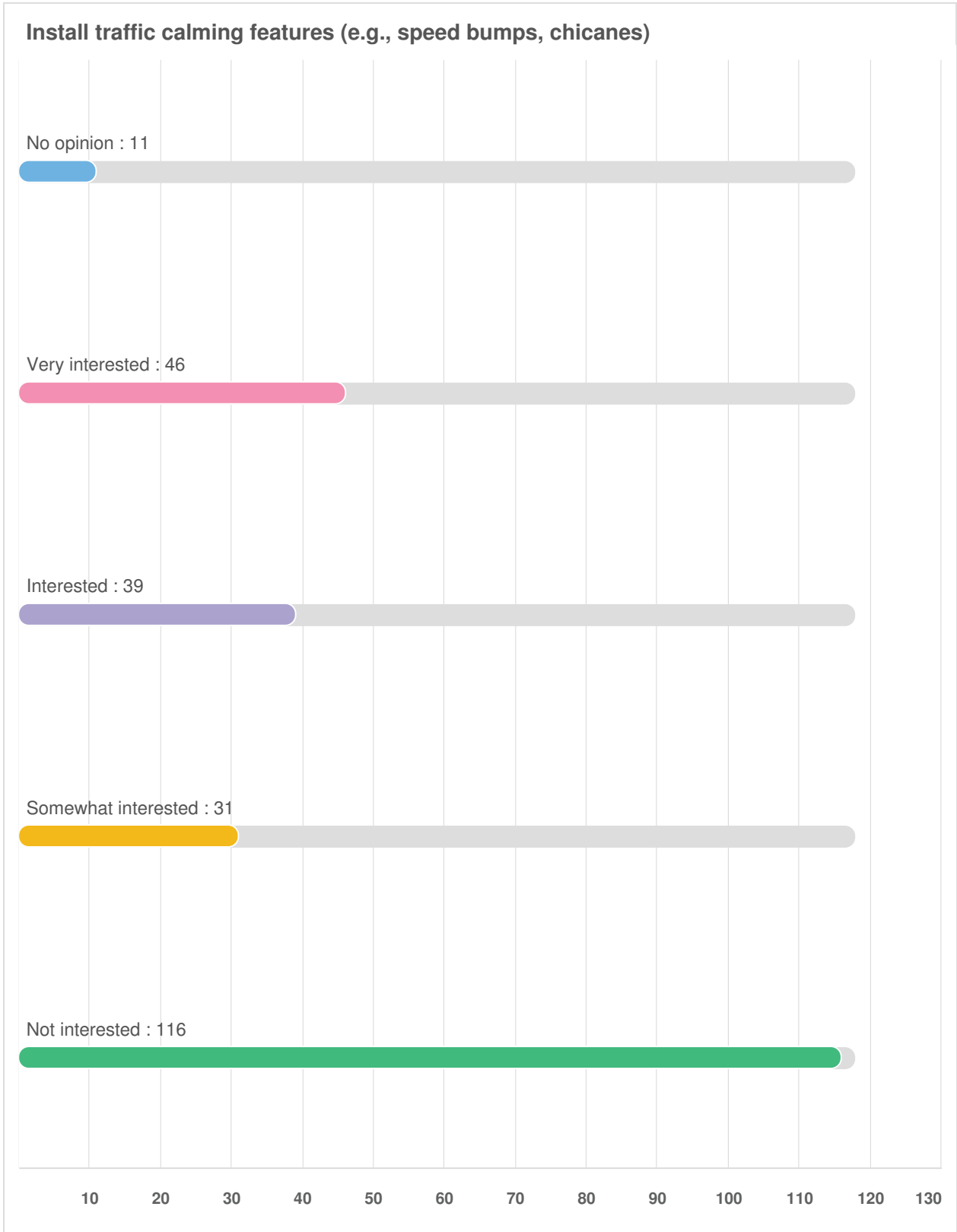
Question type: Likert Question

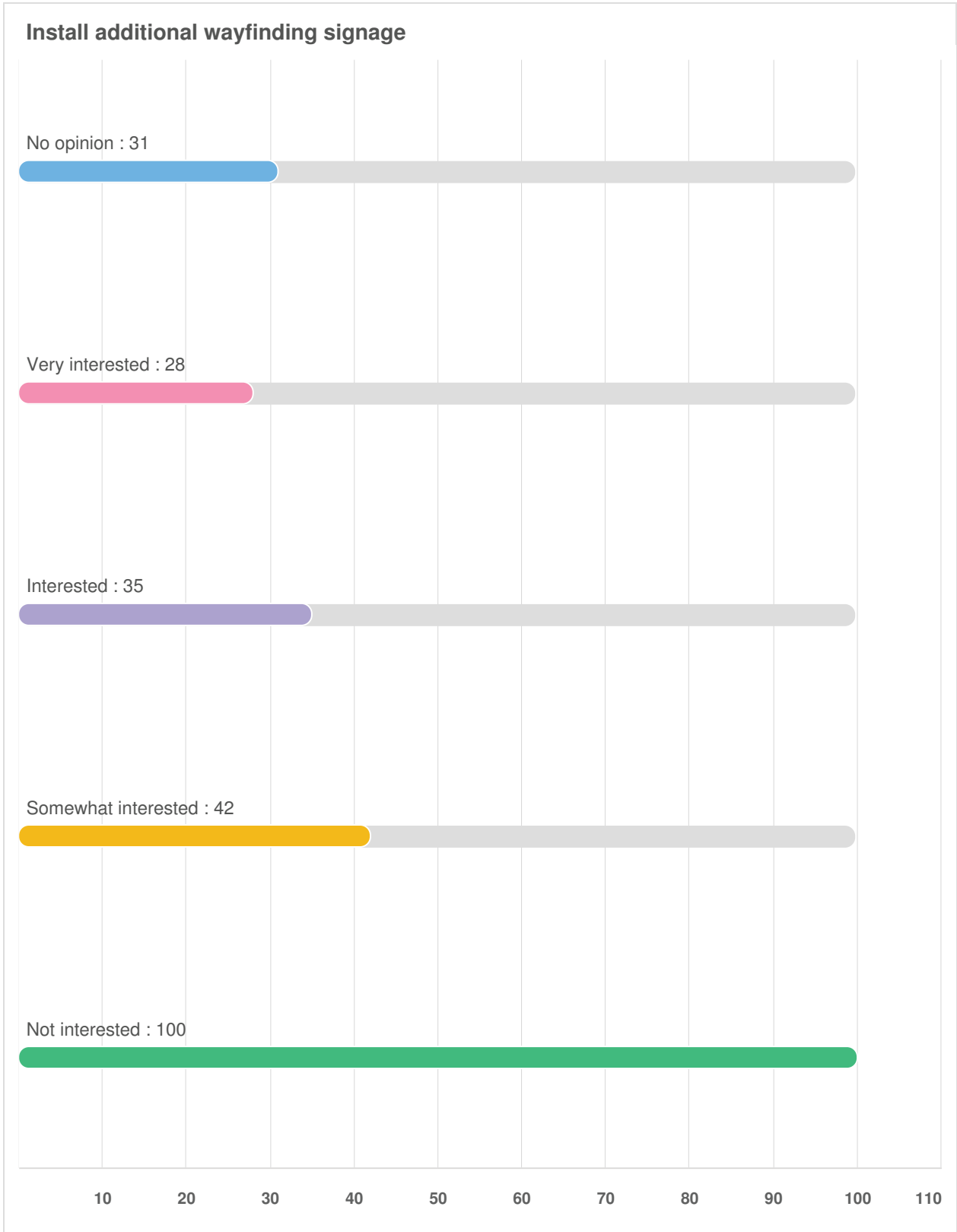
Q24 Please indicate your interest in additional treatments to enhance the Greenway corridor.

Install permanent traffic circles

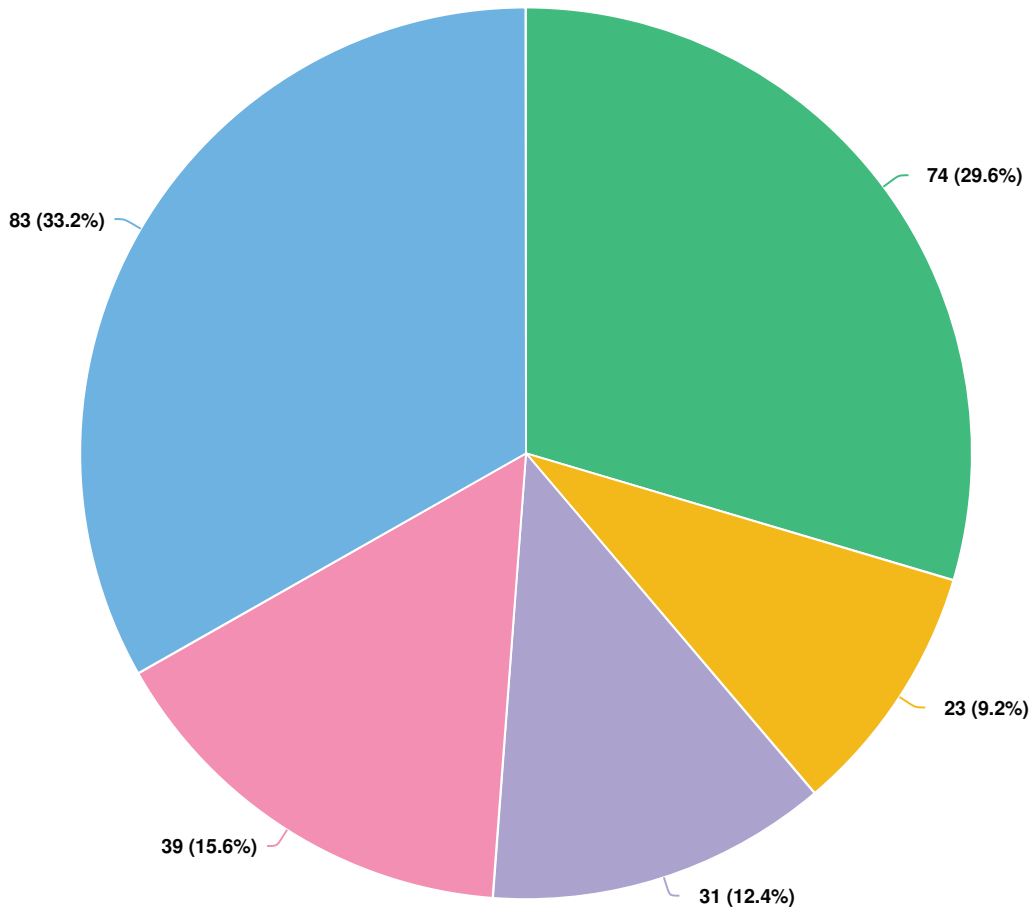








Q25 I would like to see greenways implemented in other neighborhoods in Bellevue.



Question options

- Strongly agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Strongly disagree

Optional question (250 response(s), 2 skipped)

Question type: Radio Button Question

Q26 | What other comments would you like to share about the East Bellevue Demonstration Greenway?

Anonymous

9/07/2021 05:08 PM

More of these in other neighborhoods in Bellevue would be great!

Anonymous

9/07/2021 08:34 PM

This green way is reasonably well built and improves on the Healthy Street last year making it much easier to navigate and making right of way much clearer. There are a couple of drawbacks to this particular segment though. First is that it doesn't really connect to much. On the south end it does join nicely with the lake to lake trail but there are no other connections. If this was built as a protected bike lane on 164th instead it would have directly connected to community destinations like Crossroads and the Microsoft campus. This would allow people to live work and play car free in East Bellevue. I myself would commute on 164th if it was improved at least as well as 140th is. Using this green way is even more out of my way much steeper uphill and harder to follow.

Anonymous

9/08/2021 04:51 AM

I don't bike or walk alongside the greenway because there aren't any commercial shops there. Perhaps think of this like a boardwalk along the water- what kinds of restaurants, little shops, and such would draw people to it?

Anonymous

9/08/2021 07:46 AM

This is a great start, but a lot needs to happen before this is a remotely comfortable route. Make sure to actually implement traffic easing measures so cars don't start to speed up once they get used to the changes made.

Anonymous

9/08/2021 09:13 AM

This is a very badly designed project, at least within the Lake Hills area. It fails to do any of its stated objectives. First, painting and striping a "corridor" through the neighborhood that is more difficult and worse for bicyclists than the current default (using 164th Ave) means that there will be little if any use by bicyclists, especially commuters. Instead, by repositioning Stop signs, all that has been done is to create a "back door" commuting route for automobiles interested in bypassing the congestion at the 164th Ave/SE 14th intersection. This will serve to make the "corridor" less attractive and less safe, rather than more. Second, the change in Stop sign positions fails to take into account geography of the area. Specifically at SE 12th and 166th Ave, changing the Stop direction creates a hazardous situation, as the traffic coming down the hill (southbound)

is hidden from cross traffic by the hill, vegetation, and fencing. By pushing the stop lines so far back, vehicles cannot safely cross because of the bicycles/vehicles traveling at speed down the hill, even assuming they are obeying the speed limit. Finally, no significant re-routing of Stop signs has been made that would actually assist bicyclists. Currently, they are allowed by law to roll through Stop signs (as a yield) which they would do without any of the re-positioning. However, on busy streets, where a re-positioning would actually benefit, such as NE 8th St, nothing was done. This leaves cyclists having to brave crossing the busy street. They will not, and instead will continue to use 164th Ave as noted above. It is very disappointing that this was done with no communication nor input to anyone impacted by this, and to then after the fact, put out a survey that appears intended to collect positive responses to justify what has been done. It is even worse to hear that \$200,000 was spent on this project. I waited a week to respond to this, to make sure that I was not overreacting from my initial impressions. Unfortunately, observing the results has only confirmed that this is a distinctly negative change to the neighborhood, one that also fails in its stated approach to provide a better corridor for bicyclists.

Anonymous

9/08/2021 11:54 AM

Waste of taxpayers money

Anonymous

9/08/2021 12:25 PM

This is a joke. People park at the end of the roundabouts and make it hard to navigate by car. You made it nearly impossible to drive in my neighborhood, just so a few people could bike through it.

Anonymous

9/08/2021 12:56 PM

The new positions of the stop signs at Southeast 12th and 166th avenue Southeast are inappropriate. Traffic speed going east to west on Southeast 12th was never an issue as the road was so short, but now I observe cars and BIKES blasting through the intersection of Southeast 12th and 166th avenue Southeast on a daily basis with little regard for safety. In fact, I see many houses south of that intersection along 166th ave SE now put up roadside "please slow down" signs in their yards. I live at the East end of Southeast 12th Street and have three children under 9 years old and have some serious safety concerns for traffic going north to south along 166th avenue Southeast now that bikes and drivers blow through that intersection with seeming impunity. Please amend this intersection to be an "all way yield" so that at the very least the flow of traffic is equitable, it's more like a traditional roundabout, and bikes and drivers going north to south will also take responsibility for their speed.

Anonymous

There needs to be more work in getting the cars off the Greenway.

9/08/2021 02:39 PM

There is no signage that indicates to the cars that the road should be used for local access only. I think cars still use the route as a through route, even though 164th is just a block or two away.

Anonymous

9/08/2021 03:31 PM

Having the four stop signs at a roundabout complete defeats the roundabout. It is meant to ease traffic at the same time keeping traffic moving. Going from one block to the next stopping and not flowing thru the traffic circles is absolutely not helpful and annoying. Also, bikers are not going to move from 164th to this green way because it's hillier and longer vs staying on 164th.

Anonymous

9/08/2021 04:23 PM

This is disrupting the car travel. A lot of elderly people do not ride a bike and all this money is going into bike lanes. What is the percentage of money being spent on bike lanes compared to number of bikes on the road, and the same for automobiles? All of the construction is taking up auto lanes.

Anonymous

9/08/2021 04:24 PM

Take out the Stop signs on 166th and SE 12th. Make it an all way yield.

Anonymous

9/08/2021 04:26 PM

As someone who lives on the greenway and uses it daily, I see a big difference in speeds along the greenway. I am excited about it and hope it becomes permanent.

Anonymous

9/08/2021 04:46 PM

This roundabout at SE 12th and 166th Ave SE is a waste of taxpayer money and the bright artwork is actually distracting for a driver (speed bumps would have sufficed). I would much rather see a sidewalk that follows along 167th Ave SE- From SE 16th to Lake Hills Blvd. This is a location where people could connect to sidewalk when leaving Weowna park and it is a horrible thoroughfare which people speed on (much worse than 166th!!!)

Anonymous

9/08/2021 04:46 PM

waste of money. moving the stop sign at 166th just makes it easier for people to fly down the hill which they already did and would blow through the stop sign. you have made it easier for them to do just that.

Anonymous

9/08/2021 04:58 PM

As a person who lives on the Greenway I am very frustrated with the new 4-Way stop and traffic circle at 165th and Lake Hills Blvd. I go through this intersection every day to get to and from my home, and there's not enough room in this intersection for a traffic circle. There is

also a car that is always parked on the street just north of the circle that further complicates the intersection. The police say it's legally parked since it's 30 feet from the stop sign, but it's only about 10 feet from the traffic circle which doesn't seem like it should be legal. At the very least it reduces sight distance and creates a hazard with oncoming traffic.

Anonymous

9/08/2021 05:05 PM

I watched 6 workers working--well one was working and the other 5 were watching ---as they installed this. There are many streets (156th at Main, Northup and 156th, etc.) with holes, bumps and lumps. I would have rather you fix the bad roads and put up the saw horses like you did last summer to slow traffic and create play space in the summer. I was told there were going to be measurements of bike use pre and post installation. I have not seen any equipment that would validate reduced car speed or increased bicycle use. This is a phenomenal waste of money.

Anonymous

9/08/2021 05:17 PM

i began 'lobbying' for this bicycle route in 1993.

Anonymous

9/08/2021 05:20 PM

In general, I believe that the changes made not only are ineffective but in addition they inhibit safety. As a driver going west on 12th street I cannot see to my right when approaching the intersection. When I stop I have to enter the intersection and put myself and others at risk. The changes made are also not having the desired affect. Bikers consistently continue to use 164th. Unless they are forced to use the bike corridor they will not use it. Please make changes to the signage to ensure the safety of the people going east west on 12th street.

Anonymous

9/08/2021 05:21 PM

This is an idiotic waste of money.

Anonymous

9/08/2021 05:25 PM

I think that the implementation of this Greenway bike path does nothing to take bikes off the main roads due to the main roads. The greenway is not an efficient way to cross the city on foot or bike due to the speed of cars and unsafe crossings at busy intersections such as NE 8 th street.

Anonymous

9/08/2021 05:38 PM

please keep up the good work here. I would love to do more safe biking in Bellevue!

Anonymous

9/08/2021 06:45 PM

Make sure the funding is spent in a good way, not just because it's available. Don't fall in the trap of if you have it, spend it or never see it again. This is the biggest pitfall from organization to organization. Use tax payer's money wisely, give result of just how many would benefit from this project and at what cost ? Did you see the Citywide 25MPH signage worked in Seattle ? MO, all the tax payer's money spent with little or no result. Might as well hire a few more traffic enforcer to give out tickets or red light cameras to deter the speeders in the City. A few rotten apples WILL spoil the barrel of apples. Life is not as easy as computation on the software. Don't need to spend money to learn that lesson.

Anonymous

9/08/2021 07:13 PM

I have seen less use of bicycles after completion. Only 2 in the last two weeks and I live on the greenway. What a waste of money. I would rather have had sidewalks.

Anonymous

9/08/2021 07:37 PM

Thank you! This is an amazing addition to the community. I ask that speed bumps be added on 165th AVE SE off of Main. We live directly in the road and people excessively speed around corners. I'd like to be able to have my kids enjoy walks.

Anonymous

9/08/2021 08:02 PM

Remove the biased illustration of pedestrian and bicycle users; give some exposure to the dominant transportation mode (automobiles).

Anonymous

9/08/2021 08:40 PM

The greenway should not be in residential areas with cars parked on both sides of the street

Anonymous

9/08/2021 08:44 PM

The unattractive new installations above the artwork appear as an afterthought. Cars continued to drive over the flat designs, raised plantings would be more attractive and functional. Speed bumps and planted safety medians often work well, consider adding more throughout Bellevue.

Anonymous

9/08/2021 08:55 PM

It is changing our way of driving in the neighborhood but we don't mind. And it's good for pedestrians and cyclists. However, the on on 166th/SE 9th St needs improvements, as it is way off center and too large, and makes driving difficult, especially if you make any left turns. Thanks for listening.

Anonymous

9/08/2021 09:07 PM

Waste of money

Anonymous

9/08/2021 09:15 PM

The greenway improvements require drivers to slow down and pay more attention to pedestrians and bicyclists, which is a very good idea in residential neighborhoods. I rarely walk in my neighborhood due to lack of sidewalks and I don't feel safe. (I walk in local parks instead). Because of the greenways improvements, I have altered my driving routes to avoid the greenway streets, and if other drivers do the same then the greenway roads are safer for bicyclists and pedestrians. Overall, I agree with the improvements and increase in safety which results.

Anonymous

9/08/2021 09:36 PM

Please stop this activity!

Anonymous

9/08/2021 09:52 PM

These are such a waste of money and have made driving and walking in the neighborhood more dangerous, due to confusion. People swerve to avoid the unnecessary traffic circles that suddenly appeared in established and traffic-safe neighborhoods.

Anonymous

9/08/2021 10:22 PM

Center traffic circles before making them permanent.

Anonymous

9/08/2021 10:57 PM

I don't understand why cars need to be impeded, to accommodate bikers. I love seeing all the walkers out, but not excited regarding the increasing bike traffic.

Anonymous

9/09/2021 06:34 AM

It's not a well traversed area. I think something should be implemented in other areas where it would have greater impact on walking/biking safety, such as NE 8th between 164thAve NE and Northup. Occasional police presence and crosswalk signage have not been enough. I live on 172nd Ave NE and have noticed an increase in walkers with dogs, kids on bikes on my street. It can be treacherous crossing in the crosswalks with people flying down the hill, well above the speed limit.

Anonymous

9/09/2021 06:41 AM

Traffic calming is a cheap, fast way to implement safer bike routes throughout Bellevue. Put the bike markings on all roads that intend to have bike paths and see if additional infrastructure is needed. Expand this greenway to the 3 north south streets East of the demo. This will help manage the crazy influx of cut through traffic from Overlake and bel red. All those new workers commute from Bonney Lake and Buckley and connect to I90 eastbound through east Bellevue.

Anonymous

9/09/2021 08:11 AM

We love the improvements, and would like to see some of the same implemented on the busier roads in our neighborhood (Main Street, 156th, etc) as well as our own street (SE 2nd) - thank you.

Anonymous

9/09/2021 08:14 AM

Very proud of the City for continuing to provide the best in parks, recreation, and neighborhood enhancements.

Anonymous

9/09/2021 08:27 AM

Bellevue should contact people who maybe impacted by the change. The colorful circle is nice but there was no need for a stop sign in a through street. In 50 years this has never been a problem. Someone in the back office who doesn't drive thinks this was a good idea. You need to talk to the people impacted before going out and just doing it. Long time residence of the East Bellevue area. Steve Montgomery 16656 SE 8th St 98008 425-503-2949

Anonymous

9/09/2021 08:36 AM

This is a street with low traffic volume to start with the entire project was a waste of money.

Anonymous

9/09/2021 09:02 AM

I am still seeing cars cutting through the block at higher speeds.

Karl

9/09/2021 09:17 AM

Seems a lot of money for a project that had little if any public support or feedback in the planning stages!

Anonymous

9/09/2021 09:12 AM

this is a waste of money for a low-traffic, cars and bicycles, route in my neighborhood

Anonymous

9/09/2021 09:24 AM

There is an abandoned vehicle at the intersection of SE 7th St and 166th AVE SE that has not been moved in almost 2 years. It's a Ford SUV license plate 548-YEZ. It makes it hard to see and stop safely at the new 4 way stop making the intersection unsafe.

Anonymous

9/09/2021 10:04 AM

Spend our tax money on better things; like the schools. I am hearing the city is looking to do another push for more school funding. How about direct these funds to them? The concept of a greenway is nice, but like I said above. People will walk and bike where they want to. I walk about 3 miles daily with my wife and dogs (not on the greenway belt). We never see others on the greenway except when they cross over it along their own route. All of it is an eye sore except for the art circles (without the blocks, pipes, and reflective signs on top of it). I

was really excited for the art, then it was ruined by the crap on top and all the arrows painted in the road. It how looks terrible just like graffiti... And remove all the new stop signs! You did Traffic Circles, those are supposed to REPLACE stop signs. Why have both? The engineers who designed it, the manager who approved it, and the budget person who funded this effort probably don't live in the area and it shows....

Anonymous

9/09/2021 10:49 AM

This is a confoundingly poor use of \$200,000 worth of taxpayer dollars. Not only is 164th Ave SE the primary cycling route through Lake Hills, the traffic on that arterial is a much greater danger to walkers and cyclists. 165th and 166th are curvy roads that somewhat naturally limit traffic speed and volume. 164th is a straight shot for over a mile and many drivers use the stop signs at the 164th/Lake Hills Blvd as a drag racing starting light and race all the way up to NE 8th. If the city REALLY wants to do something to improve safety and neighborhood usability, please consider a dedicated roundabout at 164th/Lake Hills Blvd.

Anonymous

9/09/2021 10:56 AM

This seems like a colossal waste of time and money although I'm glad it provided jobs for those doing it. The bike pavement signs are a waste - why not just line the street with a bike lane? or put in sidewalks. The greenway is just going to increase car traffic on other streets, like 168th SE - where microsoft employees use it now as a major thoroughfare to West. Lake Samm. It's been so congested sometimes that I couldn't even get to my house! This 'used' to be the quietest, nicest neighborhood. I'll tell you what is worse than traffic issues in the neighborhood, and that's the dog problem. Maybe there could be more enforcement for barking dogs ALL the time, dogs off leash and people not cleaning up their dog poop. How about a movement to get people to stop using chemicals on their lawns and outlaw the use of leaf blowers which just create a lot of dust pollution and noise pollution which can be disruptive to wildlife, etc. The money could have been so much better spent.

Anonymous

9/09/2021 11:17 AM

The circles are only helpful vehicles know how to travel around them and actually do travel around them correctly. Blank yellow signs do nothing to explain how to use circles. What are they even there for?

Anonymous

9/09/2021 12:09 PM

Now that stop signs have been repositioned, please check the surrounding vegetation for sight hazards. I.e. se 9th and 166th ave se (NW corner has straggly bushes, but I have to make a stop at the stop sign and then creep up 2 more times to see if any bikes/cars are coming). How do I navigate the traffic circle? If I am on 166th and

turning left and no vehicles are in sight, can I turn left without going all the way around the circle? This is easiest and safest to me. There's not enough room to go around the circle and by the time I do so a bike might be zooming by....

Anonymous

9/09/2021 12:27 PM

It's a start. But overall Bellevue's focus has to shift to people and away from cars. Road rules have to be enforced, using a phone while driving has to be a criminal offense. Besides distracted driving speeding and turning cars are my biggest concerns.

Anonymous

9/09/2021 02:10 PM

The biggest problem I have as a pedestrian in my neighborhood is the lack of sidewalks. This creates conflicts with drivers and made it difficult to feel comfortable riding bikes when my kids were younger. I really dislike the lack of attention to safe sidewalks in these totally suburban neighborhoods.

Anonymous

9/09/2021 02:41 PM

The artwork on the road is distracting.

Anonymous

9/09/2021 03:12 PM

It is a waste of taxpayer money! Where these are installed on top of hills that when the weather changes to rain and snow will make driving more dangerous and how are snow plows suppose to get to these roads when some larger trucks and SUV's have a hard time turning around the circles? This Greenway is a waste considering this part of Washington has good weather 3 months out of the year and the rest is spent with people driving everywhere.

Anonymous

9/09/2021 03:16 PM

Waste of money

Anonymous

9/09/2021 04:23 PM

I love it. I walk our dogs every day and dread crossing major roads which have no traffic calming elements. We just moved last month from Edina, Minnesota where these actions are being implemented as well - I'm glad to see Bellevue do something to calm the traffic in certain areas. That said, I do wish that some of the major intersections had traffic circles instead of stoplights to help with some of the congestion.

Anonymous

9/09/2021 04:25 PM

This project feels completely unnecessary. I walk my dog through there every day, and there was never any traffic other than residents and local deliveries. It would have been fine leaving it as a regular residential street.

Anonymous

9/09/2021 04:39 PM

None.

Anonymous

9/09/2021 04:40 PM

This might be one of the dumbest ideas ever. Almost as stupid as the Covid street closures to non residents that did absolutely nothing to reduce traffic on streets that have virtually no traffic on them. STOP WASTING MONEY ON NONSENSICAL IDEAS!!

Anonymous

9/09/2021 04:42 PM

Stop spending MY MONEY to appease NON-TAX PAYING and temporary, MIGRANT with too much free time to whine instead of making roots and investing time and taxes to the communities they seek to change then choose to abandon.

Anonymous

9/09/2021 04:43 PM

I like traffic circles, but it doesn't seem like there's nearly enough space to put in permanent ones along the East Bellevue Demonstration Greenway route. I don't like the decorative traffic circles. They look odd and just don't seem to fit well. For example, the one at Lake Hills Blvd and 165th is almost right in front of a drive way and there's usually a car parked on the street in front of that residence, which makes driving past the traffic circle a tight squeeze.

Anonymous

9/09/2021 05:38 PM

HUGE waste of money. Many, many cyclists use 164th going North/South. Not one has moved over to this Greenway. Plus I see a time when the kids cruising Fridays and Saturdays will time themselves to see how fast they can make this two mile stretch. Slaloming around the traffic islands will be extra fun.

Anonymous

9/09/2021 05:46 PM

it has the potential to become a Microsoft cut across due to the lack of stop sign in the direction of travel.

Tamara

9/09/2021 07:18 PM

Would love to see a flashing light option for the pedestrian crosswalk on NE 8th. (Like the one by crossroads park)

Anonymous

9/09/2021 09:06 PM

1) you are seeking feedback post sub standard implementation 2) you have installed circles in places where a school bus can never take a turn 3) that will restrict children living on those streets to not get school buses - shame on you 4) the road rage that has now increased because of stop sign changes is dangerous because of the layout 5) people who are lying the taxes which funds these developments should be asked for opinion before your ruin the neighborhood for

bikers who are trashing the street and don't live on those streets 6) if you dare come up with another addition on property taxes after this fiasco, you are looking for a lawsuit on harassment and damaging the peace of the neighborhood and litter from the bikers and diminishing returns of the property taxes 7) seek feedback prior to such implementation that ruins the life of people living on those streets - I now have to look out of my window as there are people on bikes using their damn trinkets at 3 in the morning. I am not going to pay for ridiculous souls who don't live in my neighborhood and don't care about people living there

Anonymous

9/09/2021 09:38 PM

I wonder if the hills would make it too difficult to use.

Anonymous

9/09/2021 10:33 PM

People used to speed up my street (I live at 222 Lake Hills Blvd.). I am hoping they will slow down now that we are part of the Greenway.

Anonymous

9/09/2021 10:50 PM

Cars still travel too fast with the ones coming up 8th from lake road and turn left onto 166 ave NE to avoid the light on 8th and 164. So many cars trucks boats SUV are parked that it makes it unsafe for an increase in bikes and foot traffic. Plus they are following street markings and walking and riding down the middle which makes the cars have to pull over or stop for them to go by. The first idea earlier in the year making it a locals only and for walkers by blocking part of street at both ends worked much better. Still had some turning off of 8th to miss the light but not as many and some did travel slower. The way it is now we are afraid someone will get hurt!

Anonymous

9/09/2021 11:31 PM

Bellevue has done everything in its power to encourage growth, but it is ironic that you are encouraging movement within "nice safe white neighborhoods" yet still discouraging bus travel after dark. This drastically negatively impacts people who do not travel during traditional hours. Let's discourage people from walking and biking in parks, charge for people to go to them...and shut down the roads and encourage walking and biking. This is classist

Anonymous

9/09/2021 11:34 PM

Waste of money

Anonymous

9/10/2021 09:46 AM

Basically it's just another way to blow money in the wind. More sidewalks, better lighting would go a long way. We are starting to become more like LA - people driving way too fast on the main corridors and the rest of the neighborhoods becoming ignored. Now

we have colorful circles placed in the middle of 4 way stops, if you're that worried then put up blinking stop lights. The more traffic circles the more time it will take to get fire trucks to fires...

Anonymous

9/10/2021 10:32 AM

Only thing that would make Bellevue safer would be sidewalks in all neighborhoods. I walk 3 or more miles 5 days a week and weaving around all the cars parked on neighborhood streets is a pain.

Anonymous

9/10/2021 12:56 PM

I think the greenways should act as a way for pedestrians to get somewhere, this one doesn't go anywhere and it was already low traffic pedestrian friendly... kind of a waste. How about a way to get from crossroads to 148th & northup area or 148th & NE 24th, there is no cycling infrastructure there at all.

Anonymous

9/10/2021 03:40 PM

I know sidewalks are expensive, but that's really the only way I feel safe as a pedestrian. Greenway is a good option for bicycle traffic

Anonymous

9/10/2021 03:48 PM

Thank you for setting up this and please continue to expand the program. On a slightly different but related subject, people are generally not following the speed limits on many Bellevue streets. I was harassed by a driver tailgating me today when I was driving the speed limit along 164th.

Anonymous

9/10/2021 05:46 PM

Have more protected bike lanes in downtown Bellevue.

Anonymous

9/10/2021 08:40 PM

Turn the cul de sacs into grids.

Anonymous

9/11/2021 12:44 AM

Not clear what started the need for this ... bikes don't travel the Greenway that I've seen. Cars roar down that road already and now with no stop signs its a race track

Anonymous

9/11/2021 07:19 AM

I think from a budget standpoint #1 more protected bike lanes #2 more green bike lanes #3 more flashing crosswalks over busy streets. Also, look up MrBarricade on tiktok or instagram <https://vm.tiktok.com/ZMRujAMDb/> .

Anonymous

9/11/2021 07:42 AM

Have future routes join with other features, like the 520 or 90 trails. Getting information from actual bicyclists would be really good to

validate routes. For example, I feel like 164th is a good street to ride on, and it would be better to establish safe bike routes to places that don't have them, i.e. something east/west between the 90 and 520 trails, or a north-south route west of 140th. Also, flatter routes would make it usable by more people.

Anonymous

9/11/2021 08:16 AM

You picked a much hillier route than cyclists typically use. This will limit use. We desperately need a route N/S through the city which is west of 140th. Please do a trial on 120th and one something that can connect cyclists to 118th on the south side of Main Street.

Anonymous

9/11/2021 08:32 AM

I walk my dog on this route daily since the initial street closure last year. Really appreciate the effort from the city to create safer streets. Many drivers are ignoring the new stop signs and speed limits, but overall I feel much safer on this path. The signs and roundabouts have helped a lot.

Anonymous

9/11/2021 03:46 PM

I love the idea, but execution was very sloppy. I recommend watching cars drive through the circle pictured in your flier. It's all over the place.

Anonymous

9/11/2021 04:18 PM

I love this idea and implementation of the greenway. I hope to see more of them pop up in Bellevue.

Anonymous

9/11/2021 08:13 PM

The pavement artwork on the circle at 165th Avenue NE and NE 12th Street is already missing paint. I was told that some lady drove over it during installation and this has never been redone. It would have been a better appearance and function if the traffic circle was raised with scrubs/trees in the center. I realize this would have cost more, but the current design looks cheap and is not aesthetic to the neighborhood. It does not enhance the greenway. Every time I walk by the 165th Avenue / 12th Street circle, I see cars not circling properly. Cars on 12th frequently do a rolling stop. This is the main thoroughfare for car traffic and now this greenway has reduced the flow by putting stop signs on 12th. I don't believe there will be an increase in non-automobile traffic along this greenway by newcomers. Therefore the wayfaring sign near Northup is a bit strange in my opinion. We know the direction to Lake Sammamish Parkway and Redmond already. I know I would not like it in my yard. From my perspective there has never been much traffic on 165th besides from the residents in the immediate neighborhood. From 12th Street to 8th Street there are too many cars parked on both sides of the residential street to really think the greenway/traffic circle makes a difference to

safety in cycling, walking, or other forms of transportation. Traffic is compressed into the center of the road. Sidewalks would have been a safer enhancement although much more costly. I understand and appreciate the consideration that went into this initiative, but I don't believe it improves things. I will not alter my walking patterns to make use of the greenway.

Anonymous

9/11/2021 08:27 PM

These new changes changed a small quiet neighborhood with barely any traffic into an ugly distracting inconvenience. I have 2 young kids and we don't feel more safe in the least, only that our neighborhood just got more difficult and ugly, in a world of increasing difficulty and ugliness.

Anonymous

9/11/2021 10:08 PM

Spending money on an already safe street makes no sense. You'd better add more pedestrian crossings (164th ne & ne 12th would benefit people more than the new traffic circle on the ne 12th, for example) and more and wider sidewalks! So far it looks like City of Bellevue is prepared to go to great lengths to do nothing much for everyone except drivers! Not that it was cheap either

Anonymous

9/12/2021 08:27 AM

I think it is ok if greenway walkers and bikers hit a stop sign on the greenway at streets with higher traffic volumes. I think this would minimize negative opinion about greenways.

Anonymous

9/12/2021 10:07 AM

You are turning Bellevue into Redmond and I HATE IT!! I prefer driving. I don't walk or bike and am disappointed that the city is cowering down to those that do and are ignoring those of us who choose to drive or rather inconvenience us drivers by adding these stupid initiatives.

Anonymous

9/12/2021 10:24 AM

Bicycle paintings and traffic circles are ugly and this project has made our neighborhood worse. I've been walking/biking for 20 years on 165th with kids and intersections aren't a problem. We have lots of one car driveways so lots of cars parked on the street. Nothing the city can do about that other than wait for small homes to be replaced with big ones with bigger driveways. We can't drive around the paintings without dropping our cars into the drainage grates so we drive over the paintings right next to the silly plastic curbs. I still have kids under 16 who ride bikes all the time to get from place to place and I still think these "improvements" are a complete waste and would like to see them removed I know this is another project but we voted for a permanent bathroom at Ivanhoe and got a porta potty. Give us your best or nothing. Tired of the cities lame and low budget

solutions.

Anonymous

9/12/2021 11:29 AM

A lot of my answers come from a place of newness. Maybe things will improve as people get used to the revision. I do think someone from the city should continue to monitor going forward. Maybe once people get used to the change they will stop running the stop signs, parking cars too close to stop signs, etc. Because of these issues I am very tentative while driving, biking, and walking go the Greenway.

Anonymous

9/12/2021 11:45 AM

Until bicyclists are licensed, held responsible for abiding by traffic safety rules and required to have reflectors and lights they should not be mixed with automobile traffic.

Anonymous

9/12/2021 12:23 PM

Design: a blight on the neighborhood.They are tacky.All the trimmings are obtrusive. The 6 white plastic pokers,wayfinding sinage,and flags on the stop signs are disturbingly garish.The footprint is too large narrowing the passage. This Demonstration Greenway is such a Waste of my tax dollar

Anonymous

9/12/2021 06:41 PM

I'm excited to live in a neighborhood that was chosen for this project. We could really use sidewalks, but I understand how expensive and time consuming those are. This is a great start. Thank you!

Anonymous

9/12/2021 11:23 PM

I drive along SE 12th St daily and we regularly see drivers and bicyclists go south along 166th in an unsafe manner. There are stop signs going east-west on 12th, but none going north-south on 166th, which is where the fast/careless drivers were going before anyways. Traffic speed on SE 12th has never been a problem in the 4 years we've lived in this part of town. When we walk with our kids along SE 12th heading to Lake Hills Park, we have to watch them very carefully to ensure their safety crossing over that street.

Anonymous

9/13/2021 12:54 PM

These projects are a waste of my tax payer money. The EB Demo Greenway is a highly under used route and should never have been done. Use our money more wisely, like unground electrical and utility lines. I have lived in Bellevue for 50 years, maybe call me for help with what projects are really needed and not just Try to do something that you can use to help your next job promotion. Steve 425-260-7284.

Anonymous

I see no bicyclists on the Green Way. Bicyclists ride along the 164

9/13/2021 03:23 PM

because it provides a straight and fast path.

Anonymous

9/13/2021 05:32 PM

I have seen no increase in bicycle traffic since the Greenway installation. The "serious" bicyclists always used 164th and still do, so they don't come up the Greenway at all. And the repositioning of the stop signs makes seeing traffic (because of where hills are) more difficult. The people that want to walk and ride in the neighborhood did so before the Greenway and I can't see any increase in pedestrian or cyclist traffic. The Greenway is just a hassle.

Anonymous

9/14/2021 12:10 PM

I can not think of a bigger waste of taxpayer money then the expense it must have cost to put in 2 miles of bike markings. Avid bike riders do not want to go from Crossroads to Lake Hills. There are already marked bike lanes just one street over. Having bike riders use the center of the road does not seem like a good way to keep them safe. As for walking, how about a cross walk across 164th at NE 12th. Many people cross there to go to the mall, park or catch a bus. You cannot walk safely on the west side of 164th due to all the tree roots that have raised the blacktop making it a trip hazard and there is absolutely no way a wheelchair can use the west side sidewalk.

Anonymous

9/14/2021 12:50 PM

Stop wasting our taxpayer money with the nonsense!!!

Anonymous

9/16/2021 05:40 PM

Would like to see this all over Bellevue. Thanks! More calming and green paint would be good. No one was observing the 20 MPH limit. Most cars going 30+ even with us on bikes. I like the bike+arrows close to the middle of the street as they are. Makes them more noticeable to drivers.

Anonymous

9/16/2021 08:03 PM

Look up stupid in the dictionary and reference 'tis waste of money

Anonymous

9/17/2021 10:51 AM

I like the idea of dedicating routes to bikes so bikes can move around the city separate from cars. Especially where dedicated bike paths are not present such as traveling north/south. For example, you cannot easily commute by bike to downtown or to Microsoft. It is easier (less dangerous) to commute to Seattle since there are bike paths. Cars do not mix with bikes and people. I am concerned even crossing at a crosswalk when cars are present because they right turn on red without looking. We should do more to separate modes of transportation and make it as easy or easier to commute to work and entertainment by bike.

Anonymous

9/17/2021 01:10 PM

I am delighted to see that the city is trying to make improvements and doing so in a transparent and feedback rich manner. Thank you for all of your hard work.

Anonymous

9/17/2021 02:19 PM

None

Anonymous

9/17/2021 04:21 PM

If this neighborhood has to have this then so should the wealthier neighborhoods and ale the traffic circles look decent or get rid of them

Anonymous

9/17/2021 06:54 PM

The NE8th pedestrian and new bicycle crossings need to be supplemented for safety reasons because vehicles mainly do not stop for pedestrians, and many vehicles exceed the speed limit. In addition, for cyclists crossing NE8, there is nothing to warn them that cars will not stop or give way. Every road that joins onto the greenway needs markings to prevent drivers parking their cars too close to the corners because they make it very hard to see approaching cyclists.

Anonymous

9/17/2021 08:25 PM

Dismantle this bad idea.

Anonymous

9/17/2021 10:38 PM

The traffic circles are annoying to drive around, and I strongly wish they can be removed.

Anonymous

9/17/2021 10:42 PM

If there hasn't been any data for traffic incidents in this area, then I'm not sure if this is necessary. Adding the traffic circles actually makes it more frustrating and risky because the roads are not wide enough to easily navigate around them. There are usually people walking in the neighborhood on the road so these traffic circles add another obstacle to look out for in addition to pedestrians since there aren't any sidewalks.

sdhar2000

9/18/2021 01:16 AM

Bikers some speeding down the slope from Main Street going south. I live on the Greenway & when taking car out of my driveway I can't see the bikers due to blind spot at the curves. Provide speed humps, speed signs or other traffic calming measures to slow dow the speed to avoid accidents.

Anonymous

It would be valuable to have a more permanent solutions for

9/18/2021 08:20 AM

pedestrians. Sidewalks or designated road space that could not be parked in would increase safety. I would also like to see a study of turning this corridor in to a series of one way streets to further reduce traffic and provide room for pedestrians and cyclists. Would the corridor be safer as a series of one way streets not streets going in the same direction? For example, 166th Ave NE between NE 4th and 8th could be Northbound, while 166th between NE 8th and NE 12th could be Southbound ETC. This would cut down on the cut through traffic that avoids 164th. The roads could have a parking lane, a one way general purpose lane, bi directional bike lanes, and a designated pedestrian lane. Installed sidewalks could provide and additional safety layer for the pedestrians.

Anonymous

9/18/2021 04:46 PM

The route used already contained low volume traffic. The treatments so far have not reduced traffic nor have they reduced the speeds of the automobile traffic. In fact, I feel less safe when walking and bicycling because of the roundabouts. The roundabouts force cars to the edge of the road causing more conflicts between cars and pedestrians/bikes.

Anonymous

9/18/2021 05:40 PM

My family bicycled the route many times before and a few times after the installation. It feels MUCH MUCH safer afterwards. We also like how the stop signs have been altered to make the route have fewer stops for us traveling along it.

Anonymous

9/20/2021 12:51 AM

This was a totally unnecessary waste of money, done to please a tiny (but noisy) section of Bellevue residents, who ride bikes. I have commuted to work along this route for decades, and rarely see bicycles. Traffic patterns that have been unchanged for 60 years, have been turned upside down, with cars now stopping for bikes, that are not even there. I don't think that it is necessary for Bellevue to replicate every crackpot idea that Seattle comes up with. I live on 170th Ave. NE, where we have had a speeding problem for years, with pets killed, parked cars hit, etc. We have repeatedly asked the City for speed bumps, since the 80's, and have been turned down every time, yet this completely unneeded project is put in, with no indication of need, by area residents. Whoever is in charge of these decisions has completely misplaced priorities.

Anonymous

9/20/2021 02:33 PM

We have 2 schools at the south end of the greenway. A more clear path for the students/parents to use the greenway might increase use.

Anonymous

9/22/2021 12:52 PM

I really appreciate your efforts and encourage installation of speed bumps along the greenway, especially on Lake Hills Blvd.

Anonymous

9/22/2021 04:27 PM

You have made the street soo busy with all the pavement markings and signs (just like all of Bellevue, too many signs!) if someone were to pay attention to all of them, they wouldn't see the pedestrians and/or bikers.

Anonymous

9/23/2021 06:10 PM

Bicycling on this route has always been light and has not increased with the changes. A waste of money, in my opinion.

Anonymous

9/23/2021 09:54 PM

I bike commute on 164th, and this quieter nearby alternative is a good model for others like it. I much prefer the new greenway to the straight line ride on 164th. Hope to see more like it, especially to create new N-S or E-W neighborhood riding options that connect to the major bike trails like Lakehills, 520 and Eastrail... Nice job!

Anonymous

9/23/2021 10:16 PM

I would love to see long overdue permanent traffic circles and chicanes installed to slow traffic down in our neighborhood. But we have plenty of speed bumps.

Anonymous

9/24/2021 09:04 AM

You have added traffic cautions to a neighborhood that has very little traffic volume. Before these added "treatments" I felt very safe walking or riding a bike in our neighborhood - now it's just confusing with the added stop signs & traffic circles. Maybe this Greenway would be more beneficial in a neighborhood with high traffic volume - in our neighborhood it just interrupts the flow of traffic for cars and bikes. This project was not a good use of my tax dollars.

Anonymous

9/25/2021 10:19 AM

While having more safe areas to walk and bike, i find that traffic circles are not the way to go and actually make the road smaller and less safe for pedestrians

Anonymous

9/26/2021 10:35 AM

Add pedestrian light across 164th and SE 9th St. A lot of of parents with children cross there to school and back.

Anonymous

9/28/2021 02:04 PM

The bike signs in the middle of the road are confusing.

Anonymous

Stop wasting the tax payers money on stupid senseless stuff. we

9/29/2021 08:08 AM

need more lighted crosswalks and street lights to increase pedestrian SAFETY!!!

Anonymous

9/29/2021 10:49 PM

I use the 108th street bike way all the time. I didn't know about this project before. From looking at the web site and documents, this looks like a good project. Thanks.

Anonymous

9/30/2021 03:19 PM

Instead of improving 165th ave ne please make 164th Ave NE as a Greenway improvement.

Anonymous

10/02/2021 10:18 AM

You did not address the question of lighting along the routes. Instead of installing sidewalks, improving lighting and adding some center lane reflective markers might make walking more safe early in morning or at/after dusk. Also, if we are redirecting people to this route can some public garbage/dog bag areas be installed.

Anonymous

10/03/2021 08:26 PM

The new stop sign at 165th Ave SE and Main is the best change. Also wish we could have a gravel pathway along the west side of 167th/168th for children to walk on from SE 9th down to SE 12th which then joins with the sidewalk on SE 12th to the park and schools. Since 166th now has a reduced speed limit, I have noticed new vehicles and trucks speeding along 167th to get to SE 14th. The children previously walked along the side of the street and I believe they now walk on the yards to avoid the new fast traffic. I don't mind them walking on my yard, yet maybe a pathway would be a good idea. Does not have to be sidewalk.

Anonymous

10/04/2021 11:30 AM

People and cyclists now think they can use the middle of the ride. Some neighbors now think they can take up half the street with chairs and a portable fire pit for neighbor gatherings. The street is narrow enough with cars parked on both sides. I think that these narrow streets should not be turned into greenways. That the city does this because they it is cheaper then adding sidewalks and bike lanes.

Anonymous

10/05/2021 08:38 PM

We still can't get to shops west of us safely (crossroads). Also there are too many speed bumps with no space for bikes to pass unimpeded. (6th st ne, 4th st ne, and south to Issaquah)

Anonymous

10/05/2021 09:26 PM

I live on the greenway and there are almost no bicycles, but there are some pedestrians. The traffic circles are cumbersome. Speed bumps would slow the traffic better than traffic circles. Other cars still speed

through the area and are definitely not going 20 mph.

Anonymous

10/06/2021 10:10 AM

I appreciate the community safety issues the city has addressed with the Greenway. The neighborhood has seen the daily use by walkers & bikers.

Lauri D-G

10/06/2021 03:05 PM

More signage to direct riders off 164th and over to the greenway

Anonymous

10/07/2021 09:37 AM

I continue to be frustrated at the city's prioritization of bicyclists over pedestrians. Space that could be used to make sidewalks wider and safer for hundreds or thousands of pedestrians is instead used to make bike lanes that are used by, at most, tens of bicyclists per day, and even then, only on perfect weather days. In our city, for 8 months of the year, the number of bicyclists is effectively zero, while the number of pedestrians remains high year round. I am frustrated that no one in the city appears to be actually counting the number of bicyclists, or if they do, they appear to be counting them on only the nicest weather days. Even then, pedestrians outnumber bicyclists by at least 50 to 1 (yes, I have actually counted). The utopian vision of people traveling by bicycle as a healthy and green form of transportation is certainly appealing, but at some point it would be nice to see the city basing its plans on the reality of the weather HERE, the hilly terrain HERE, the culture HERE, and what that implies for bicycling HERE, rather than ignoring the characteristics of our local area and making plans based on characteristics of distant lands that are better suited to biking than Bellevue is. Greenlake has had a good approach figured out for 50 years. Make wide lanes, usable by both pedestrians and bicyclists, and give pedestrians priority.

Anonymous

10/07/2021 11:13 AM

I love it! It's imperfect (e.g. shifting from 166 to 165), but I think the designers did the best with the physical constraints. I really appreciate that the Stop signs were shifted away, so that it's possible to bike at a reasonable speed through the greenway.

Anonymous

10/07/2021 12:27 PM

Speedbumps are a great option to slow down speeds - as are (and this can be controversial) having NO sidewalks, having people walk on the roadway. It of course only works in calmer hood s and never on arterials, but placing people on sidewalks in neighborhoods tends to drive up the speed of vehicular traffic a lot, compared to having hem slowly negotiate pedestrians and bikers.

Anonymous

10/07/2021 02:41 PM

It's brilliant

Betsi

10/11/2021 01:16 PM

I believe the Demonstration Greenway should be implemented along all arterials where the bike lanes are sporadic. I believe the Greenway should be expanded to the East several blocks. I believe the Greenway concept should be adopted in all neighborhoods to reduce cut through traffic. I believe Bellevue can paint bicycles on all arterials and wherever bike lanes begin and end to bring safety awareness to all drivers.

Tim Davies

10/11/2021 03:44 PM

Would like to see development of safe, contiguous bike lanes to get across town. Many routes on key roads have fragmented lanes, ie 132nd NE, 140th NE, Northup Ave, to name a few.

Anonymous

10/12/2021 12:28 PM

Not there yet but I like what Bellevue has been doing to increase safety for peds and cyclist so far. Seem to be moving forward compared to other cities in Washington. Thanks.

Anonymous

10/12/2021 04:25 PM

I have not noticed any change in the amount of walkers or seen any bicyclists on the greenway

Anonymous

10/12/2021 05:33 PM

There are no speed limit signs between main and 4 on the greenway. 4 and main are high usage access roads. All street parking should be on the East (or west) side only for better safety.

Anonymous

10/12/2021 07:06 PM

The East Bellevue Demonstration Greenway is a waste of money in this neighborhood. I understand it was implemented in an effort to increase bike and pedestrian safety, but it is not effective. We received minimal bike/walking traffic compared to other roads in Bellevue. This Greenway is rarely used by bicyclists before and while the East Bellevue Demonstration Greenway was installed. Cars ignore the added stop signs because of their redundancy. This money could have been spent to help the safety of a different neighborhood or to improve a different cause. Yes I believe bicyclist and pedestrian safety is important, I am one of them after all, but overspending to improve an already good standing issue is not worth it.

Anonymous

10/12/2021 07:56 PM

Now that I've discovered the Greenway I'm excited that there's a safe route for pleasure bike riding near my home, as well as a safe bike commuter route alternative to 164th Ave.

Anonymous

10/15/2021 04:17 PM

I suspect this was a staggering waste of time and money which I thought Bellevue could not afford. City staff and officials seem blind to the problems of the community but only too happy to build monuments to their ego such as the "spring district", a true white elephant Bellevue will be shackled to forever. With any luck it will cost three council members their jobs next month.

Anonymous

10/17/2021 06:34 PM

Waste of money, especially when sidewalks remain unfinished for decades and do not connect with crosswalks or bus stops. What in the world was the city thinking!?!

Anonymous

10/18/2021 06:29 PM

Please, please don't put speed bumps on the greenway. Please. I have ridden that exact route 200 times in the last 5 years. The new traffic furniture is bad enough, please no more speed bumps. Please. They are bad for bicycles as well as general traffic. The goal should include making traffic run more smoothly.

Anonymous

10/22/2021 12:02 PM

Well, I live near the greenway corridor so I do feel a bit of a heightened awareness for it when I drive. I also don't use it as a driving route but rather sometimes intersect the route in the traffic circles in my car. On the whole though I don't really like the idea of just spraying paint on the road as a way to improve bike safety and enjoyment. It doesn't do that in my mind. I think that real investments in real trails separate from cars hold much more value to making Bellevue a truly livable, walkable and bikable community. Real trails and real access to green spaces are things that actually draw people to live here in Bellevue for it's high quality of life. The added value from the spray painted routes I think is marginal in comparison.

Anonymous

10/26/2021 11:56 AM

This is a great idea! It is safer for cyclists and makes travel by bike plausible. Also better for drivers as they can avoid that street.

Anonymous

10/29/2021 06:57 PM

Traffic circles cause problems and should never be used

Anonymous

10/30/2021 07:48 AM

Love it!

Anonymous

10/30/2021 11:11 AM

Please explain to me why 167th & 168th Ave SE wasn't chosen? Almost all bicyclists and walkers use this corridor. Even I & my wife

(as avid cyclists and walkers) using local parks and local greenway paths only use this more direct route traveling north & south. Was there a usage study conducted to determine the route walkers and cyclists use? Many local and others I know only use this direct route. Please, can you provide rationale to me? Please contact me at email: blavue@msn.com, thank you.

Anonymous

10/30/2021 05:24 PM

I find Greenways a comfortable way to bicycle and really like when they are signed and interconnected. Repositioning STOP signs to give the Greenway more of a throughway is helpful.

Anonymous

11/02/2021 01:52 PM

I have walked (sometimes with a stroller or carrying children or kids on bikes) and driven the length of the greenway for years as I live adjacent to it. It's always been quiet and safe. I'm not sure how much the changes add to the experience/safety of the corridor but am not opposed to them. I would however be very disappointed if speed bumps were added. This is already a quiet, open neighborhood and that would unnecessarily change the feeling of it. I have noticed several cars treating the new stop sign orientations as yield signs, particularly at 8th and 9th. I haven't noticed any appreciable increased ped/bike traffic since everything went up and I drive/walk large parts of the greenway 3x a day. I am disappointed the demonstration period didn't include summer as I feel like that would have been the best time to observe increased use and utilization of the different treatments.

Anonymous

11/03/2021 07:04 AM

We moved to Bellevue from Redmond years ago and miss the safe bicycling spaces in Redmond (multiple grade-separated rail trails for biking/walking). It would be great to have more places in Bellevue to ride physically separated from dangerous cars (like the frontage path along Weowna Park). This Greenway is better than nothing but still doesn't physically block inattentive drivers from running you over. I even had one driver tailgate me and honk at me (while I was riding nearly 20 mph) in this new Greenway. That type of aggressive, dangerous behavior would be avoided with investments in dedicated car-free pathways

Anonymous

11/03/2021 11:37 AM

Set goal to create and link greenway alternatives to provide alternatives for pedestrians and bicyclists to avoid walking on major arterials. These should be dedicated to pedestrians and bicyclists and inconvenient for motorists.

Anonymous

I have mostly used the greenway to avoid traffic caused by the W.

11/03/2021 01:23 PM

Lake Sammamish detour through our neighborhood. A 20MPH speed limit is preferable to sitting in a long line of traffic at a stop sign. I live on 165th Ave SE, but I was happy the greenway did not go through my block. I have observed people on bicycles, several times, cruising the neighborhood looking for things to steal. Not sure I want to invite more foot and bike traffic to my block.

Anonymous

11/03/2021 02:52 PM

I walk the trail 3-4 times a week around 7:30 am. I generally see 0-5 walkers. I have only seen a total of two bicyclists. Unless that number greatly increases, changes would be an unnecessary expense.

Anonymous

11/06/2021 10:31 AM

Now that the stop signs have been repositioned, people don't understand it's not a 4-way stop. Been almost hit twice when I didn't have a stop sign. I've seen people not bother going all the way around the circle when making a left hand turn. They cut the corner. Repositioned stop signs and traffic circles will make things very tough to get a running start on a snowy hill. I rarely find many bikers on 166th. I thought it was odd to choose this street for the experiment. Perhaps it has slowed down traffic, which would be a great thing, hard to tell if people are still working from home.

Anonymous

11/08/2021 08:22 PM

I do not like the new system. It is ugly and useless.

Anonymous

11/08/2021 08:25 PM

Causes more issues and confusion. Not attractive and not useful to anyone using the roads.

Ray

11/09/2021 11:15 AM

Cars do not drive around traffic circles, instead cut short, making more dangerous. There is not enough traffic on this route to merit these traffic calming measures.

Anonymous

11/11/2021 05:40 PM

The Greenway is nothing but a hassle and a nuisance, and I want it gone.

Anonymous

11/14/2021 08:01 AM

I fully support safe biking efforts. However, 164th Avenue NE already has a bike lane. People can and did bike on residential streets bikeway or no bikeway because there is less traffic- no marking was needed. Most importantly, the greenway is on 166th Ave NE- not on 165th Ave NE -the provided information is wrong. HOW IS IT POSSIBLE THAT NOONE NOTICED?

Anonymous

11/22/2021 10:15 AM

Driveways remain a hazard. It would be nice if overgrown vegetation around driveways was cut back for visibility- some home owners do this, others don't. There are some dangerous blind driveways

Anonymous

11/28/2021 08:26 PM

Temp signage is still in the streets - creaates hazards for pedestrians and seems to be a waste of money

Anonymous

12/08/2021 09:57 AM

This was such a cool development to see. We would love to see this in our neighborhood Tam OShanter and surrounding areas. The City can do a lot more to increase safety and convenience of pedestrians and cyclists, these improvements were great!

Anonymous

12/08/2021 10:27 AM

Too many paint marks on the road. People are speeding through while driving. The size of the traffic circles makes it dangerous when we are walking in the streets where there are no sidewalks

Anonymous

12/08/2021 12:21 PM

Replacing Stop signs with traffic circles goes a long way in making intersections safer. Please keep doing so. Thanks.

Anonymous

12/08/2021 08:53 PM

I live on the greenway, and have noticed a moderate number of pedestrians but very few bikes since it was installed. Very few cars drive at the lower speed limit—most are going 25-30 when the posted limit is 20. The traffic circles are too big and don't work well with driveways that are very close to them/vehicles parked on the street. It's a nice idea but it's not working well in practice.

Anonymous

12/08/2021 10:03 PM

Idea should be expanded to areas in Bellevue that have heavy bike and pedestrian traffic but have no safety measures in place or even sidewalks.

Anonymous

12/09/2021 03:33 PM

I have no objection to the concept of having a greenway for bicycles, but this demonstration is terrible. It was put on a route that cyclists don't use, and will never use because it is worse than existing alternatives, which nearly all cyclists still use. The bigger problem is that it created several very dangerous intersections, especially SE 12th and 166th Ave SE. This is a blind intersection due to the vegetation and hills, and taking away the stop sign away from 166th ave lets cars travel at speed down the hill into the intersection. The traffic circle is placed too far north, towards the hill and the stop signs placed too far away from the intersection for cars to see oncoming traffic. It will only be a matter of tome before someone is hurt or killed

there.

Anonymous

12/10/2021 12:42 AM

Generally, I think driver competence is declining. Lack of skills makes it harder for the public to deal with these changes, Traffic circles seem to cause significant issues. Not sure if time and/or exposure/experience will improve the situation.

Anonymous

12/15/2021 04:23 PM

It is a good idea. Looked a little difficult to fit it into an existing flow, would have been nice if this kind of thing could have been designed from the beginning. (near the Bel Red light rail line is your best chance to build in a good bike trail away from traffic lanes) Also, be aware from around 3:30 to 5:30pm traffic apps are routing speeding traffic thru east lake hills, they cross the greenway to get to 168th Ave SE. Would like to discuss this more with someone.

Anonymous

12/21/2021 12:17 PM

Olympia's pilot Bike Corridor is a really good example. They have a couple of diverters that really help calm traffic. Here are my tweets from when I visited.
<https://twitter.com/206Husky/status/1427081461069357057?s=20>

Anonymous

12/30/2021 10:05 AM

The idea of designing infrastructure for people instead of vehicles is an amazing concept. However, based on what I've seen on the East Bellevue Demonstration Greenway and other bike/walkways in Bellevue, I do not see many people making the switch to bikes and walking when the current infrastructure is not only limited but not very safe. When you put cars and bicycles on the same road with no barrier, the cyclist runs the risk of getting hurt do to things like being unable to go the same speed as cars and having less bike regulations, amongst other things. When you put bicyclists with walkers without having separate lanes for the two and different directions the consequences may not be as severe, but there is huge safety concerns. A cyclist is neither a car nor a pedestrian, and therefore should not be sharing a road or sidewalk. Having streets and roads without sidewalks is even more ridiculous, even in neighborhoods these days, since people tend to have more vehicles than they can fit into their driveway and have to park in the street. Traffic circles should really be used as a way to separate thoroughfares and commercial roads from residential/neighborhood streets. Bellevue needs to be willing to make some current sacrifices and look at successful infrastructure stories like parts of Europe and even some current success stories in the US, in order to have successful greenways, transportation, and a city designed for people instead of vehicles.

Anonymous

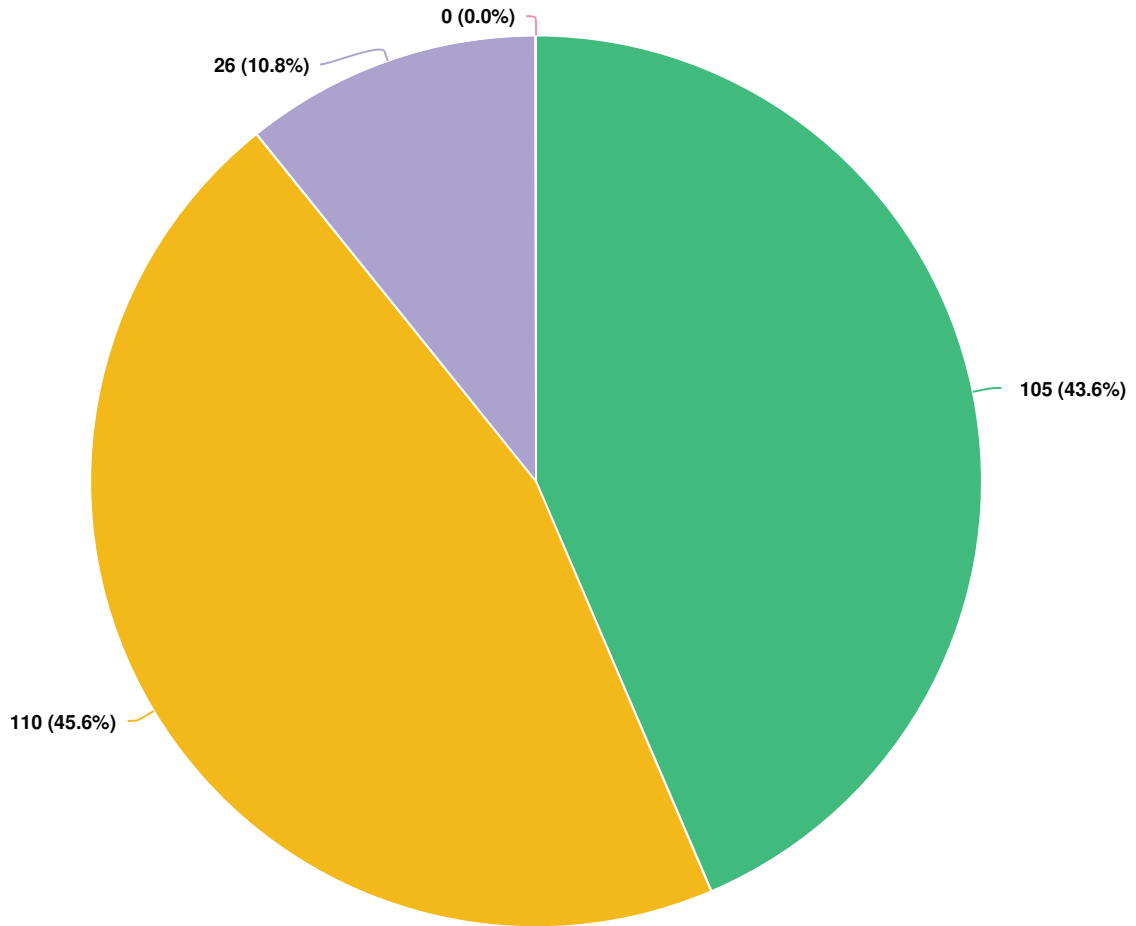
1/02/2022 12:29 PM

In our neighborhood with the stop sign positions changed, I don't feel it has slowed down traffic that moves north/south at all. Several times people would just run that stop sign as they use it to cut through backed up traffic. Now they just move faster along that route.

Optional question (179 response(s), 73 skipped)

Question type: Essay Question

Q27 Gender

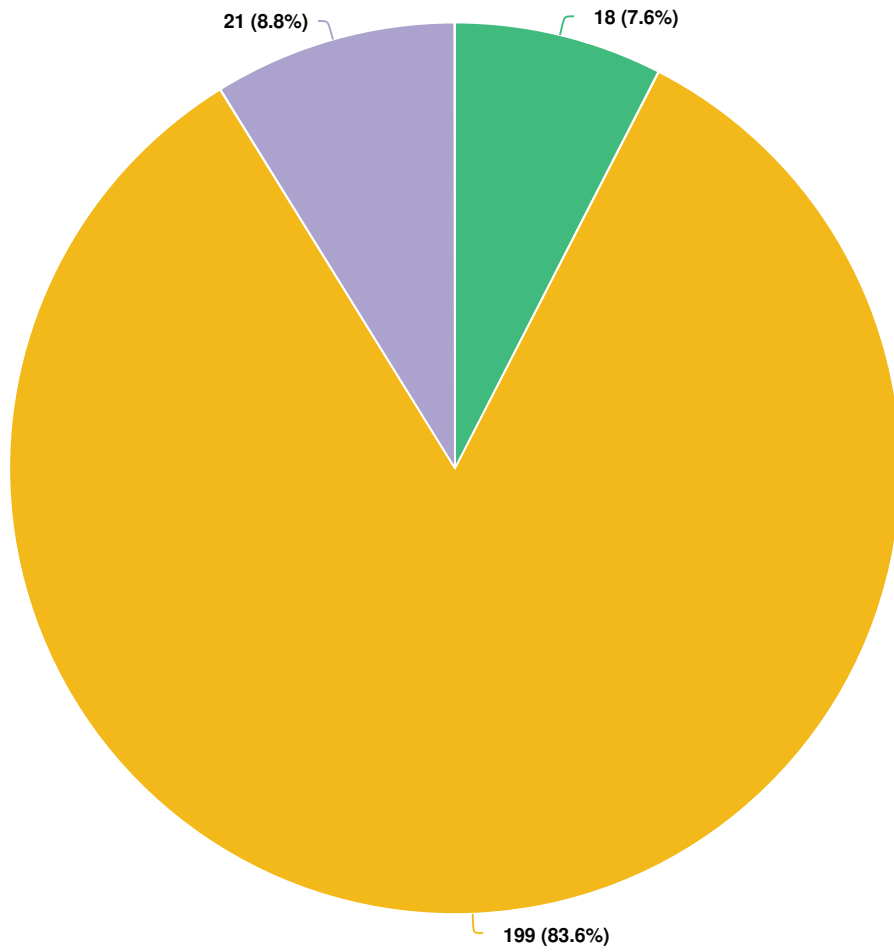


Question options

- Prefer to specify
- Prefer not to answer
- Female
- Male

Optional question (241 response(s), 11 skipped)
Question type: Radio Button Question

Q28 Do you have a disability?



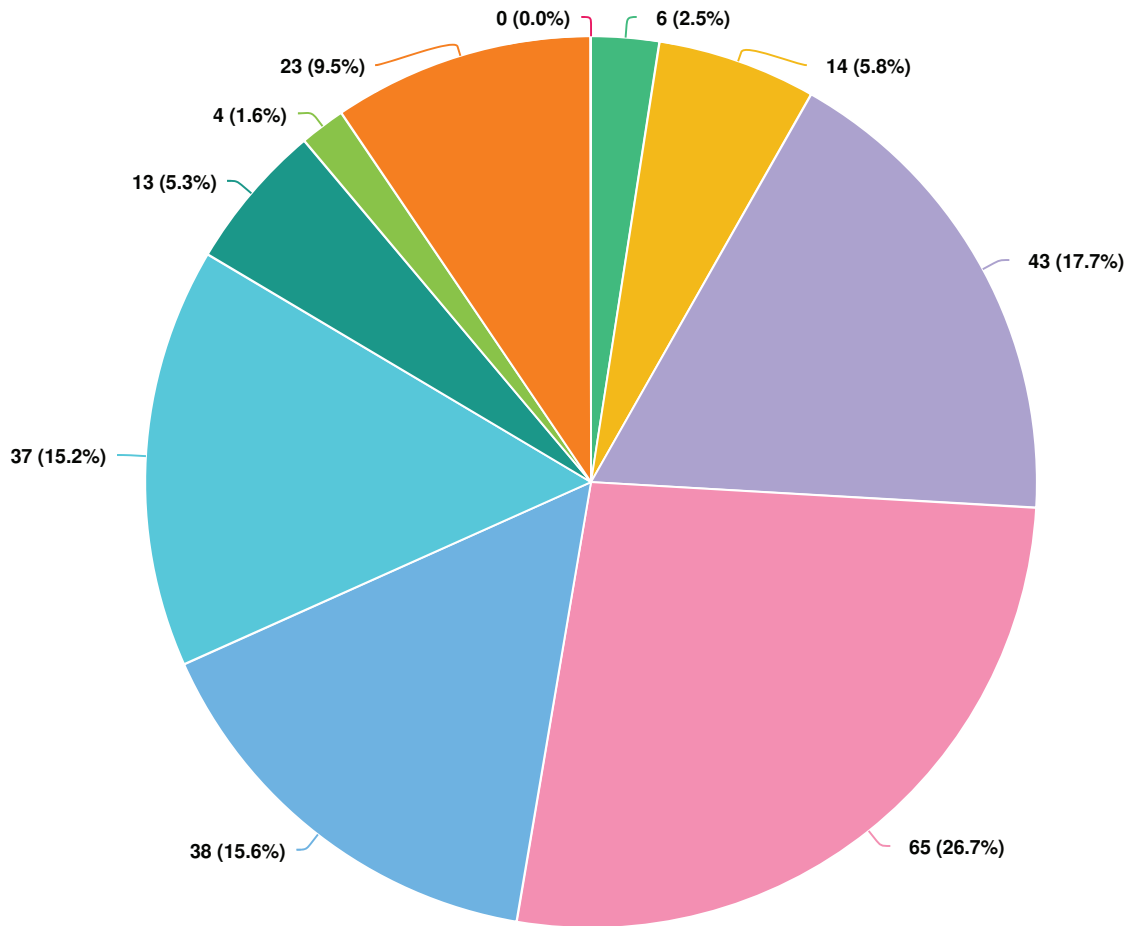
Question options

- Prefer not to answer
- No
- Yes

Optional question (238 response(s), 14 skipped)

Question type: Radio Button Question

Q29 What decade were you born?

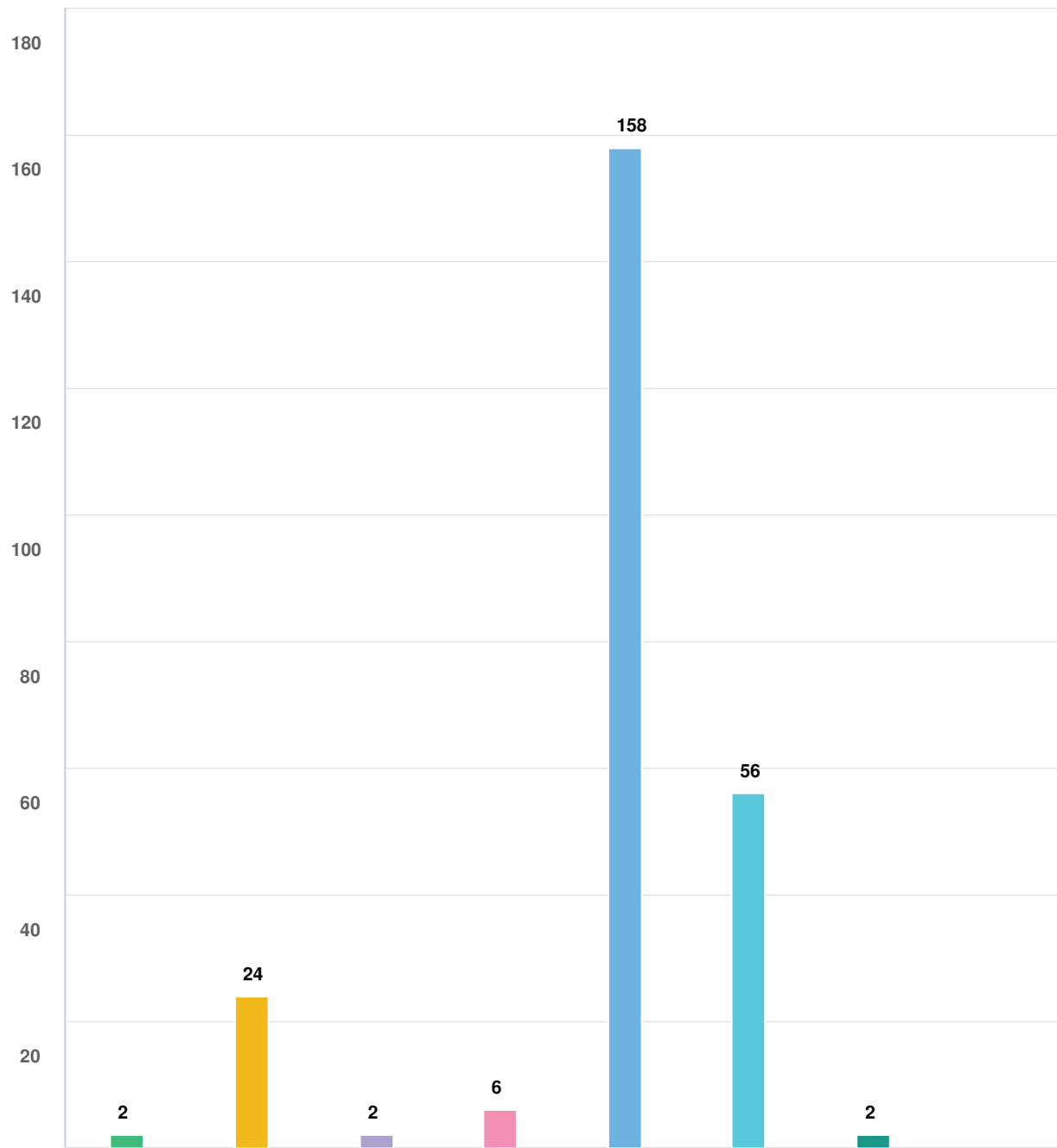


Question options

- 2010s
- Prefer not to answer
- 2000s
- 1990s
- 1980s
- 1970s
- 1960s
- 1950s
- 1940s
- 1930s

Optional question (243 response(s), 9 skipped)
Question type: Radio Button Question

Q30 What is your race/ethnicity? (choose all that apply)



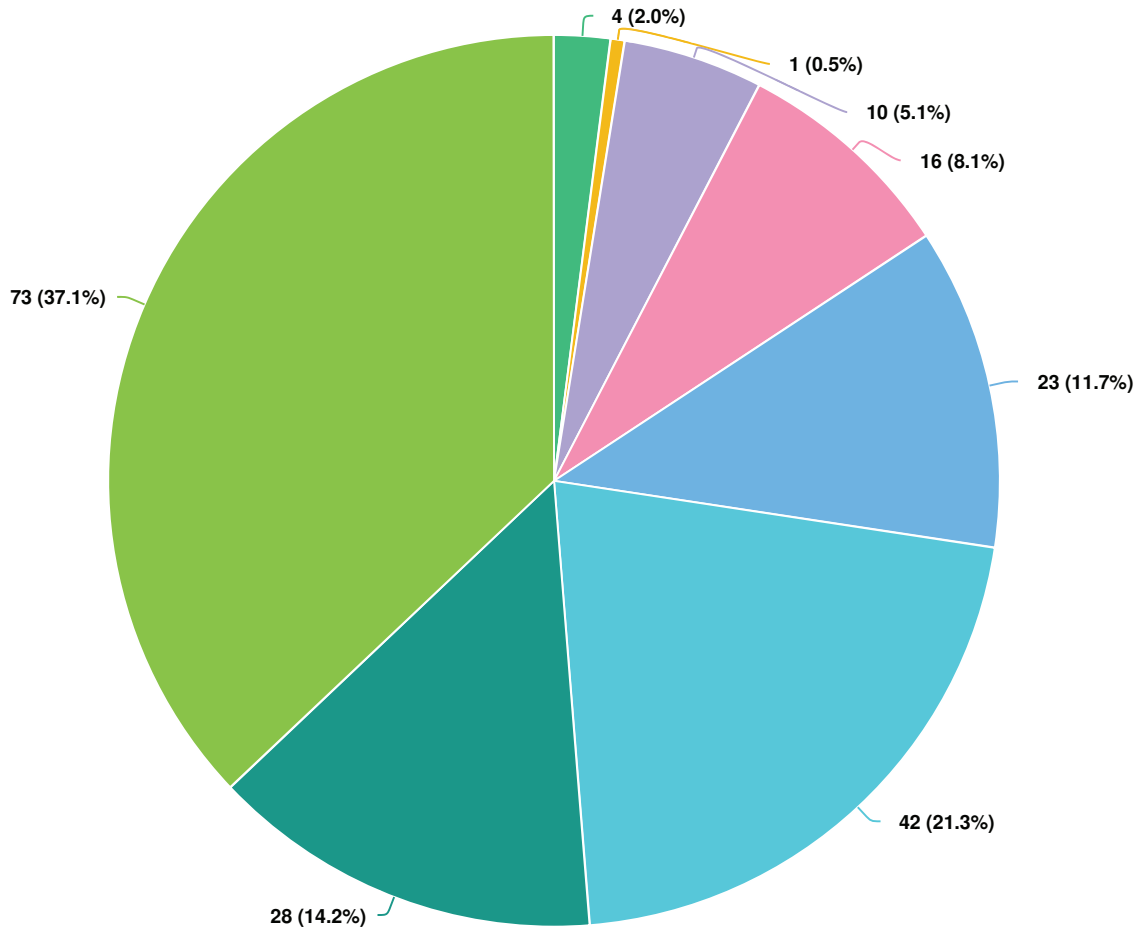
Question options

- Native Hawaiian or Pacific islander
- Not listed (please specify)
- Prefer not to answer
- White
- Hispanic, Latino, or Spanish origin
- Black/African American
- Asian
- American Indian or Alaska Native

Optional question (241 response(s), 11 skipped)

Question type: Checkbox Question

Q31 What is your annual household income?



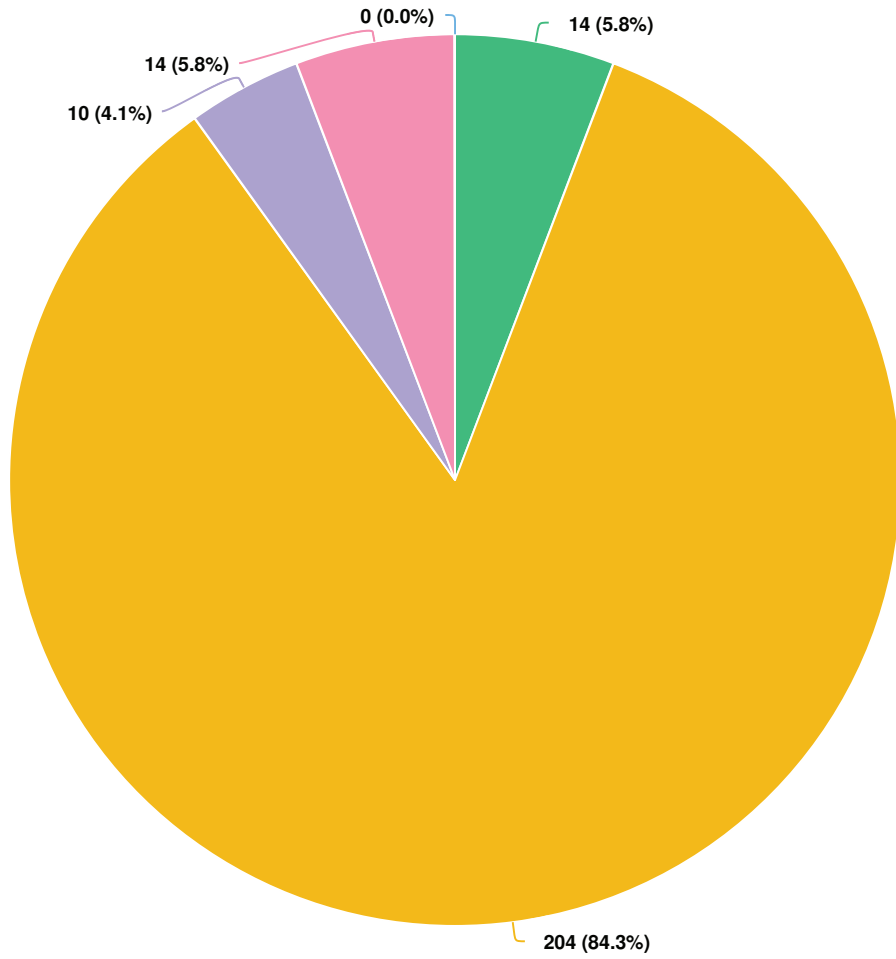
Question options

- \$200,000 or more
- \$150,000 to less than \$200,000
- \$100,000 to less than \$150,000
- \$75,000 to less than \$100,000
- \$50,000 to less than \$75,000
- \$35,000 to less than \$50,000
- \$20,000 to less than \$35,000
- Less than \$20,000

Optional question (197 response(s), 55 skipped)

Question type: Radio Button Question

Q32 Do you rent or own your current address?



Question options

- Not listed (feel free to specify)
- Prefer not to answer
- Living with parents/grandparents/guardian/family
- Own
- Rent

Optional question (242 response(s), 10 skipped)
Question type: Radio Button Question

APPENDIX

PUBLIC FEEDBACK Email Correspondence

Iverson, Chris

From: Iverson, Chris
Sent: Thursday, September 9, 2021 11:23 AM
To: Iverson, Chris
Cc: Murphy, John
Subject: EBDG feedback - NE 12th

FYI – for record.

Mort Larsen
425-641-3904
Lives on NE 12th St
Would like a call back after we complete evaluation. Doesn't have internet access.

He thinks the circles are too big as it causes issues for moving SUVs in the area. He understands why we installed them but would like to see them reduced. He drives over the decorative area.

Chris Iverson, PE – Senior Transportation Engineer
City of Bellevue | Transportation Department
Desk (425) 452-6461
Cell (425) 681-0265

Iverson, Chris

From: Cynthia M Cole <cynthiamcole@aol.com>
Sent: Thursday, September 9, 2021 11:53 AM
To: Iverson, Chris
Cc: Oosterveen, Kristi; Aikala, Olivia
Subject: Re: Greenway impacts on 167th

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

Thank you, Chris.

On the Greenway, I did notice a couple of vehicles recently treat the calming circles as traffic circles....they didn't stop at the stop signs and just drove around the circle.

Cynthia

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

From: Iverson, Chris <CIverson@bellevuewa.gov>
To: Cynthia M Cole <cynthiamcole@aol.com>
Cc: Oosterveen, Kristi <KOosterveen@bellevuewa.gov>; Aikala, Olivia <OAikala@bellevuewa.gov>
Sent: Thu, Sep 9, 2021 11:18 am
Subject: RE: Greenway impacts on 167th

Hi Cynthia,

Thanks for your message and thanks again for your good feedback during the LHNA meeting last week.

The city has a [Neighborhood Sidewalk Program](#) which helps address sidewalk needs & requests around town.. As we mentioned in the meeting, sidewalks are typically much more expensive than one might think due to grading, utility, and constructability challenges. Unfortunately, we have limited funding and can only construct small numbers of sidewalks annually. I would recommend completing the [sidewalk request online form](#) as a starting point.

I've also added Kristi Oosterveen to this email, who manages the city's neighborhood sidewalks program – she would be able to provide additional insights.

In regards to potential speeding concerns related to the Greenway installation – we are tracking before-and-after speeds & traffic volumes along the route as well as nearby parallel streets, including 167th Ave. This will help us see if the reduced speed limit on the Greenway is causing speeding issues elsewhere. More to come over the next few months.

Thanks again,
Chris

Chris Iverson, PE – Senior Transportation Engineer
City of Bellevue | Transportation Department
Desk (425) 452-6461
Cell (425) 681-0265

From: Cynthia M Cole <cynthiamcole@aol.com>

Sent: Friday, September 3, 2021 4:07 PM

To: Iverson, Chris <Clverson@bellevuewa.gov>; Aikala, Olivia <OAikala@bellevuewa.gov>

Subject: Greenway impacts on 167th

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Hi Olivia and Chris,

I was the secretary taking minutes at the Lake Hills Neighborhood Association Board meeting last night.

I live on 167th Ave Se at the intersection of 167th nd SE 11th. Another board member, Eric, lives on the corner of 167th and 11th across the street from me.

The Greenway is one street up...166th Ave SE.

With the speed of 166th Ave SE now 20 mph, I have noticed what seems like more vehicles speeding down 167th toward SE 14th. The neighborhood children tend to walk down 167th to SE 12th to go to the park. This very popular park is at the corner of 164th Ave SE and SE 12th.

I have noticed children now walking on the yards along 167th on their way to SE 12th (which has a sidewalk all the way to the park). I don't mind kids walking on our yard....nothing special to trample....yet wondered if this was an indicator that they sensed the speed of traffic and feel more safe off the road.

For a future project....sidewalk along 167th Ave SE on the west side of the road...might be a good idea. Sidewalk on the west side of 167th would connect with the sidewalk along SE 14th which is the route children take from school and others walk to get to the Weowna Park greenbelt.

Cynthia

Iverson, Chris

From: Marcela Suarez <marcela_ozorio_suarez@hotmail.com>
Sent: Tuesday, August 31, 2021 10:45 AM
To: Iverson, Chris
Subject: RE: warning about new round about between NE 12th st and 165th Ave NE in Bellevue

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

Hello Chris,

I am a software engineer, so I would say that the bug in your traffic circles is the fact that there is enough space for a car to continue straight instead of being forced to go around the circle. In Seattle, for instance, in mostly narrow residential streets in Capitol Hill, the traffic circles have a larger radius that makes it impossible for a car to go straight, they also are raised or have a tree in the middle. Here, the pattern on the ground is not enough to entice drivers to go around it, there is no obstacle either, the sticks/poles/vertical traffic sign devices, or whatever they are called, are on the center, not on the perimeter of the circle and there is enough room for anyone who just want to ignore the traffic circle to do so and go straight. In Woodinville, on NE 145th St, for example, the traffic circles also make it impossible to go straight, they are not just a decorative painting on the ground.

Yesterday, the stop signs had not been replaced yet, I had a split second to step on the break before I was almost hit by a car coming from the NE 12th and 2 seconds later, when I finished going around the circle, I entered 165th Ave NE with yet another car that had just ignored the circle and turned left coming from the NE 12 st onto 165th Ave. NE. Since it happened to me, and not to you, I would call "anxiety and short-term confusion" accidents, injures and something even more serious. That rush of adrenalin of having just escaped a car that drove perpendicular to my car and did not stop, just followed by a car that entered the same lane at the same time, two incidents a few seconds apart should not have happened. I am forgetting that path and wishing others good luck.

Marcela

Sent from [Mail](#) for Windows

From: [Iverson, Chris](#)
Sent: Tuesday, August 31, 2021 9:14 AM
To: marcela_ozorio_suarez@hotmail.com
Cc: [Transportation Reception](#)
Subject: RE: warning about new round about between NE 12th st and 165th Ave NE in Bellevue

Hello Marcela,

Thanks for reaching out with your concerns about the new decorative traffic circle at NE 12th Street and 165th Ave NE. My name is Chris Iverson and I'm a transportation engineer with the city. I'm also the project manager for the [East Bellevue Demonstration Greenway](#) project.

The decorative traffic circles (round abouts) that you mentioned were installed with the intention of slowing traffic at key intersections. The decorative leaf pattern was chosen out of 4 design options by the community back in the Spring. Similar traffic circles can be seen in other areas in the neighborhood, such as 168th Avenue NE and NE 16th Place north of Ivanhoe Park.

In addition to the new traffic circles, you probably also noticed that the STOP signs at the NE 12th Street intersection were flipped to control east-west traffic. These adjustments were completed with the intention to both encourage low vehicle speeds and allow bicycles to move freely along the greenway route without needing to stop frequently.

I recognize that traffic control changes can cause anxiety and short-term confusion, especially after many years of consistency. When designing this project, we were attempting to minimize traffic impacts while also creating a consistent new bicycle route along 165th / 166th Avenues.

When the city has installed traffic circles and modified STOP signs in other locations around town, there is usually some short-term behavior changing for a couple weeks before drivers adjust and conditions return to normal. If conditions don't seem to be improving in a couple weeks, please feel free to reach out and let us know your observations. We will also have an online survey available starting in September for the Greenway project – you'll be able to provide additional feedback there.

Thanks again for your message and let me know if you have other questions in the meantime.

Thanks,
Chris

Chris Iverson, PE – Senior Transportation Engineer
City of Bellevue | Transportation Department
Desk (425) 452-6461
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From: Marcela Suarez <marcela_ozorio_suarez@hotmail.com>
Sent: Monday, August 30, 2021 4:51 PM
To: Transportation Reception <TRReception@bellevuewa.gov>
Subject: warning about new round about between NE 12th st and 165th Ave NE in Bellevue

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

Hello,

I live on the 164th PL NE in Bellevue and a new round about was just installed on the crossing of NE 12th st and 165th Ave NE in Bellevue.

Clearly, drivers are thinking it's a Fall decoration on the ground, since I almost had two accidents there only today, something that has never happened before

I entered the round about on NE 12th st planning to turn left on 165th Ave NE and while I was already at the round about, a car coming on the NE 12th st (on the opposite direction I was before entering the round about) came running and almost hit me while I was on the round about. Probably he was thinking I was going straight, continuing on the NE 12th st, ignoring the round about, he didn't expect I was going around the round about to turn on the next exit, which is 165th Ave NE. While this was happening, another car came on the 12th street, skipped the round about and turned left on the 165th Ave NE, completely ignoring the round about.

I sincerely did not see what the round about would contribute back when I received communication about it on the mail, but since it is in place, it's being very dangerous. It's not that the round about serves no function, as it was fine with the stop signs as it was before, but now this round about in relatively calm residential area is an accident waiting to happen. You must put a warning that that circle on the ground is not a Halloween or Fall decoration and people should respect the round about, if they know what it is.

From someone almost hit twice today on the same crossing, just because I actually respected the round about, after living in the same address since 2008 without any accidents, you can imagine what I wrote is an understatement of what I really think about this round about...

Sincerely,

Marcela Suarez
1324 164th PL NE, Bellevue, WA

Iverson, Chris

From: Murat Maga <muratmaga@outlook.com>
Sent: Thursday, September 9, 2021 12:57 PM
To: Iverson, Chris
Subject: Re: East Bellevue cycling issues

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

Thanks for the prompt response!

Every section of 140th that I ride (and I ride all the way from 85th at Redmond to BCC) is fairly safe and ok, either because the bike lanes are large (as in South of NE 8th) or the traffic is slow and low volume (as in Bridle Trails/Redmond section). Even the section between NE24th and BelRed is fine, as the cyclists can take a full-lane (as the signage on the road that indicates) without frustrating the motorist behind since they can easily pass us on the other lane; and that's very high volume traffic section. The sole exception to this is the specific section of 140 between belred and NE 8th.

I am not sure what the solution will be as their simply no way to further increase width of bike lane, which is too narrow to begin with.

Painting the bike lanes probably would be good start, reducing the max speed in that section would be helpful. But honestly, I think the real solution is not to allow big trucks like the one I shown you into that section. Yes, I know there is a sign that says local deliveries only and posts a gross tonnage limit, but either the limit is too big, or it is not respected at all. I have seen even 18 wheelers (walmart delivery truck)! Believe me, riding two feet away from something like that is not an experience anyway should have.

Thanks.
M

From: Iverson, Chris <Clverson@bellevuewa.gov>
Sent: Thursday, September 9, 2021 11:00 AM
To: Murat Maga <muratmaga@outlook.com>
Subject: RE: East Bellevue cycling issues

Hello Ali,

Thanks for reaching out about the greenway project and the cycling conditions on 140th Avenue NE.

The 140th corridor is certainly one of the major north-south bicycling routes in Bellevue, so we are always looking for ways to improve the conditions here. This roadway is scheduled to be repaved as early as next year, so we will have an opportunity to tweak the design of the bike lane striping layout. Although the medians will be unaffected with that project, we will still be able to upgrade the route.

Let me know if you have other thoughts or questions.

Thanks again,
Chris

Chris Iverson, PE – Senior Transportation Engineer
City of Bellevue | Transportation Department
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From: Murat Maga <muratmaga@outlook.com>
Sent: Wednesday, September 8, 2021 4:43 PM
To: Iverson, Chris <C Iverson@bellevuewa.gov>
Subject: East Bellevue cycling issues

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

Dear Mr. Iverson,

Today's email about the new greenway at the 165/166th Ave, reminded me that I long wanted to contact City of Bellevue about how difficult and dangerous to ride on the segment of 140th NE Ave between BelRed and NE 8th st.

This section of 140th Ave has been remodeled couple years ago with additional medians for safe pedestrian crossing, which is great. The downside has been that the traffic lane width has been quite narrow where these medians are. In fact, except for really compact cars, for most vehicles it is not even possible to leave three feet mandatory safe distance for cyclists on the cycling lane (which is also quite narrow here, e.g., compared to what the width on 140th between NE 8th and Main sts).

In addition to the narrowness of the lanes, the traffic speed is still 30 MPH, which is actually quite high for 'sharrows' road, especially given that how busy it can be during the evening rush hours, and close motorists and cyclists to each other.

Given that 140th Ave is the major cycling route to connect new developments in the Spring neighborhood and 520 trail to the lake hills / crossroads area of East Bellevue, I think city has to do something. The alternatives are (these are not mutually exclusive).

1. Reduce the max speed to 25 MPH (in this segment only).
2. Add the green color to the bike lane to indicate that drivers should stay as far right as possible
3. Provide either end of this segment of 140th signage that says something like "DO NOT PASS CYCLISTS Between Belred and NE 8th".
4. Change the road signage to indicate that bikes can take the full lane. (Like painting the main lane with cycle signs).

Attached picture pretty much rests my case (this truck passed me at 30 MPH on that section).

2021 so far has not been a good year for cyclists in Bellevue. If you do not take action, I suspect this segment of 140th Ave will also a major fatality as well.

Thank you for attention.

Ali M Maga

Sent from [Mail](#) for Windows

Iverson, Chris

From: S Dhar <sdhar2000@yahoo.com>
Sent: Friday, October 1, 2021 7:33 PM
To: Iverson, Chris
Cc: Bellefeuille, Robert
Subject: Re: Requesting installation of traffic calming device for motorized and non-motorized traffic along 165th Ave

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Hi Chris,

Thanks for your reply. I did provide comments in the project questionnaire through the feedback channel. I was not able to add any attachment and supporting documents. Hence, I attached them via email.

Thanks,
Sondwip.

On Monday, September 20, 2021, 11:40:30 AM PDT, Iverson, Chris <civerson@bellevuewa.gov> wrote:

Hello Sondwip,

Thank you for providing these traffic calming ideas and strong cases for their installation. We certainly appreciate your perspective and comment.

At this point in time, the demonstration project is still in “evaluation” mode, and we are collecting data & ideas from residents to help inform next steps. Depending on observations and feedback, certain treatments may be added, modified, or removed altogether. I will place your ideas for traffic calming devices in that list. Any permanent changes to the greenway design would likely not come until mid-2022 at the earliest, due to construction scheduling and funding limitations.

Additionally – if you haven’t provided comment in the project questionnaire, I would encourage you to do so. This is the easiest way to track feedback from our end. [You can find the questionnaire here.](#)

Feel free to reach out with any other thoughts or questions in the meantime.

Thanks again,

Chris

From: S Dhar <sdhar2000@yahoo.com>
Sent: Saturday, September 18, 2021 12:14 PM
To: Iverson, Chris <CIverson@bellevuewa.gov>
Cc: Bellefeuille, Robert <RBellefeui@bellevuewa.gov>
Subject: Requesting installation of traffic calming device for motorized and non-motorized traffic along 165th Ave

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

Hi Chris,

I really appreciate the neighborhood Greenway project along 165th and 166th avenues between SE 14th Street and Northup Way. I live on 41 165th Ave SE, Bellevue. My house is located on a curve. This curve presents a blind spot when I'm reversing my car on my driveway to travel north or south along 165th Ave. The speed limit is now 20mph however, motorized and non-motorized vehicles gain speed as they are traveling down the steep roadway gradient from Main street traveling south. Several time in the past couple of weeks there was near miss collision. Cars parked on the street add further complication to the blind spot at the curve.

I'd like to request adding traffic calming device such as speed humps, rumble strips, speed signage, etc. for the safety of the vehicles as well as safety of the residents. Happy to discuss other traffic calming measures that will help mitigate the risk of any accidents.

Attached couple of pictures showing the approximate curb radius from King county imap and approximate maximum visible line of sight distance when cars are parked. The third attachment is the WSDOT sight distance criteria guidelines that I was referring to.

Thanks,

Sondwip Dhar

(305)-299-1118