

From: [Anne Coughlin](#)
To: [Council: TransportationCommission](#); bikebellevue@outlook.com
Subject: Opposing the removal of car lanes
Date: Sunday, November 5, 2023 10:59:59 AM

Please do not make our downtown commute worse for 99.5% of Bellevue residents who will not use bicycles to commute to work, EVER. The small number of people who do, will not ride 60-70% of the time due to rain, snow, debris on roads. The misconception that the majority of lower income folks will use them is false. Bellevue Surveys have demonstrated that most use cars or small trucks.

So we are basically catering to a minuscule number of actual Bellevue residents (many people who do not live here or even "work" per se, Chris Randall, completed this survey and are pushing this.)

What will the cost be of cleaning these paths every day?

What will the cost be when bike paths are not constantly cleaned and the city is sued for allowing debris to accumulate, which it will?

What will the cost be when the other inevitable accidents occur?

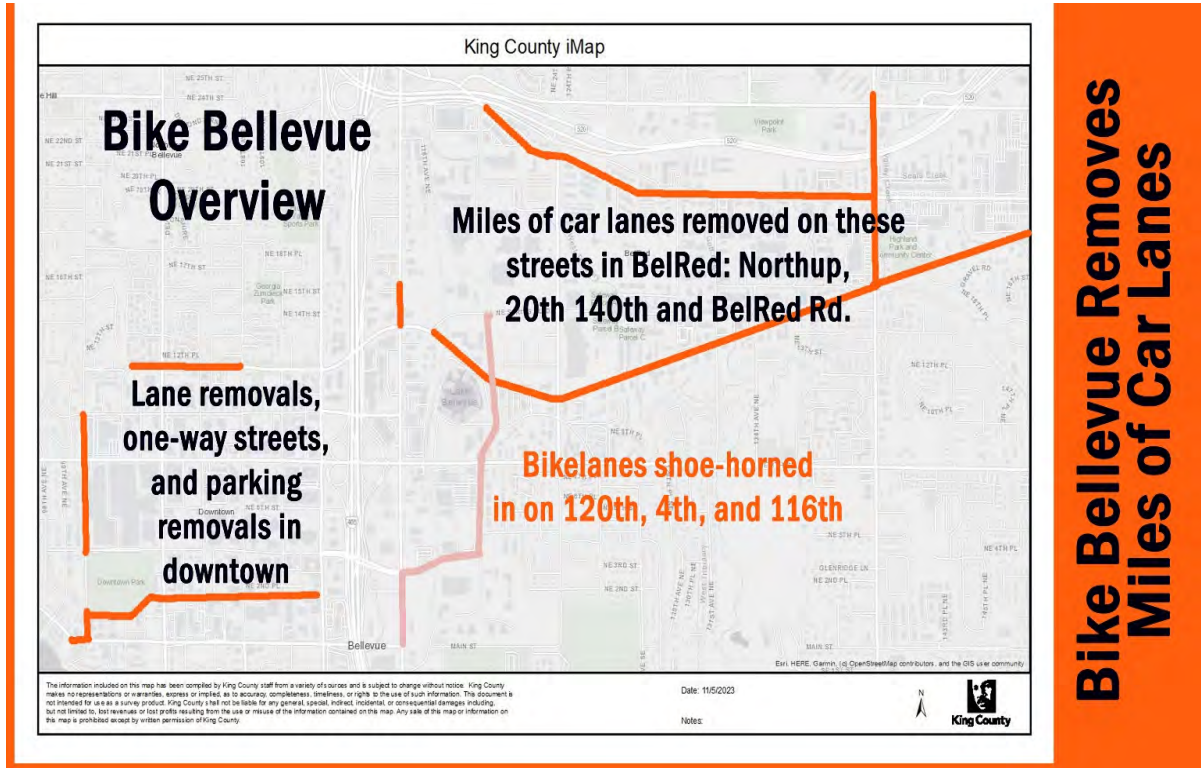
What will the cost be to store owners who will lose customers and probably deliveries?

We Bellevue residents are weary of taxes and being gouged for ineffective programs and unnecessary projects both for KC and lately Bellevue itself.

A better solution would be to allow 1 downtown street, to be bicycle dominant on Sunday.

Dr. Anne Coughlin

From: [p_johnston](#)
To: [Council](#); [TransportationCommission](#); [parkboard](#); [PlanningCommission](#)
Subject: Opposing Bike Bellevue, Promoting Alternatives
Date: Sunday, November 5, 2023 8:51:37 AM



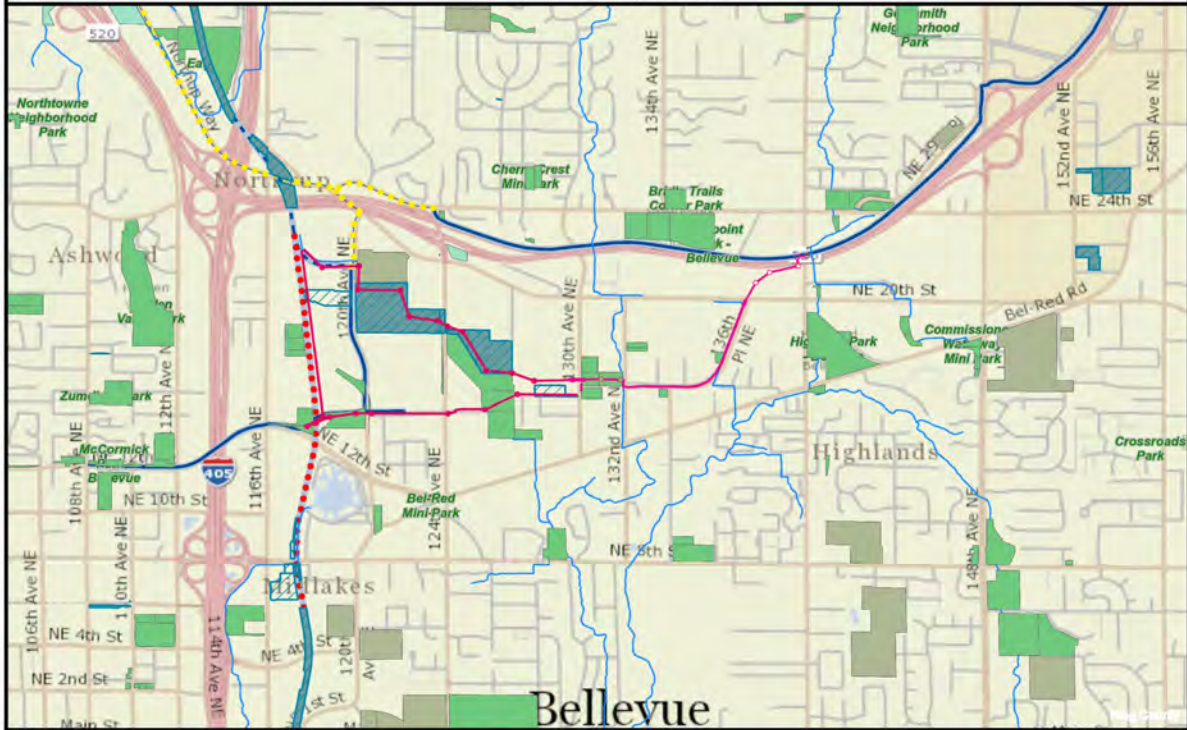
Dear Bellevue City Council, Transportation Commission, Parks Board, and Planning Commission:

Traffic continues to be a major concern in this area. I am concerned development in Downtown, Wilburton, BelRed and Sears/Overlake will increase vehicle traffic. Removing car lanes only exacerbates congestion. Using car lanes for bike lanes is cheaper for the bike project but not the right plan for Bellevue.

Please do not prioritize bike trips ahead of the vehicle traffic essential to live, work, and play in Bellevue. ARCH, the low-income housing branch of Bellevue development as well as transportation data, has shown that low-income households in Bellevue require cars. Removing these lanes of vehicle traffic does not make sense at this time. [Spending \\$18 million to complete](#) bike lanes is the wrong priority when we have so many competing needs.

Health and the environment are important. Please consider a green backbone through BelRed, bringing trees, green space, and parks along a walk/bike trail that winds through the heart of BelRed. In addition, adding medians with trees would improve all of BelRed. These options are positive impact for all that need an early start for success.

Two Bike Bellevue Alternatives King County iMap



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Date: 11/1/2023

Notes:



King County

Cordially,

- Pamela Johnston

425-881-3301

From: davidc@clearfocusengineering.com <davidc@clearfocusengineering.com>
Sent: Monday, November 6, 2023 6:55 PM
To: Council <Council@bellevuewa.gov>; TransportationCommission <TransportationCommission@bellevuewa.gov>; bikebellevue@outlook.com
Subject: Opposing the removal of car lanes

I recently received this in an email from a concerned citizen:

This is also on the agenda for the Nov. 9th TC meeting, this coming Thurs. Please note that the meeting materials say that 96.6% of the input from the community between Oct 24th and Oct 30th (87 emails) express support for the Bike Bellevue projects.

I'm incredulous. How could this be when in conversations with neighbors, no one expresses a favorable opinion? Evidently, we're not providing feedback. Although I commented [here](#), I didn't send an email. Let me correct that now.

I was a regular commuter from Bellevue to Redmond. Daily during the summer, sporadically spring and fall. I took 132nd to 520 trail and then down to Redmond and back. Multiple years, I logged over 100 trips. I met many bike commuters and know others who ride for pleasure and/or exercise. My commuting days are done but I still ride for pleasure.

I would rarely, if ever, use any of the proposed new bike lanes. They simply do not make sense. This picture makes clear that key E-W and N-S routes already exist.



Anyone riding between Bellevue and Redmond would take the 520 trail (unless they have suicidal tendencies!). Even with a dedicated bike lane, turning cars will be a constant hazard. I regularly met workers coming/going to MSFT and Honeywell. 520 is the trail for them. N-S? take 132nd and transit through the Wilburton neighborhood if traveling to/from the I-90 trail. You don't show a route through

the Wilburton neighborhood but most riders know it, it's the safest way between 520 trail and i-90 trail. Eastrail will provide an even better route.

We will have the new trail Spring Bl and the new Eastlink trail. **Our bike infrastructure is great. Our car infrastructure? not so great.** The same Wilburton community that is safe for bike riders today is becoming less safe because people are cutting through the neighborhood. You (city decision makers) are adding HUGE growth to Wilburton but somehow decreasing road capacity in/around the neighborhood is a good idea? It makes me wonder what on Earth is going on in City Hall!

Lastly, evidently you have received just 3 emails against the ill-advised idea. Please add a fourth!

David Cagle
12911 SE 1st St
Bellevue, WA

From: Richard Hughes <richard_hughes@outlook.com>
Sent: Tuesday, November 7, 2023 11:20 AM
To: Council <Council@bellevuewa.gov>; TransportationCommission <TransportationCommission@bellevuewa.gov>
Subject: Bike Bellevue plans

I have recently reviewed the proposed plans for Bike Bellevue , especially as it pertains to 140th outside Safeway and the two turn left lanes from Northup. This is an area that is notable for the density of cars that use it and equally notable for the rarity of cyclists. It is therefore quite astounding to find that the proposal removes a busy car lane and replaces it with a bike lane. It also removes one of the turn left lanes off Northup, halving the staging area for cars waiting for a green light, so that will now back up and block the Westbound traffic on 23rd , an already busy arterial route. Why?

Travelling South on 140th all the way from 85th to Richards Road, just North of Factoria, I note a bike lane on both sides of the road (except from 60th to 24th where there is a sidewalk) that is only **three feet wide**. There is plenty of room on 140th between 24th and Bel-Red to continue with this proven and less disruptive bike lane for the scant few cyclists.

The current proposal seems to be designed to constrict a busy North South route for no gain over the slim bike lane that is already on the North bound side and therefore leads me to believe this is some sort of anti-car move?

Please review and this proposal as a matter of urgency, the traffic is already heavy enough in that area without an ill-considered plan that will make it worse.

Regards

Richard Hughes

ref:!00D6g025rWo.!5006g0yvy0V:ref

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

Hi Franz,

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

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

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

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

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

Thank you,

Leslie
Leslie Geller
lesliegeller@gmail.com
206-940-6444

From: Therese McLain <tmclain10@gmail.com>
Sent: Wednesday, November 8, 2023 7:35 AM
To: Loewenherz, Franz <FLoewenherz@bellevuewa.gov>
Subject: Bike Bellevue

I would just like to say as a resident of Bellevue for 20 plus years and a employee working in the city for even longer, any ideas to reduce roadway available to vehicles is just going to cause more headaches... more traffic jams, delays and traffic accidents causing insurance rates to go up even more.... which they are already ridiculously high. This is a bad idea. This is a BAD, Bad BAD idea!!! I have been a bike rider. My children have been bike riders. My daughter is currently an active bike rider/commuter as well as my son-in-law and they do not have a problem with the current system. Please DO NOT REDUCE VEHICLE TRAFFIC LANES.

Thank you.



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

November 8, 2023

RE: Bike Bellevue Draft Design Guide

Dear Commissioners,

Thank you for your continued engagement on the Bike Bellevue draft. We understand and appreciate the value of a multimodal transportation network that is user-friendly and safe. At the same time, we envision connectivity in Bellevue that is proportionately designed to support existing and projected use, and which does not interfere with vehicular capacity that the vast majority of Bellevue workers depend on to get to work and meet family needs. We also want to make sure that claimed benefits of new bicycle lanes are confirmed by data.

Eliminating vehicle lanes and worsening traffic congestion on routes to jobs, hospitals, shopping centers and other key locations throughout the City while planning for over 30,000 new residents by 2035 simply does not make sense. It is critical that Bellevue officials accommodate and support projected growth and the vehicular trips it will create to ensure our city remains accessible for everyone, including middle and low-income workers who drive.

We have continued to correspond with City staff regarding our concerns and know you have been included in those emails. We recognize this is a draft plan and the City is seeking thoughtful feedback. To that end, we appreciate their willingness to listen and respond to multiple inquiries. Several changes have already been made to the draft plan that are helpful, clarifying and responsive to public concerns, which we sincerely appreciate.

However, a few key problems have not been adequately addressed and so we hope you'll take them into consideration.

Summarized, our key concerns are that Bike Bellevue:

1. Increases bicycle mode share by 0.1%, at the cost of \$88,000 per trip
2. Increases traffic congestion
3. Misrepresents travel data
4. Deviates from 2009 and 2016 Council-approved bike plans
5. Conflicts with Comprehensive Policy TR-2

1. Bike Bellevue would increase bicycle mode share by 0.1%, at the cost of \$88,000 per trip

If Bike Bellevue is built out, approximately 210 new bike trips will be added in the project area. In emails, City staff indicated this is an increase of 7.5% (from 2,796 to 3,006). This is not how transportation trip increases are expressed. Increases are measured as a percentage of all trips – or mode share. As a

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percentage of all bike trips, Bike Bellevue reports that bike mode share would increase from 0.8% to 0.9% - or a 0.1% increase.

At the cost of \$18.6 million, this amounts to over \$88,000 per new bike trip.

Note that the same information that shows the increase of 210 bike trips also shows a decrease in 123 walk trips. So, there are 88 new non-motorized trips, which would amount to \$211,000 per trip.

Recommendation 1: In the design guide, next to each corridor project, there is a list like the one to the right showing street classification, posted speed limit, and other details. We noticed that traffic volume (ADT) is listed, but anticipated bike volume is not. The Commission should consider listing bike volume as well (existing and projected for 2035). This would help the public better understand how the 210 additional bike trips generated in the project area would be distributed between the 11 corridors, and have the added benefit of assisting the Commission in prioritizing projects.

Street Classification	Minor arterial
Traffic Volume (ADT)	21,000 - 25,000
Posted Speed Limit	30 mph
Existing Bicycle Facility	<ul style="list-style-type: none"> Conventional bike lane (Northbound) Sharrow (Southbound)
Existing Bike LTS	<ul style="list-style-type: none"> 1 (Northbound) 2 (Southbound)
Target Bike LTS	1
Safety Data	On the Vision Zero High Injury Network
Major Nearby Destinations	Highland Park, grocery stores and other retail
Population (600 Foot Buffer)	9,300 (2019) 9,600 (2050)
Employment (600 Foot Buffer)	15,900 (2019) 31,400 (2050)
Transit Route	King County Metro 369

Recommendation 2: Include a more in-depth discussion of cost in the Bike Bellevue draft report. A chapter or appendix on finances should be added, with all costs and revenue sources broken down for easy reading and understanding by the public.

2. Bike Bellevue will increase traffic congestion.

Just a year ago, the City Council unanimously reaffirmed that reducing traffic congestion is a major priority for the transportation department (Comprehensive Plan Policy TR-2).

However, of the 11 corridors where travel lanes would be taken away to be converted to bike lanes (in many cases, cutting directional capacity in half), the City has identified at least 5 corridors where the direct result will be vehicle volumes *exceeding capacity and increasing traffic congestion*:

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

The City argues these corridors will experience worse congestion with or without Bike Bellevue compared to existing conditions. This avoids the reality that traffic congestion would be exacerbated in peak directions at peak hours if Bike Bellevue is built out.

The City identified 6 corridors where vehicle volumes would not be expected to exceed capacity in either direction if Bike Bellevue is built out. However, given the growth Bellevue is anticipating and the



City's own projected increase in daily vehicle miles traveled of over 10% (under Build or No Build scenarios), please consider that vehicle volumes in the following 4 corridors are close to reaching capacity if Bike Bellevue is built out.

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

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

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

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

Recommendation 1: Redesign projects so that they do not impact traffic operations. The City should consider eliminating projects altogether where anticipated bike volume that would be generated is low, where alternative, better routes have already been identified in past bike plans, and where the benefit would not exceed the significant mobility problems that would be created for drivers, emergency responders and freight.

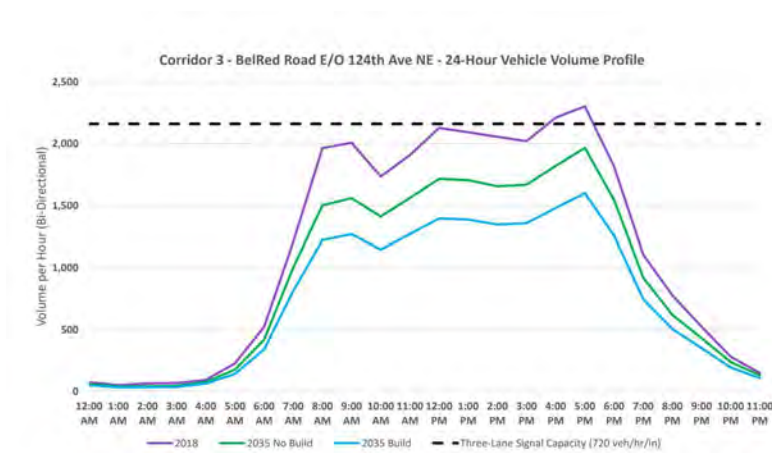
Recommendation 2: Evaluate whether eliminating traffic lanes on major arterials like Bel-Red Road would result in diversion or spillover of traffic to other streets throughout the city. How would the project area and other parts of the City be impacted by Bike Bellevue, given the traffic we experience today as well as the traffic we anticipate in the future given growth assumptions in the Comprehensive Plan Update?



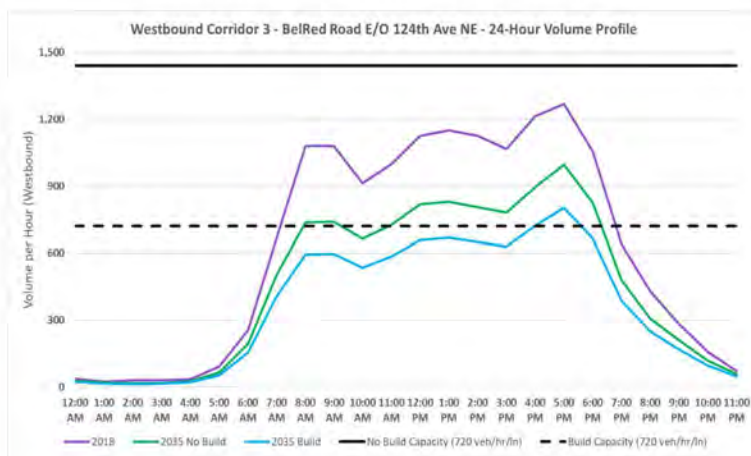
3. Travel data is misrepresented

We appreciate that staff have removed sections of text arguing that Bellevue roads are underutilized and overbuilt. This was responsive to both public and commissioner concerns. However, the data that was used to illustrate and support this misleading point remains in the draft.

For example, the City shows bi-directional data in Bike Bellevue for Corridor 3, giving the impression that taking travel lanes will have no impact on traffic, which would remain below the newly reduced capacity limit (dashed line):



However, the data provided by the City in an email response to our questions, which shows *directional* volumes and capacity westbound for the same corridor, reveals a serious problem that is otherwise obscured.



Recommendation: The City should add this directional data to the report, with a clear explanation of how taking travel lanes will impact traffic congestion.



4. Bike Bellevue deviates from 2009 and 2016 Council-approved bike plans

The Bellevue City Council approved principles for the Pedestrian and Bicycle Implementation Initiative which included a principle to “continue to aspire to the vision established by the 2009 Pedestrian and Bicycle Transportation Plan” and “as such, this initiative should not revisit the overall construct of the existing plan, but should instead focus on advancing the projects and programs identified by that effort...” This establishes support for building out what has already been approved, rather than revisiting or changing the old plan.

While the 2016 Bicycle Rapid Implementation Plan (BRIP) does appear to build on the 2009 plan, in line with the language of that principle, it is concerning to see that Bike Bellevue expands and effectively deviates from both the 2009 and 2016 bike plans. Multiple projects in Bike Bellevue (corridors #1, 3, 4, 5, 6, 7, 8, and 10) are entirely new.

Below is a map from the 2016 BRIP, which includes the 2009 routes in grey and the 2016 routes in green. We have added the Bike Bellevue routes in red.





The Transportation Commission should consider the following:

- Bike Bellevue corridors 3, 4 and 5 – which would remove travel lanes on Bel-Red Road, a major arterial – would cost over \$7 million and replicate E/W bicycle improvements on Spring Boulevard identified in previous plans. Spring Boulevard is a safer route, with lower Level of Traffic Stress (LTS), and more direct connections to light rail and regional trail systems.
- The City’s planned removal of travel lanes on Bel-Red Road conflicts with the traffic the City anticipates will be created as Wilburton is upzoned through the Comprehensive Plan process. The City cannot realistically encourage this area of the City to accommodate tens of thousands more residents and office workers while simultaneously removing travel lanes for cars to create bike lanes the City shows few will use.
- Corridors like Bel-Red Road, which staff have determined have a high LTS in the Mobility Implementation Plan, should not necessarily be candidates for bike lanes, especially when better alternatives have been identified in the 2009 and 2016 bike plans the City says they are building on.

5. Bike Bellevue conflicts with Comprehensive Plan Policy TR-2

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

Contrary to City staff assertions, evidence has yet to be presented that Bike Bellevue will not significantly change the quality of the travel experience for drivers, who are a part of “all users” the policy refers to.

We agree with City staff that Comprehensive Policies TR-20, TR-21, and TR-25 complement TR-2.

- TR-20: Scope, plan, design, implement, operate, and maintain a complete and multimodal transportation system in accordance with Performance Metrics, Performance Targets and Performance Management Areas as established in the Mobility Implementation Plan.
 - For vehicular throughput, a key performance metric for intersections is the V/C ratio of 1.0 for PMA 1 and 0.85 for PMA 3. Bike Bellevue would result in multiple areas either not meeting respective performance targets or experiencing an increase in the V/C ratio over the No Build scenario.
- TR-21: Ensure that the transportation system infrastructure in Bellevue provides mobility options for all modes, and accommodates the mobility needs of everyone, including underserved populations.



- Most low-income commuters drive and would not only *not* benefit from Bike Bellevue, but would experience more difficult commutes. According to Bike Bellevue, zero work trips by bike would be added in the project area by 2035 under the Build scenario.
- TR: 25: Increase system connectivity for all modes by providing for vehicular, transit, pedestrian and bicycling facilities to create a Complete Streets network throughout the city.
 - We can improve bicycle access and connectivity without building bike lanes on most major and minor arterials and worsening the traveling experience for 60-70% of the traveling public. Bike lanes that are poorly placed are neither useful nor safe.

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

Sincerely,

Mariya Frost
Director of Transportation
Kemper Development Company

From: [phyllisjwhite](#)
To: [TransportationCommission](#); [Zahn, Janice](#)
Subject: Bike Bellevue Draft Design Guide
Date: Thursday, November 9, 2023 3:56:57 AM

Please add my letter to the record.
RE: Bike Bellevue Draft Design Guide

Dear Commissioners,

Thank you for your continued communication with the public on the Bike Bellevue draft. We value the multimodal transportation network that the city envisions for user-friendly, safe, cost-effective, environmentally sustainable travel. I am requesting your consideration to have a transportation plan also focused on decreasing traffic congestion.

Wilburton residents living between NE 8th and BelRed Rd have only two streets, NE 8th and BelRed Rd, for vehicular travel to leave their residential neighborhood. The BelRed development is on a 900-acre area with about 5,000 permitted parking units for half of the expected housing units at this time. This does not include the additional undeveloped 1,000 parking units in the Spring District. Replacing a vehicle lane with a bicycle lane, resulting in one bike lane and one vehicular lane on BelRed Road, an essential street for the Wilburton residents, will be a challenge for congestion and traffic, resulting in increasing traffic in residential streets. Moreover, there are open-ended neighborhood streets perpendicular to BelRed Road where children stand to catch the public school buses. These streets have no sidewalks, which makes them unsafe for a heavy stream of cars traveling through to avoid the congestion. In addition, there are two streams, the Kelsey Creek Stream and the Goff Stream. The Kelsey Creek Stream is a habitat for the endangered Chinook salmon returning to spawn, Sockeye, and Coho Salmon. The Goff Creek also runs through Wilburton neighborhoods near the BelRed Road and has Chinook, Sockeye, Coho Salmon, and Cutthroat Trout. All the fish are sensitive to the toxic stormwater runoff from vehicle tire chemicals.

As you know, the City of Seattle spent millions of dollars building bike lanes. For example, a four-block lane project on 7th Ave in Seattle resulted in an unexpected \$13 million per mile; on 2nd Ave, the cost was \$12 million. (2) Further review did not give a precise dollar figure for the insufficient bike lane budget.

Gathering data on bicycling has its challenges. A Post Alley article (1) revealed that the census data on bike commuting at a local level was insufficient and as a result, did not offer meaningful measures. At a larger geographic level, the data could not

track if bike commuters were riding daily, or only when weather and daylight permitted. Their studies indicated that weather was a factor in commuting hours. Some bike riders rode through any weather, and others only during nicer weather. The lack of daylight in the winter months also affected bike ridership, showing a seasonal pattern of lower bike commuting during colder temperatures and low-light months. There was also less bike ridership during times of rain, regardless of temperature.

What is consistent is that less than 5% of bike ridership is used to commute to work. This indicates that the investment in bicycle infrastructure seems to have little to show for bicycling growth for commuting.

Moreover, families need vehicles to transport larger items, such as 15-pound bags of potatoes, a case of water, multiple bags of groceries, baby carriers and strollers, or pets.

What would happen if the City ordered an evacuation, or if an emergency vehicle needed to get through a one-laned street filled with cars? I once watched an ambulance try to drive through a one-lane vehicle street in Stockholm, Sweden, during peak traffic hours. It could not pass through the one car lane.

In conclusion, it would be useful for the City of Bellevue to do a *comprehensive* cost-benefit analysis of these investments before removing car lanes for expensive bike track tradeoffs, and to evaluate if they will effectively reduce congestion.

Respectfully,

Phyllis White

1. <https://www.postalley.org/2020/11/15/seattle-has-spent-millions-on-bike-trails-is-bike-ridership-up/>
2. <https://reason.com/2018/04/30/yikes-new-seattle-bike-lanes-were-suppos/>

Chair Stash and Commissioners,

There is **NOTHING** in the City Council’s direction to staff to prepare a Bike Bellevue recommendation plan, which said to *replace vehicle lanes* with bike lanes.

p. 15 of Bike Bellevue states “Vehicle Performance Metrics are evaluated during the PM peak period [4-6 PM] to capture the most congested part of the day.” However, the MIP states:

- V/C is captured during the 2-hr PM Peak Period (no mention of 4-6 PM)
- Corridors are measured during the PM Peak hour (again, no mention of 4-6 PM or any other hour)

I have significant concerns over the accuracy of the data in Bike Bellevue, plus, that it is missing evaluations of morning rush-hour traffic. I understand that morning rush-hour lasts over a longer period of time than evening rush hour and that extended period should be taken into consideration when tracking and evaluating morning data. It is crucial that morning data be considered, as staff are claiming converting a single vehicle lane in one direction will have a minor impact. Yet, traffic often goes one direction in the morning and the opposite direction as people return home from work.

Appendix B of Bike Bellevue shows the High Injury Network. The following Bike Bellevue streets are on it:

- Bel-Red
- Northup/NE 20th St.
- 116th Ave NE from Main to NE 4th St.
- 120th Ave NE

Know what else these streets are on? The Primary **Vehicle** Corridors (p. 18 of the MIP). And the MIP states (bolding is mine):

“**traffic congestion management** will be an important consideration along the Primary Vehicle Corridors and at System Intersections. These arterials and intersections are a priority because they connect neighborhoods to other destinations in Bellevue and to the regional highway network.”

Know what these streets are **NOT** on? The Priority **Bicycle** Corridors (p. 15 of the MIP).

Bike Bellevue violates the recently adopted Transportation Policy #TR-2 of the Comprehensive Plan: “aggressively plan, manage, and expand transportation investments to reduce congestion and expand opportunities in a multimodal and comprehensive manner and improve the quality of the travel experience for all users.” This policy includes the *reduction* of traffic congestion, not the increase!

And Commissioners, please do NOT assume that because there is a large contingency of pro-bicycle people at the meeting, that all of them do or plan to ride through the Bike Bellevue area. Many don’t even work or live in Bellevue. The large number just means that the Bicycle groups

or clubs have extensive contact lists and the word has gone out to show up to the Bike Bellevue Transportation Commission meetings.

The whole Bike Bellevue project, as proposed, where vehicle lanes are replaced by bicycle lanes is ludicrous! Remember, in the city surveys the #1 complaint by Bellevue residents for many years, now, has been traffic. Plus, we're expecting another 35,000 residents in Bellevue. The number of *additional* bicycle trips in this area after Bicycle Bellevue is implemented, is only 210! An increase of only 0.1% of bicycle trips. And staff want to *decrease* the capacity for vehicle traffic?!!

The following are administrative corrections that need to be made to the Bike Bellevue document and associated documents:

- 1) All Appendices should be listed in the Table of Contents, along with the Appendices' titles.
- 2) There need to be page numbers on ALL pages. If the page is in an Appendix, that Appendix & name should also be at the bottom of the page. For example,
"Appendix A p. 67"
- 3) Throughout the whole main Bike Bellevue document, it states that corridors must meet the Performance Target for Typical Urban Travel Speed [≥ 0.5]. However, in the MIP it states that the corridor Performance Target for Typical Urban Travel Speed (TUTS) for PMA 1 is > 0.5 , not ≥ 0.5 . It does appear in Appendix E that the correct TUTS of > 0.5 was used in calculations.
- 4) In the Draft Community Engagement Plan, it states that the Bike Bellevue project is on EngagingBellevue.com. It is not. I first tried doing a search to find it. Then I scrolled through ALL of the current projects on EngagingBellevue.com and nothing even close to Bike Bellevue was listed.

Finally, I am especially concerned that in the message from Franz, it appears to state staff intend to hire a consultant to "complete design and implementation of 3 priority projects by 2024 (meaning 1½ months from now?) and without first getting the Transportation Commission's or City Council's approval and sign-off on the Bike Bellevue implementation plan and document.

Sincerely,

Michelle Wannamaker
4045 149th Ave. SE
Bellevue, WA 98006

From: laguidotti@comcast.net
To: [TransportationCommission](#)
Subject: Bike Bellevue
Date: Wednesday, November 8, 2023 2:31:07 PM

Hello,

I am writing to let you know that I do not support removing lanes of traffic from Bel-Red Road or Northup Way in order to accommodate new/expanded bike lanes. I would love to see the addition of safe bike and pedestrian corridors WITHOUT removing car carrying capacity on our streets.

I live in Wilburton and can envision a significant increase in traffic related to any reduction in lanes on Bel-Red Road.

Thank you,

LeeAnn Guidotti