City of Bellevue

2007 Pedestrian and Bicycle Transportation Plan Community Engagement Survey Market Research Summary Report

FINAL May 2007

CONTACT:

Kris Lau
Tomomi Watanabe
810 Third Avenue, Suite 258
Seattle, WA 98104
P. (206) 624-6465
F. (206) 625-2690
krislau@nwrg.com
tomomi@nwrg.com

SUBMITTED BY:

NORTHWEST RESEARCHGROUP

The City of Bellevue Pedestrian and Bicycle On-Line Survey was initiated by the Transportation Department to generate data and solicit feedback from the public on pedestrian and bicycling issues in the city. The views documented in this report are not those of the Transportation Department or the City of Bellevue.

The City of Bellevue Transportation Department would like to thank all the people who took the time to fill out these two surveys. Your input and comments will help us to plan better pedestrian and bike facilities throughout the city.

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Key Findings

Bikeway Survey

- Twenty-two percent (22%) of all bikeway survey respondents rate the bicycling conditions on the roadways in Bellevue as excellent or good.
- Bikeway survey respondents who both live and work in Bellevue are significantly more likely than those who live in Bellevue but work elsewhere to rate the bicycling conditions as *poor* – 26% compared to 18%.
- High frequency bikers are more likely than less frequent bikers to rate the conditions of the roadways in Bellevue as poor – 29% compared to 21%.
- More than half (55%) of all bikeway survey respondents rate the bicycling conditions on the greenways and paved trails in Bellevue as excellent or good.
- The top five barriers to biking or biking more often are: no space or not enough room on the road / narrow roads, no bike lanes, unpleasant to bike, inconsiderate drivers, and loose gravel or roadway debris.
- Considering 12 different bicycle facility improvement categories that would make it easier and safer for people to ride a bicycle in Bellevue adding designated bike lanes was the most important improvement at 78%, adding paved shoulders was second most important (73% very important), followed by repairing pavement, fixing potholes, removing loose gravel or sand (57%), adding off-road greenways or trails (56%), and educating motorists / bicyclists, encouraging share the road, improving attitudes also 56%).
- The top suggestions to encourage more people to bike in Bellevue is similar to the most important improvement, with 46% of bikeway survey respondents indicating designated bike lanes would encourage more people to bike in Bellevue. Twenty percent (20%) indicate more trails and bike paths and 19% indicate more or better connections or access to/from bike paths would encourage more people to bike in Bellevue.

Walkway Survey

- Forty-two percent (42%) of all walkway survey respondents rate the walking/jogging/running conditions on the sidewalks in Bellevue as excellent or good.
- The majority (72%) of all pedestrian survey respondents rate the condition of the greenways and paved trails in Bellevue as excellent or good.
- High frequency walkway users are more likely than less frequent walkway users to rate the conditions of the walking/jogging/running conditions in Bellevue as poor – 22% compared to 7%.
- The top five barriers to walking, jogging or running more often are: missing or poorly maintained sidewalks (29% strongly agree), unpleasant to walk (28%), too far / takes to long compared to driving (27%), drivers not considerate of pedestrians (25%), and unsafe street crossings or intersections (25%).

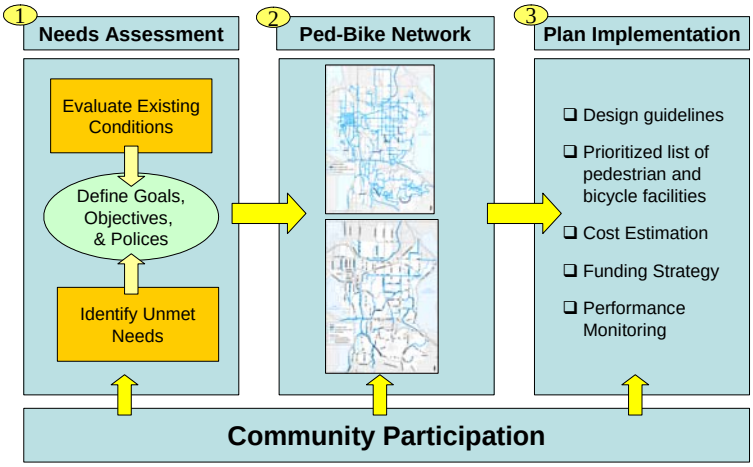
- Considering 9 different walkway facility improvement categories that would make it easier and safer for people to walk, jog or run in Bellevue adding sidewalks was the most important improvement at 65%, adding off-road greenways and trails was second most important (56% very important). Repairing sidewalks, fixing cracks, removing loose gravel or sand and improving street/intersection design were each considered very important improvements by 37% of walkway survey respondents.

- The top suggestion to encourage more people to walk, jog or run in Bellevue is similar to the most important improvement, with 22% of walkway survey respondents indicating more sidewalks would encourage more people to walk, jog or run in Bellevue. More trails/greenbelts came in at fifth with 12% of the walkway respondents suggesting this as a way to encourage more people to walk, jog or run in Bellevue.

Project Overview

Bellevue's Comprehensive Plan acknowledges that responding to anticipated growth in travel necessitates a multi-modal transportation solution that offers the public real choices about how they travel within, to, and through Bellevue. The 2007 Pedestrian and Bicycle Transportation Plan is a three-phased planning initiative. The community participation program will be continuous throughout the entire project.

Project Approach



As a first step in the community engagement effort, the City launched a walkway and a bikeway on-line survey at http://www.bellevuewa.gov/pedbikeplan.htm ~ open from March 6th to April 10th.

The surveys were designed to provide city staff with a better sense of how people currently bike or walk around Bellevue and what improvements would prompt them to increase their usage of these resources. The responses were analyzed and are graphically represented in this document with descriptive analysis. The survey is not intended to be a rigorous mathematical or scientific study but instead to suggest general trends and an overall profile of the walking and cycling communities, as well as key issues for future planning.

General Information

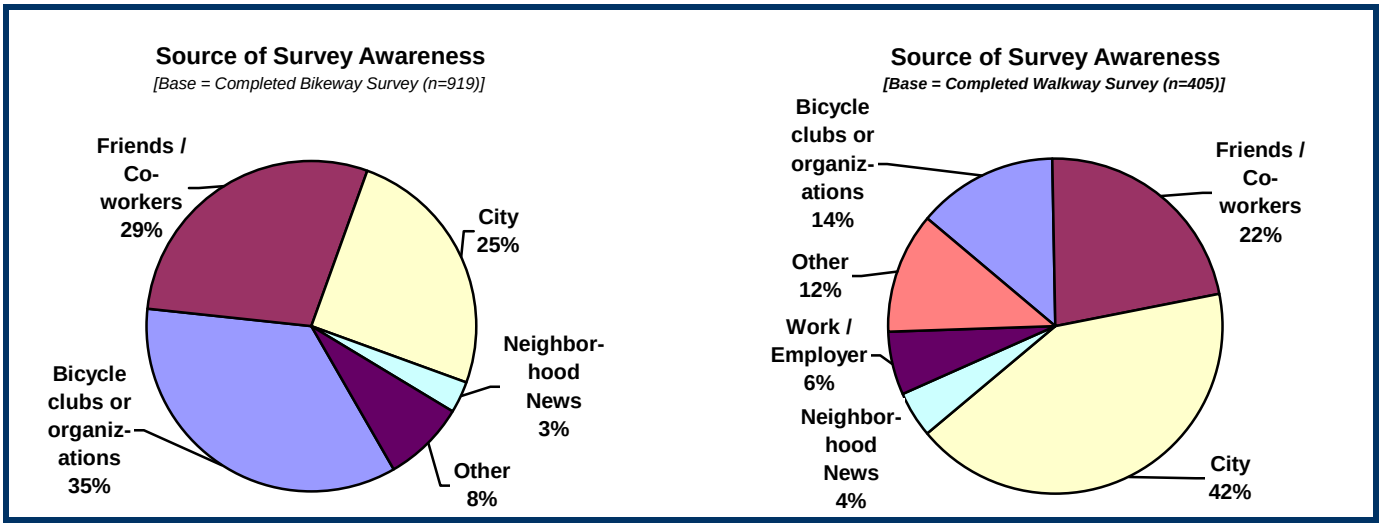
To gather input from throughout the community, the City pursued a number of avenues to publicize the surveys and encourage participation. The number of respondents who completed each of the surveys attests to the success of this strategy: 919 bikeway surveys and 405 walkway surveys were completed by close of data collection April 10, 2007.

Sources of awareness of the survey named by respondents who completed the bikeway survey were varied, however there is a noted dominance of responses from those who learned of the survey via a bike club or bike related organization (35%) – including the Cascade Bicycle Club, Bicycle Alliance and the Microsoft Cycling Club. Many (29%) also name friends and co-workers as their source of awareness about the survey, and one-quarter (25%) learned about it through the City.

Two in five (40%) of those who completed the walkway survey found out about the survey through the City, including on the City's website and in *It's Your City*, as well as through friends (21%), and the Cascade Bicycle Club (12%).

It is likely that some respondents completed both surveys - the two groups are not mutually exclusive – and, as respondents indicate varying levels of biking, walking/jogging/running activity it should not be assumed that only those who bike in Bellevue completed the bikeway survey and those who walk, jog or run in Bellevue completed the walkway survey.

As results are evaluated, it should be noted that participants are not representative of the City of Bellevue, but are comprised of those who live, work, or both in Bellevue as well those who live and work elsewhere in the Puget Sound region and is limited to those who have online access.



Respondent Characteristics

The bikeway survey was completed by 599 men and 226 women. 94 bikeway survey respondents chose not to answer this question (gender) and are not included in the base used for the percentage calculation shown below.

The walkway survey was completed by 177 men and 178 women. 50 walkway survey respondents chose not to answer this question and are not included in the base used for the percentage calculation shown below.

	Bikeway Survey Respondents [n=919]	Walkway Survey Respondents [n=405]
Gender		
Male	73% [n=599]	50% [n=177]
Female	27% [n=226]	50% [n=178]

The age breakdown of bikeway survey respondents shows 62% are between the ages of 30 and 49, and 30% are 50 to 69 years old. 86 respondents chose not to answer this question and are not included in the base used for the percentage calculation shown below.

Slightly more than half (53%) of walkway survey respondents are between the ages of 30 and 49, and 31% are 50 to 69 years old. 48 respondents chose not to answer this question and are not included in the base used for the percentage calculation shown below.

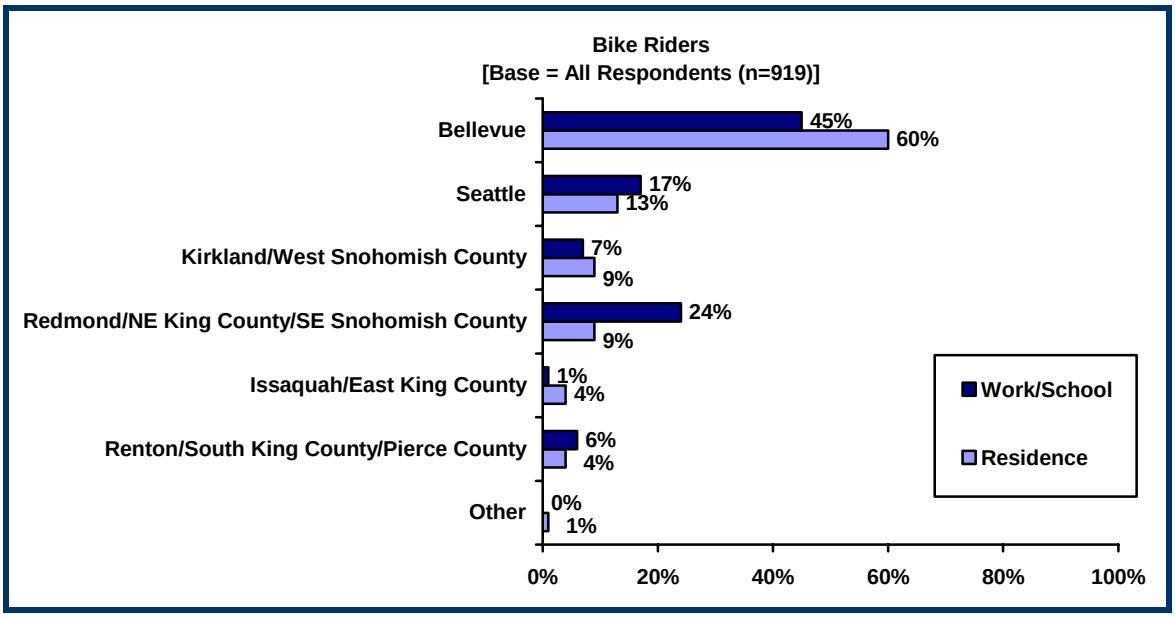
	Bikeway Survey Respondents [n=919]	Walkway Survey Respondents [n=405]
Age		
19 or Under	1% [n=7]	1% [n=5]
20 to 29	7% [n=55]	9% [n=33]
30 to 49	62% [n=513]	53% [n=189]
50 to 69	30% [n=249]	31% [n=111]
70 and over	1% [n=9]	5% [n=19]

The average household size for bikeway survey respondents is 2.78, and 2. 64 for walkway survey respondents.

	Bikeway Survey Respondents [n=919]	Walkway Survey Respondents [n=405]
Number of People in Household		
One	12% [n=114]	16% [n=66]
Two	39% [n=356]	41% [n=166]
Three	18% [n=167]	16% [n=66]
Four	22% [n=206]	19% [n=75]
Five or more	8% [n=76]	8% [n=32]
Mean	2.78	2.64

Location of Residence / Work – Bikeway Survey Respondents

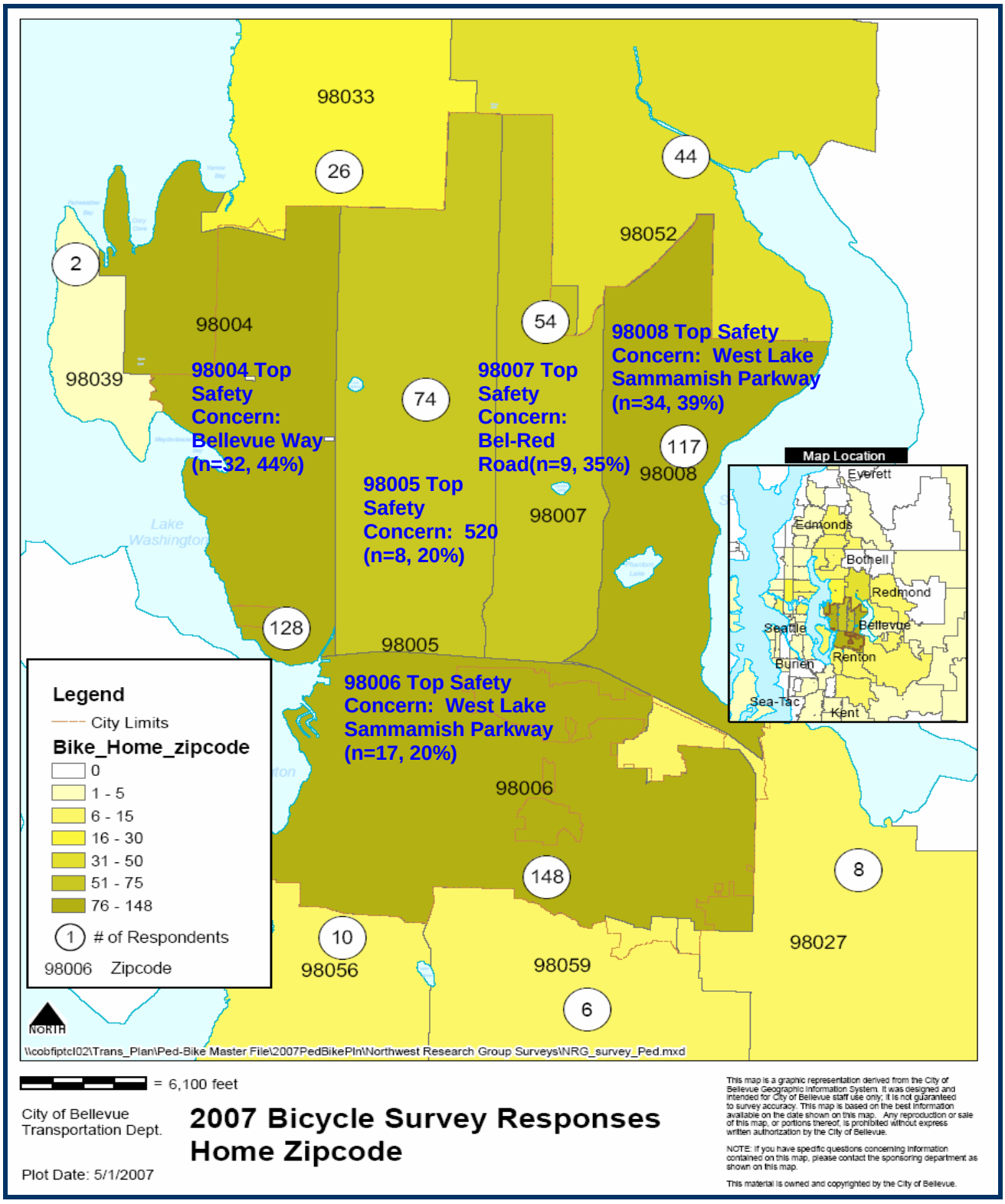
The majority (60%) of people who completed the bikeway survey are Bellevue residents, almost half (45%) work or go to school in the city.



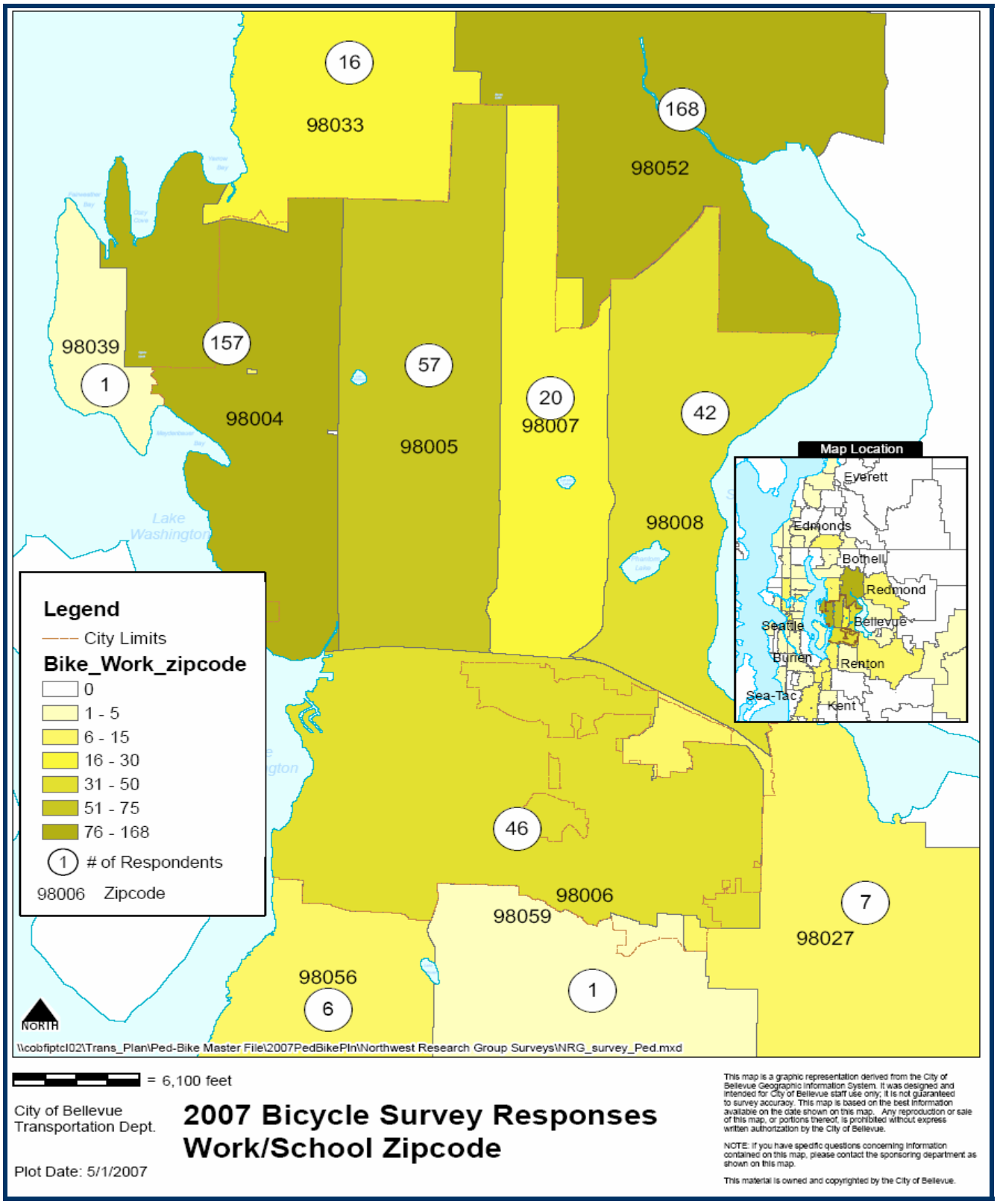
Among all bikeway survey respondents, 128 or 15% live in the 98004 zip code, 74 or 8% live in the 98005 zip code, 148 or 17% live in 98006, 54 or 6% live in 98007, and 117 or 13% live in 98008.

Bellevue zipcodes with the highest concentration of bikeway survey respondent by residence, include 98006 (148), 98004 (128), and 98008 (117).

The following map notes the number of respondents who completed the survey in each zipcode, with the top safety concern locations, the frequency of mention and % of total respondents for each:



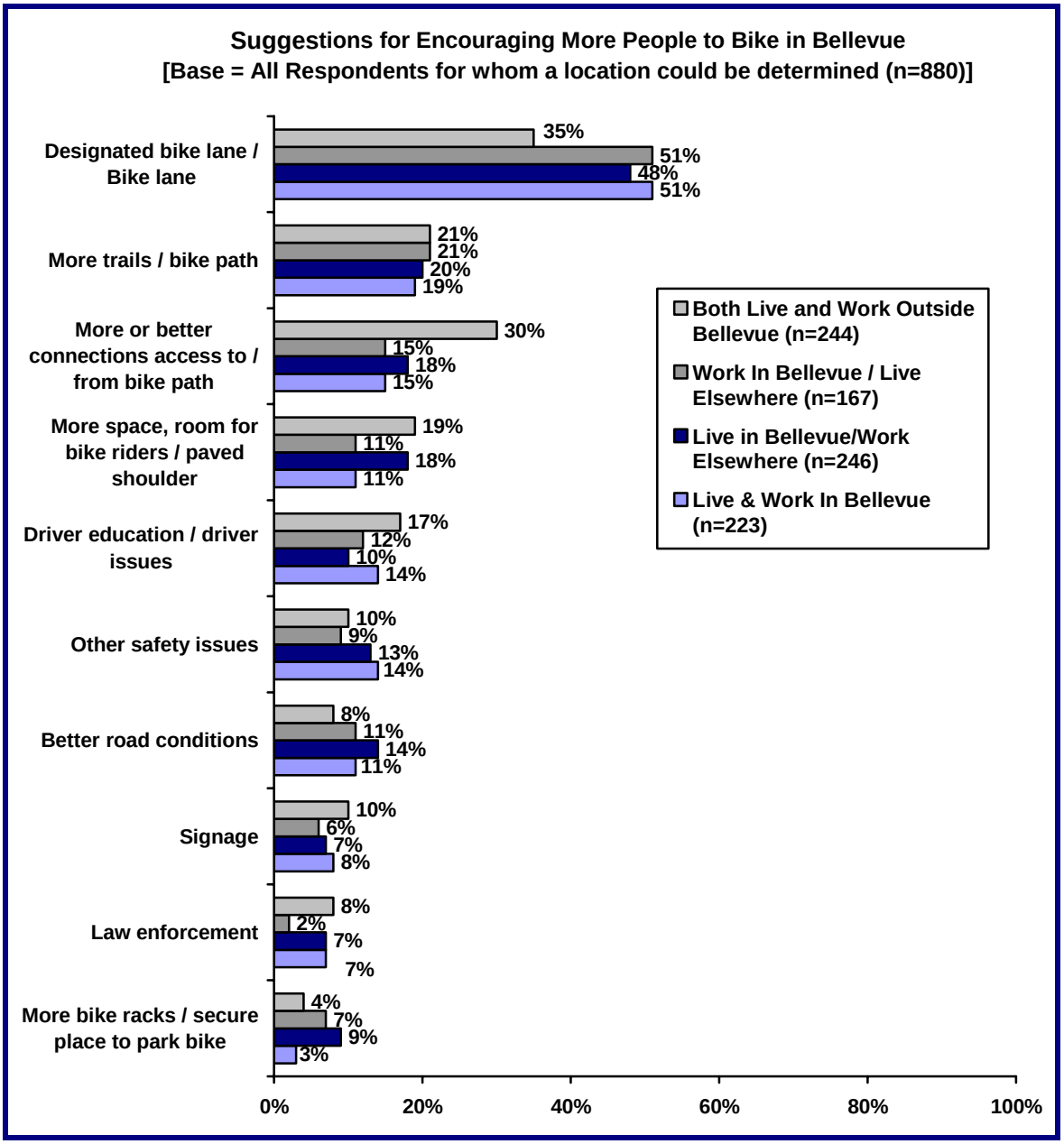
Bellevue zipcodes with the highest concentration of bikeway survey respondent by work location, include 98004 (157), 98005 (57), and 98006 (46). It is worth noting that 168 bikeway survey respondents work in zipcode 98052.



Bikeway survey respondents were grouped into four groups: those who live and work in Bellevue (n=223), those who live in Bellevue and work elsewhere (n=246), those who work in Bellevue and live elsewhere (n=167), and those who neither live in nor work in Bellevue (n=244).

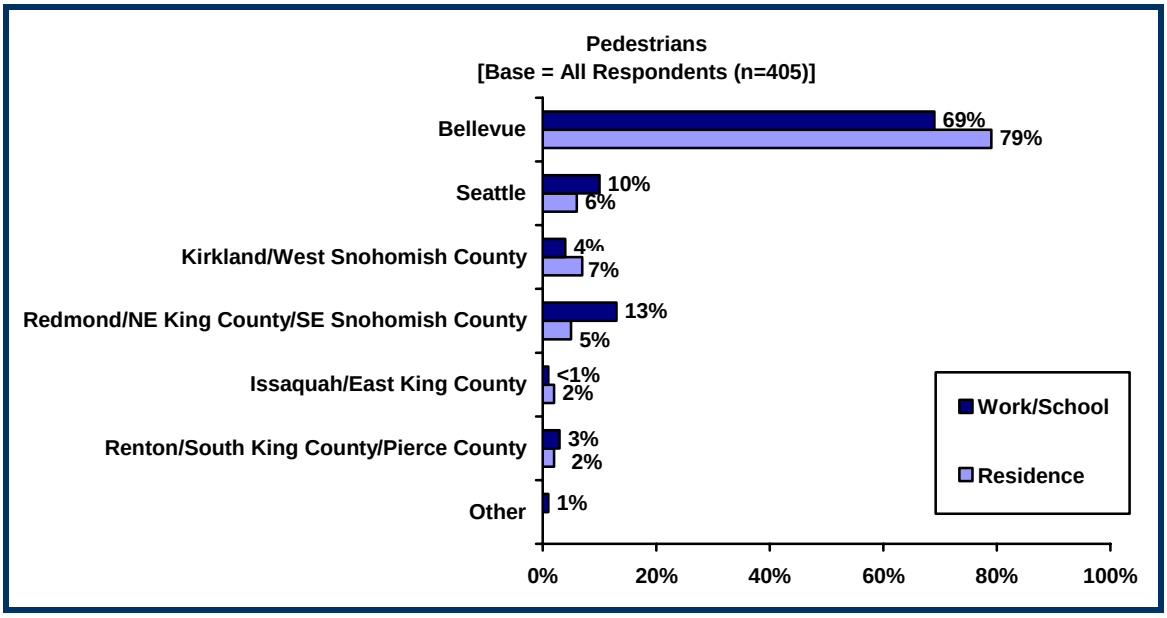
Those who neither work nor live in Bellevue are significantly less likely to suggest designated bike lanes or bike lanes in general as a suggestion for encouraging more people to bike in Bellevue. They are, however, significantly more likely than the other three comparison groups to suggest more or better connections and access to bike paths.

Those who neither work nor live in Bellevue are significantly more likely than those who both live and work in Bellevue to suggest more space, room for bikes, and paved shoulders to encourage more people to bike in Bellevue – 19% compared to 11%.



Location of Residence / Work – Walkway Survey Respondents

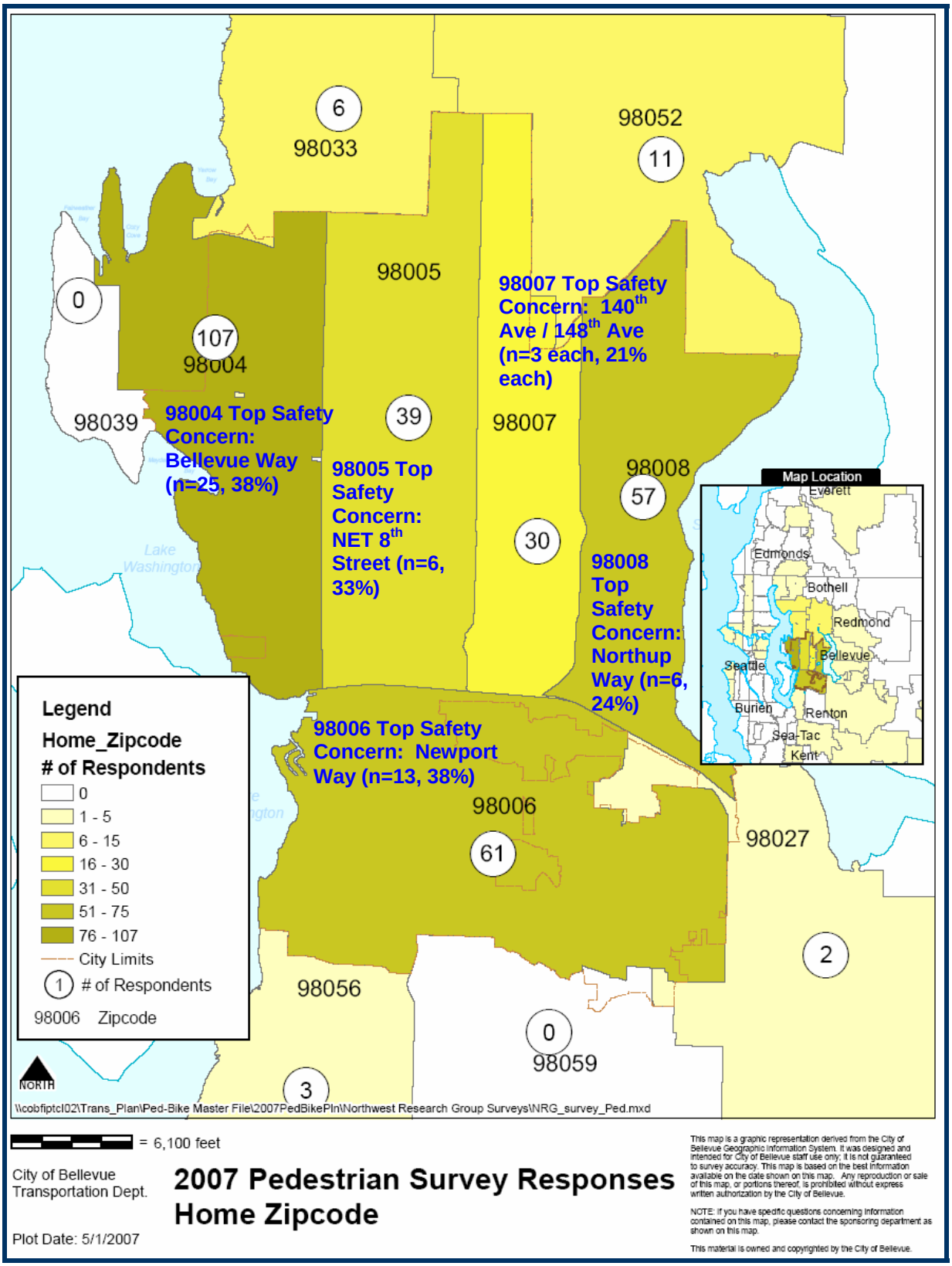
The majority (79%) of people who responded to the walkway survey are Bellevue residents, slightly more than two-thirds (69%), work in Bellevue.



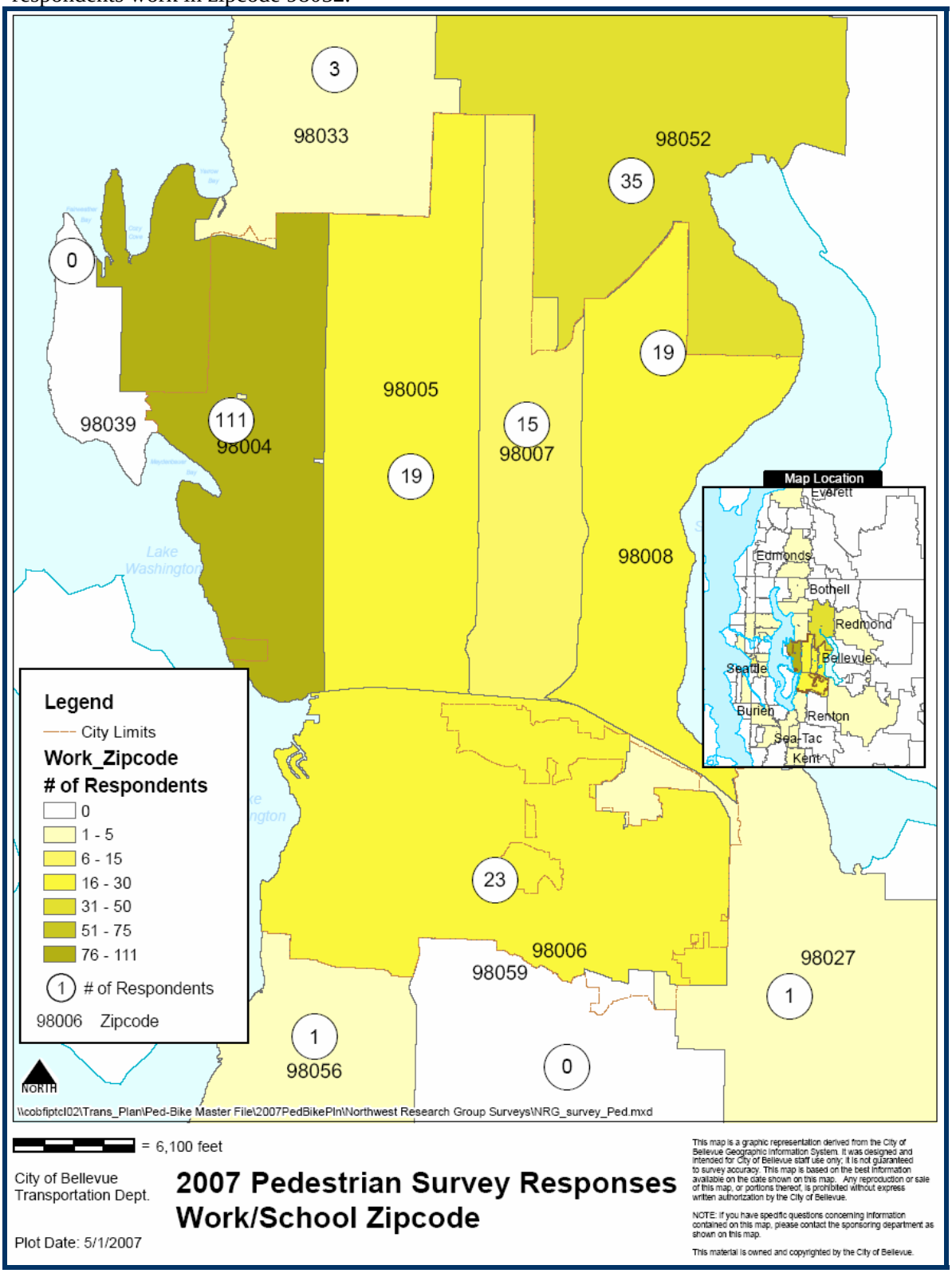
Among all walkway survey respondents, 107 or 28% live in the 98004 zip code, 39 or 10% live in the 98005 zip code, 61 or 16% live in 98006, 30 or 8% live in 98007, and 57or 15% live in 98008.

Bellevue zipcodes with the highest concentration of walkway survey respondent by residence, include 98004 (107), 98006 (61), and 98008 (57).

The following map notes the number of respondents who completed the survey in each zipcode, with the top safety concern locations, the frequency of mention and % of total respondents for each:

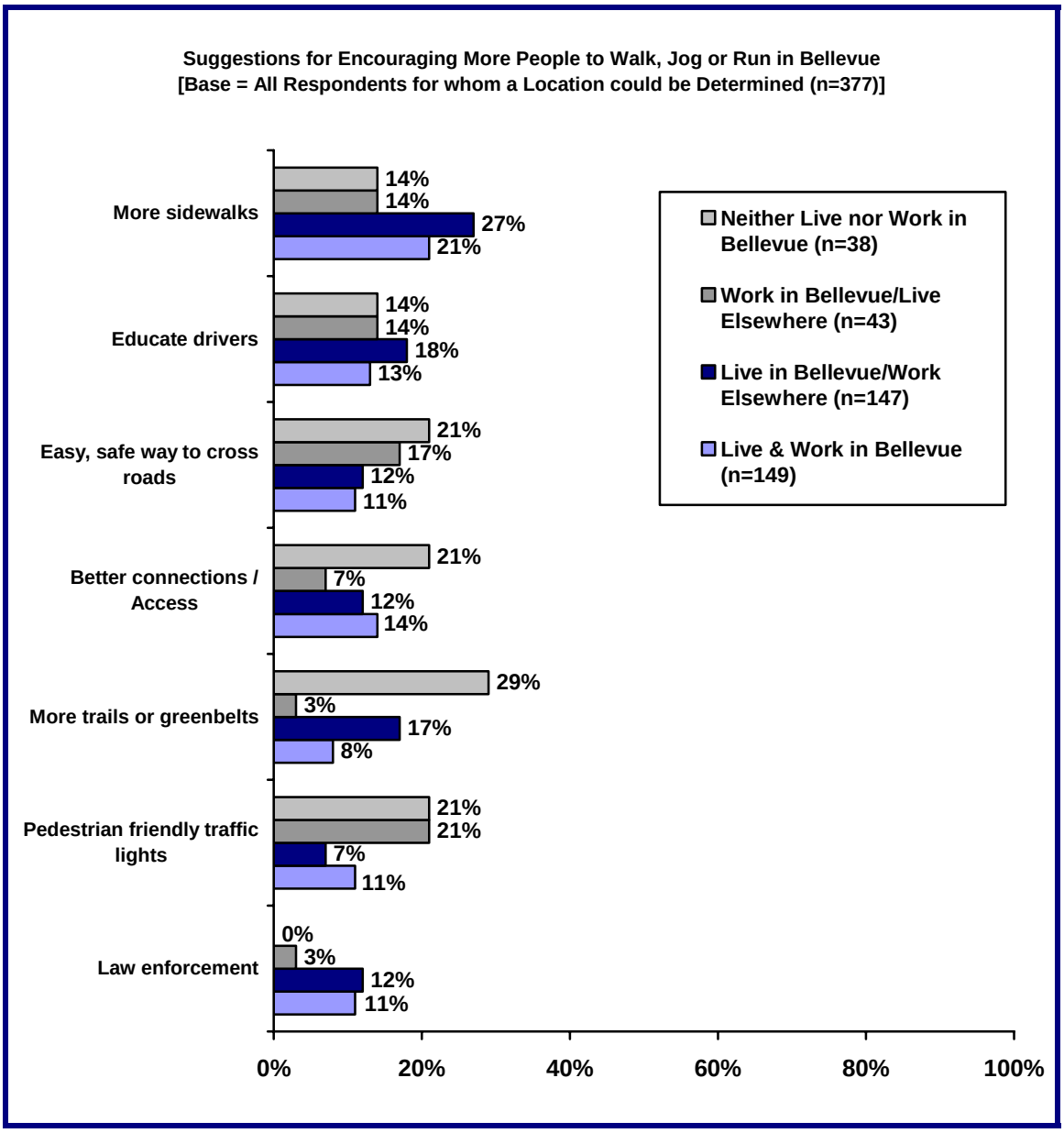


Bellevue zipcodes with the highest concentration of walkway survey respondent by work location, include 98004 (111) and 98006 (23), and 98006 (46). It is worth noting that 35 walkway survey respondents work in zipcode 98052.



Walkway survey respondents were also grouped into four groups: those who live and work in Bellevue (n=149), those who live in Bellevue and work elsewhere (n=147), those who work in Bellevue and live elsewhere (n=43), and those who neither live in nor work in Bellevue (n=38).

Although the differences in percentages appear large when comparing the suggestions among groups for some suggestions, cell sizes are small and inferences related to differences should be treated with extreme caution. For example, walkway survey respondents who neither live nor work in Bellevue and those who live in Bellevue/work elsewhere are significantly more likely than those who work in Bellevue and live elsewhere to suggest more trails or greenbelts as a way to encourage more people to walk, jog or run in Bellevue (n=4 or 29%, and n=14 or 17%, compared to n=1 or 3%). There are no additional significant differences.

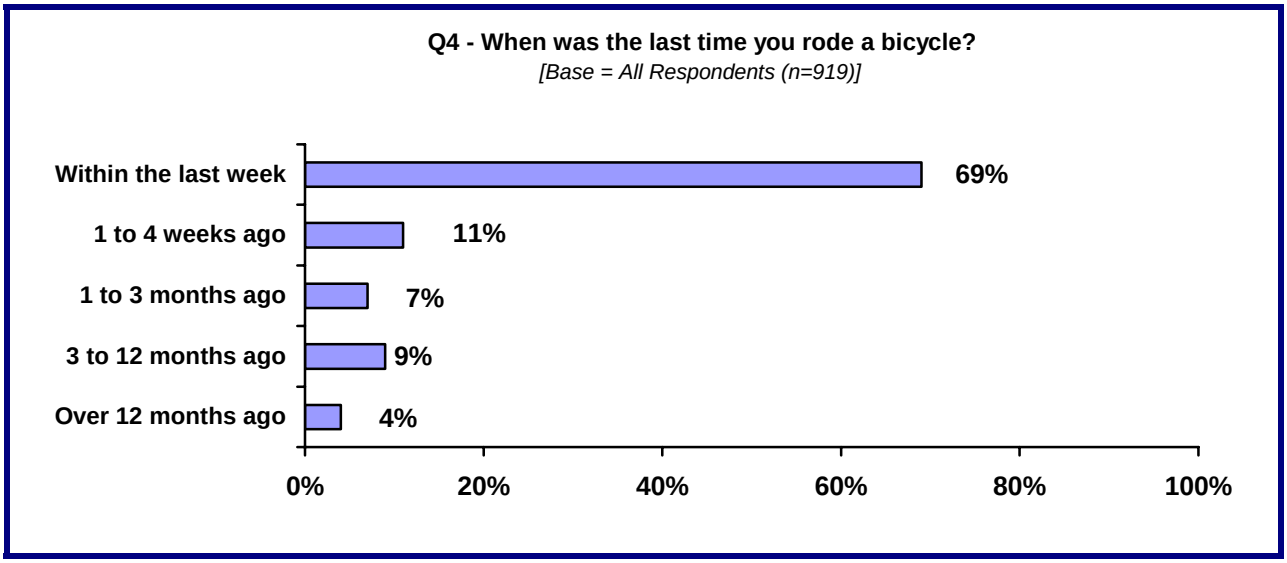


Bikeway Survey Results

Current Bicycling Behavior

Two-thirds (69%) of those who completed the bikeway survey last rode within the week prior to the survey. An additional 11% last rode 1 to 4 weeks prior to completing the survey.

- Only 4% last rode a bicycle over 12 months ago.



The majority of survey respondent who rode in the last month rode 8 or more days in the month for exercise or personal fitness.

- Of those who rode within the last four weeks, almost two-thirds (68%) bike for exercise or personal fitness 8 or more days per month, 21% 3 to 7 days per month, and 9% 1 or 2 days per month. Two percent (2%) bike less frequently, 1 or 2 days per year or never (1% each).

Almost half of bikeway survey respondents bike for leisure purposes (47%) or bike as a transportation alternative – all the way to work or school (45%) - 8 or more days per month.

- An additional 15% bike part-way then put their bike on the bus 8 or more days per month.

Few respondents bike to errands, shopping or entertainment or mountain bike with any frequency.

These results lend some context to the remaining results for bikeway survey participants, indicating respondents have at least some familiarity with the survey topic, with some having significantly more than others.

Table 1 : Frequency of Biking by Bike Related Activity
Base = Respondents Who Rode Bike within Last 4 Weeks [n=734]

Activities	8 or more days per month	3 to 7 days per month	1 to 2 days per month	1 or 2 days per year	Never
Bike for exercise or personal fitness	68%	21%	9%	1%	1%
Bike for leisure	47%	23%	21%	5%	4%
Bike commuter – part way then put bike on bus	15%	9%	6%	16%	54%
Bike commuter – all the way to work or school	45%	15%	12%	10%	17%
Bike to errands, shopping, or entertainment	22%	19%	25%	13%	21%
Off-road mountain biker	10%	10%	19%	23%	38%

Opinion of Condition of Roadways, Greenways and Paved Trails in Bellevue

Almost half (47%) of all bikeway survey respondents rate the bicycling conditions on the roadways in Bellevue *average*. An additional 21% give a rating of *good*, while 23% rate the roadway conditions *poor*.

- Bikeway survey respondents who both live and work in Bellevue are significantly more likely than those who live in Bellevue but work elsewhere to rate the bicycling conditions as *poor* – 26% compared to 18%.

- Those who live in Bellevue but work elsewhere are significantly more likely than those who both live and work in Bellevue and those who live and work elsewhere to give the bicycling conditions on Bellevue's roadways a rating of *good* – 28%, compared to 19% and 16%, respectively.

- High frequency bikers - bikeway survey respondents who participate in three or more of the bike-related activities measured in the survey eight or more days per month – are significantly more likely than less frequent bikers – those who participate in zero to two bike related activities 8 or more times per month - to rate the conditions of the roadways in Bellevue as *poor* – 29% compared to 21%, respectively.

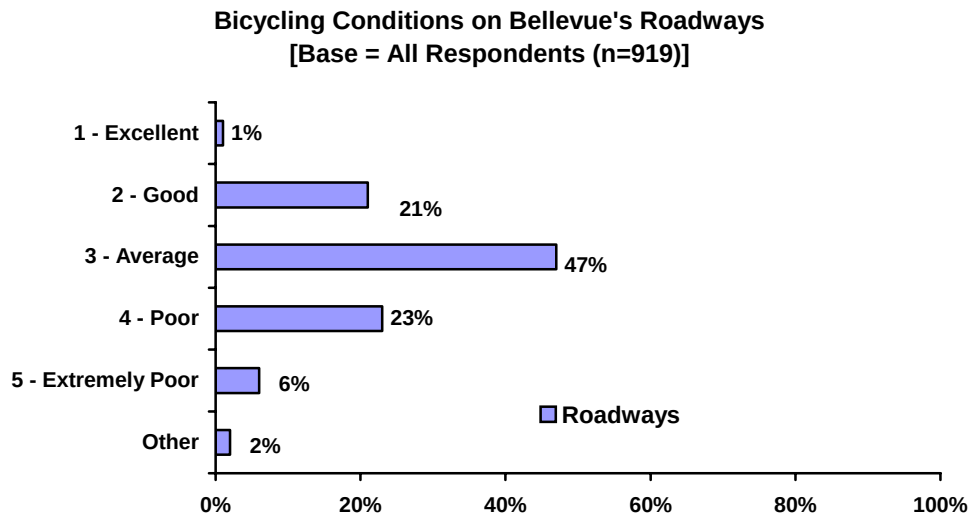
Respondent Comments:

Good but getting sketchy.

Varies tremendously by location.

Varied: city, bad; suburbs, good.

Limited and inconsistent. Ranges from Excellent to Extremely Poor.



Slightly more bikeway respondents give the bicycling conditions on Bellevue's greenways and paved trails a rating of *good* – 45%. One-third (32%) rate the greenways and paved trails *average*, while ten percent (10%) rate this item *excellent*, and slightly fewer (9%) rate it *poor*.

The few respondent comments garnered on this question indicate respondents lack awareness of greenways and paved trails in Bellevue.

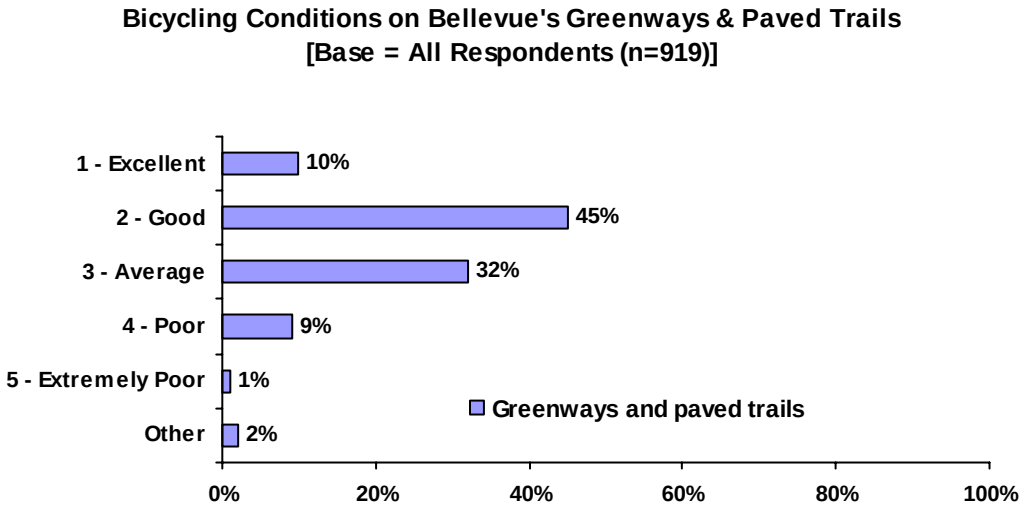
Respondent Comments:

Are there paved trails in Bellevue?

I'm not aware of paved trails in Bellevue.

There are very few paved trails in Bellevue.

Not many are paved for cycling



Barriers to Bicycling More Often

Potential barriers to bicycling more often – presented in the survey aided – were analyzed in two ways: a review of the percentage of respondents who strongly agree that each is a barrier to increasing their biking frequency, and the average rating accorded each barrier presented. For each of the 14 barriers presented, respondents were asked to indicate if they agree strongly, agree, or do not agree. A ranking of the average ratings generally reflect rankings of the percentage strongly agree for each barrier.

- Female respondents are significantly more likely than male respondents to strongly agree or agree on the majority of the barriers measured.

The top five barriers, with strong agreement from more than a quarter of respondents, are grouped into the first tier and include:

	% Strongly Agree
No space, not enough room on road, narrow roads	46%
No bike lanes	38%
Unpleasant to bike	33%
Drivers not considerate of bicyclists	32%
Loose gravel / roadway debris	27%

Those barriers included in the second tier, with strong agreement from ten to fifteen percent of respondents include:

	% Strongly Agree
Work related considerations	15%
Need to drop off kids, run errands	14%
Poor lighting / signage	11%
No shower at work	10%
Too hot / too cold / too rainy	10%

Fewer than ten percent of respondents strongly agree the following are barriers to increased biking frequency

	% Strongly Agree
No secure place to park / leave bike	9%
Too far / takes too long compared to driving	7%
Prefer alternate mode (public transit, drive, carpool, walk)	4%
Physical impairment	1%

Respondent Comments:

Quit pushing the debris from the road onto the bike lanes; auto accident debris, storm debris, dead animals/clean road debris from bike lanes more often.

Insults from drivers to 'get off their road' are rare, but regular (a couple a month).

Drivers being distracted is a big concern for me.

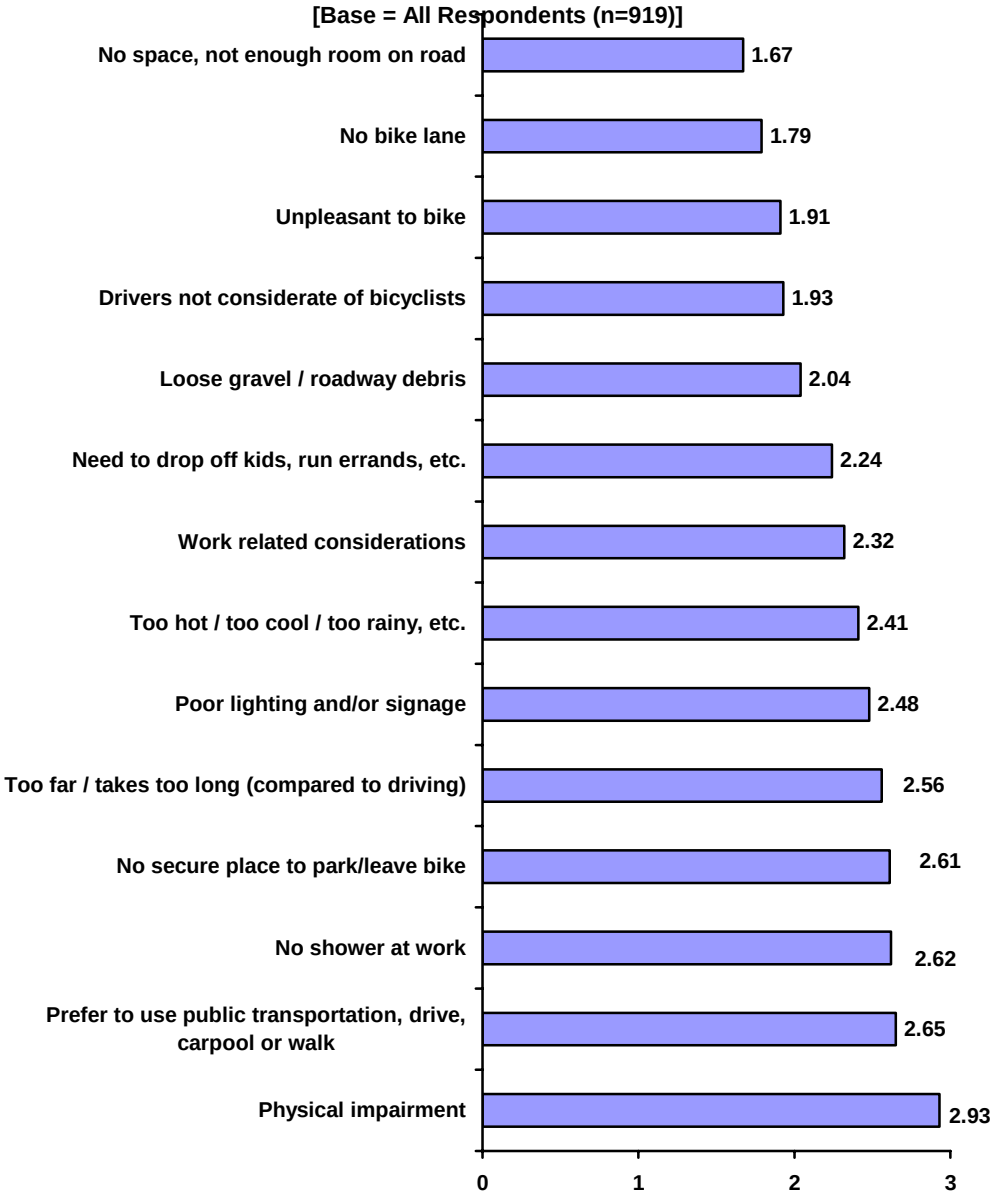
I would ride more down town but I'm afraid of being hit.

It is so obvious when I ride when I transition from Redmond to Bellevue or from Issaquah to Bellevue. The bike lanes narrow (or cease to exist), the amount of debris increases, and the shoulder has a ridiculous number of potholes / rough edges.

Q6 - Please rate the following reasons why do you not ride your bicycle more often?

1 - Agree Strongly, 2-Agree, 3 - Do Not Agree

[Base = All Respondents (n=919)]



Improvements to Make It Easier and Safer for People to Ride a Bicycle in Bellevue

Possible improvements, also presented in the survey aided, were analyzed in two ways: a review of the percentage of respondents who rate each possible improvement "very important" in making it easier and safer for people to ride, and the average rating accorded each improvement presented. For each of the 12 improvements presented, respondents were asked to indicate if the improvement is very important, somewhat important, or not important. A ranking of the average ratings generally reflect rankings of the percentage very important for each potential improvement.

The top tier - more than half of respondents indicate each is very important – of potential improvements strongly corresponds to the top five barriers to increased biking frequency.

- Female respondents are significantly more likely to rate the majority of the possible improvements very important than male respondents.

The majority (85%) of bikeway survey respondents indicate adding designated bike lanes or adding paved shoulders (73%) are very important in making it easier and safer for people to bicycle.

	% Very Important
Add designated bike lane	85%
Add paved shoulders	73%
Repair pavement, fix potholes, remove loose gravel or sand, etc.	57%
Add off-road greenways or trails	56%
Educate motorists / bicyclists, encourage share the road, improve attitudes	56%

One quarter to slightly less than half of respondents also find the following potential improvements very important.

	% Very Important
Improve / add traffic signals, make responsive to bicyclists	46%
Clean up trash, objects in the road, etc.	40%
Improve street / intersection design	33%
Increase police enforcement of speed limits, stop sign violations	30%
Trim brushes, tree limbs, etc.	28%
Reduce amount of traffic, reduce speed, etc.	25%

Fourteen percent (14%) of bikeway survey respondents find adding sidewalks a very important potential improvement.

Respondent Comments:

There are almost no bike lanes in downtown Bellevue, and I have had motorists be aggressive and yell 'get off the road'. If we had better conditions for biking there would be more of us, and then cars would not be so surprised to see a biker. Thanks for any efforts to improve biking and walking in Bellevue.

Trails that are separate from traffic (big safety improvement).

Bike lanes - make them wide enough for the bike! Don't start measuring at the curb since there is usually a gutter, and riding in the gutter is dangerous - you could hook your wheel. Measure actual, flat pavement.

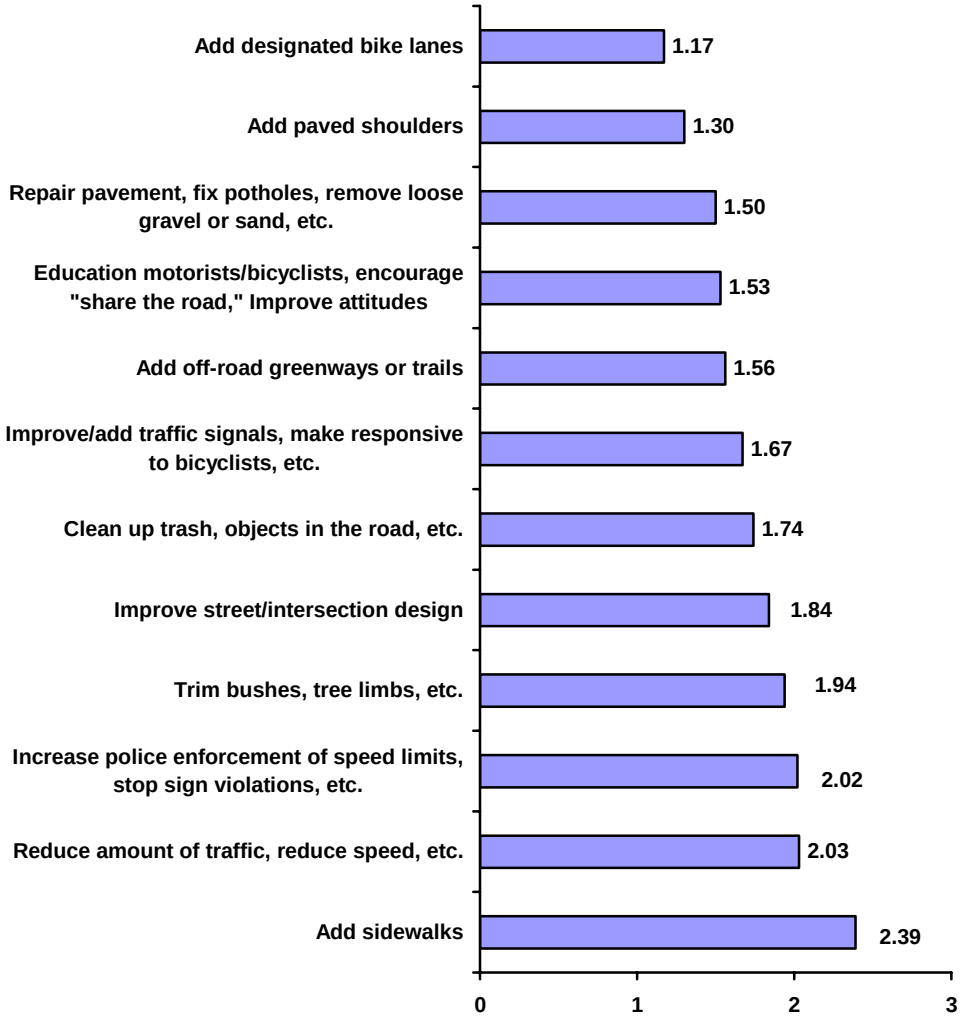
Clean debris off the shoulder - the street cleaners push it into the shoulder making it dangerous.

Driver education/awareness.

Q7 - Please rate the improvements that would make it easier for people to ride their bicycle?

1 - Very important, 2-Somewhat Important, 3-Not Important

[Base = All Respondents (n=919)]



Suggestions for Encouraging More People to Bike in Bellevue

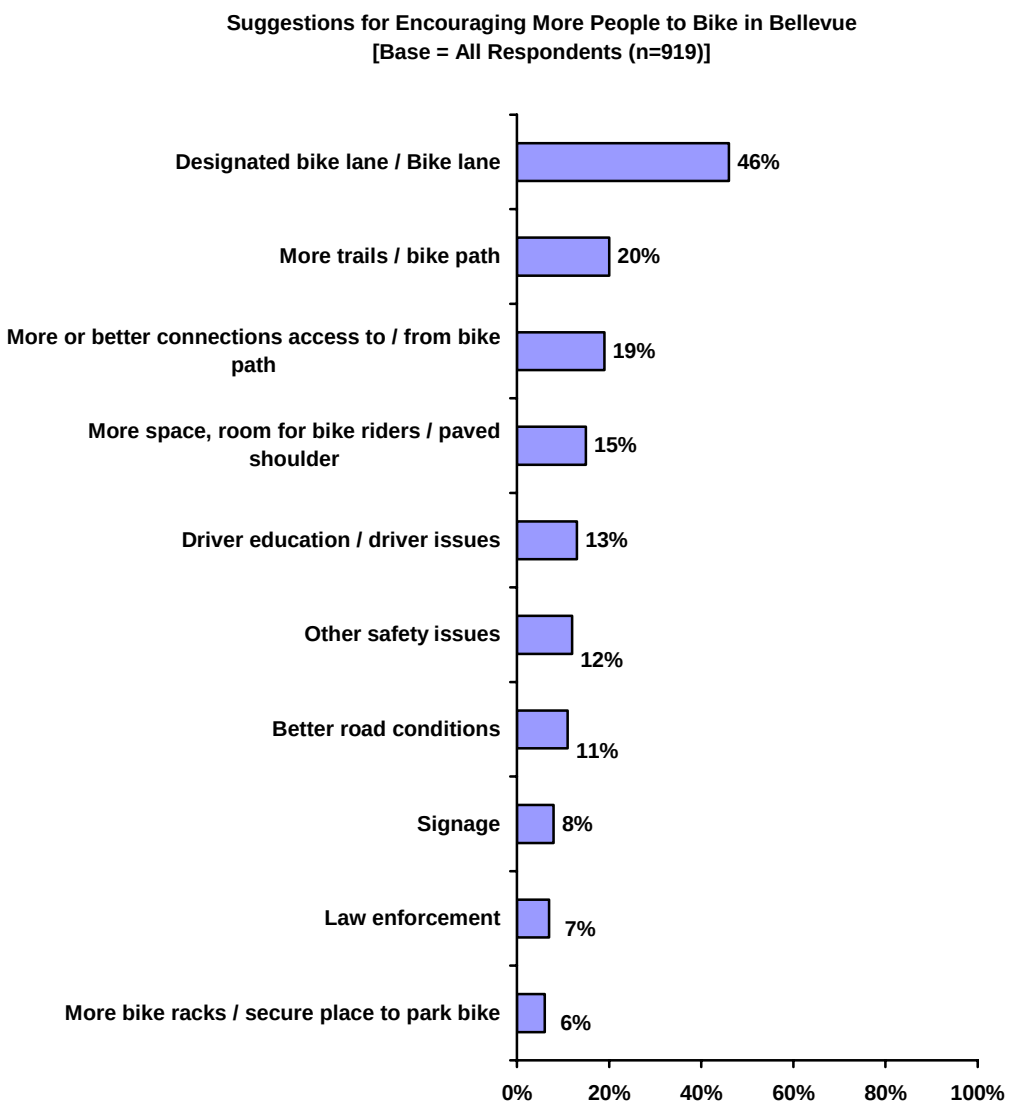
Respondents were asked to provide any suggestions that would encourage more people to bike in Bellevue. For analysis purposes, responses were reviewed and post-coded into common categories. Where 5% or more of the responses were common a code was assigned.

The following graph highlights the major commonalities in respondent's suggestions, with the highest percentage of suggestions related to adding designated bike lanes, also noted earlier as the major barrier among bikeway survey participants and the most important potential improvement. Illustrative comments are included to the left of the graph, full verbatim comments are included in the Appendix.

Respondent Comments:

Well striped bike lanes on major arterials- any road with 35mph or higher speed limit. I can't decide which is more dangerous, trying to ride with the traffic on our arterials or riding on the sidewalks, given meandering walks & frequent crossing of side streets, driveways, etc. Another solution would be additional trails designed from bike use.

Please make safer bike lanes to downtown Bellevue (even NE 8th St and Bellevue Way) so that it's conceivable to use bikes to run local errands. I bike for fun and exercise, and I'd love it if you could enable biking for utility/errands as well. I'd love to commute and shop via bike if you could make this a more bike friendly city by giving bicyclists segregation from the traffic.



To better understand key differences by the different types of bike activities respondents indicate they participated in, and the frequency with which they do so, bikeway survey respondents were grouped into four categories:

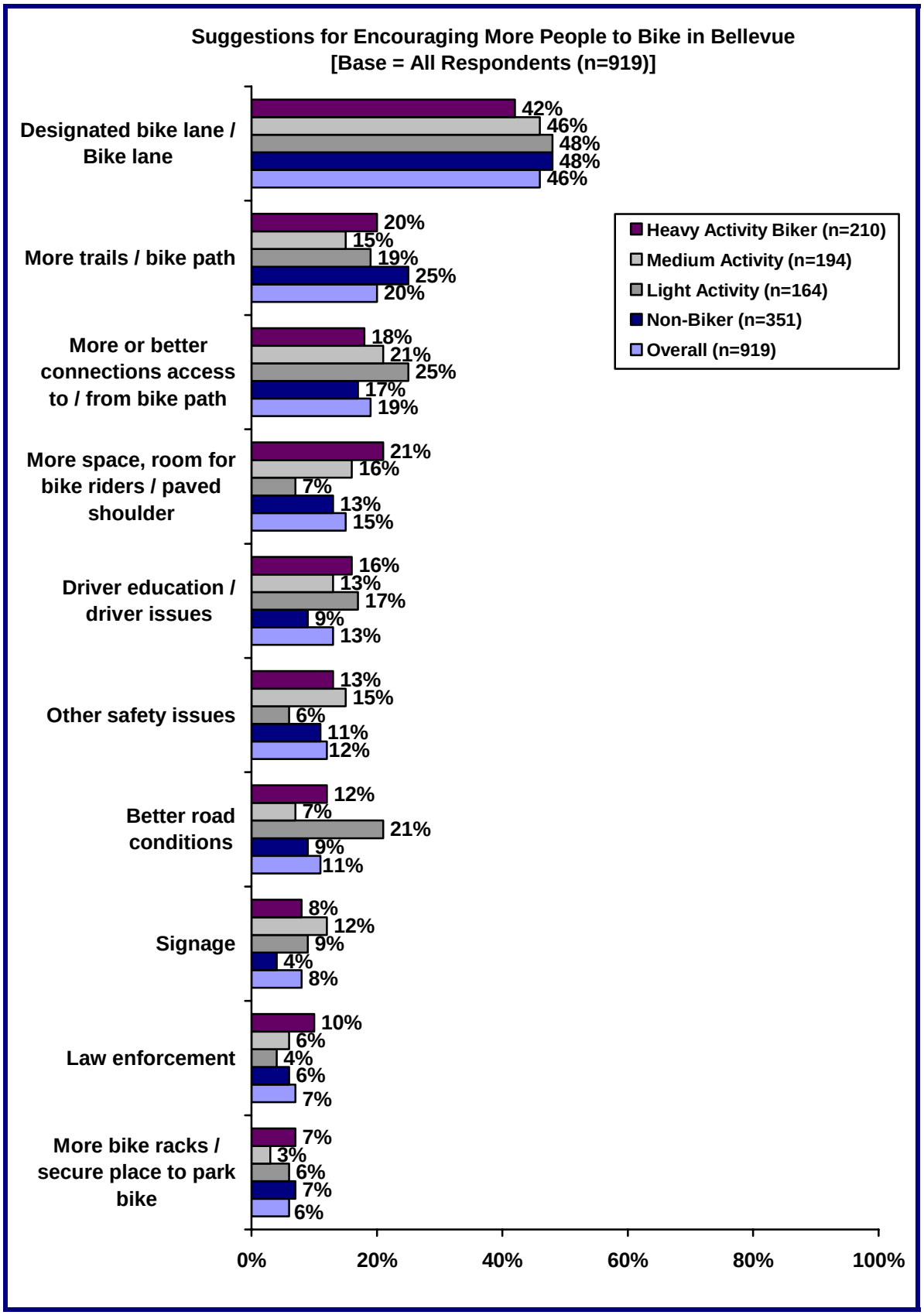
- Non-biker (n=351): Those who participate in no bike related activities 8 or more days per month;
- Light Activity Biker (n=164): Those who participate in 1 bike related activity 8 or more days per month;
- Medium Activity Biker (n=194): Those who participate in 2 bike related activities 8 or more days per month; and
- Heavy Activity Biker (n=210): Those who participate in 3 or more bike related activities 8 or more days per month.

The top three suggestions from Heavy Activity Bikers are designated bike lane / bike lanes, more space, room for bike riders / paved shoulder and more trails / bike path. The most suggested for this group is also the most often suggested by all comparison groups, however there are key differences among the groups for the second and third most often suggested.

The second most suggested encouragement made by both Medium Activity and Light Activity Bikers is more or better connections access to / from bike path, whereas Non-Bikers suggest more trails / bike paths second most often.

The third most suggested encouragement is different for each group, with Heavy Activity Bikers suggesting more trails and bike paths, Medium Activity Bikers suggesting more space, room for bike riders / paved shoulders, Light Activity Bikers suggesting better road conditions, and Non-bikers suggesting more or better connections access to / from bike path.

The following figure illustrates key suggestions from each group and the differences between these groups.


Suggestions for Encouraging More People to Bike in Bellevue
[Base = All Respondents (n=919)]
Designated bike lane / Bike lane
42%
46%
48%
48%
46%
More trails / bike path
20%
15%
19%
25%
20%
More or better connections access to / from bike path
18%
21%
25%
17%
19%
More space, room for bike riders / paved shoulder
21%
16%
7%
13%
15%
Driver education / driver issues
16%
13%
17%
9%
13%
Other safety issues
13%
15%
6%
11%
12%
Better road conditions
12%
7%
21%
9%
11%
Signage
8%
12%
9%
4%
8%
Law enforcement
10%
6%
4%
6%
7%
More bike racks / secure place to park bike
7%
3%
6%
7%
6%
Heavy Activity Biker (n=210)
Medium Activity (n=194)
Light Activity (n=164)
Non-Biker (n=351)
Overall (n=919)
0%
20%
40%
60%
80%
100%

Suggestions from bikeway survey participants that would encourage more people to bike in Bellevue were also grouped by Bellevue home zip code. The top five suggestions were grouped to explore similarities and differences by area, with designated bike lanes / bike lanes in general suggested most often by bikeway survey respondents in each of the Bellevue zip codes.

More trails / bike paths is the second most commonly suggested item from bikeway survey respondents who reside in Bellevue, with the exception being 98008, where better road conditions is the second most often suggested. More or better connections access to / from bike path is the third most mentioned suggestion from residents of 98004, 98005, and 98008 Bellevue residents who responded to the bikeway survey.

Among 98004 bikeway survey respondent residences, the top five suggestions, in order of mention, include:

	98004 (n=128)
• Designated bike lane / Bike lane	63%
• More trails / bike path	21%
• More or better connections access to / from bike path	17%
• More space, room for bike riders / paved shoulder	15%
• Signage	11%

Among 98005 bikeway survey respondent residences, the top five suggestions, in order of mention, include:

	98005 (n=74)
• Designated bike lane / Bike lane	52%
• More trails / bike path	25%
• More or better connections access to / from bike path	17%
• Driver education / driver issues	15%
• More space, room for bike riders / paved shoulder	13%
• Law enforcement	13%

Among 98006 bikeway survey respondent residences, the top five suggestions, in order of mention, include:

	98006 (n=148)
• Designated bike lane / Bike lane	41%
• More trails / bike path	22%
• More space, room for bike riders / paved shoulder	18%
• More or better connections access to / from bike path	17%
• Other safety issues	17%

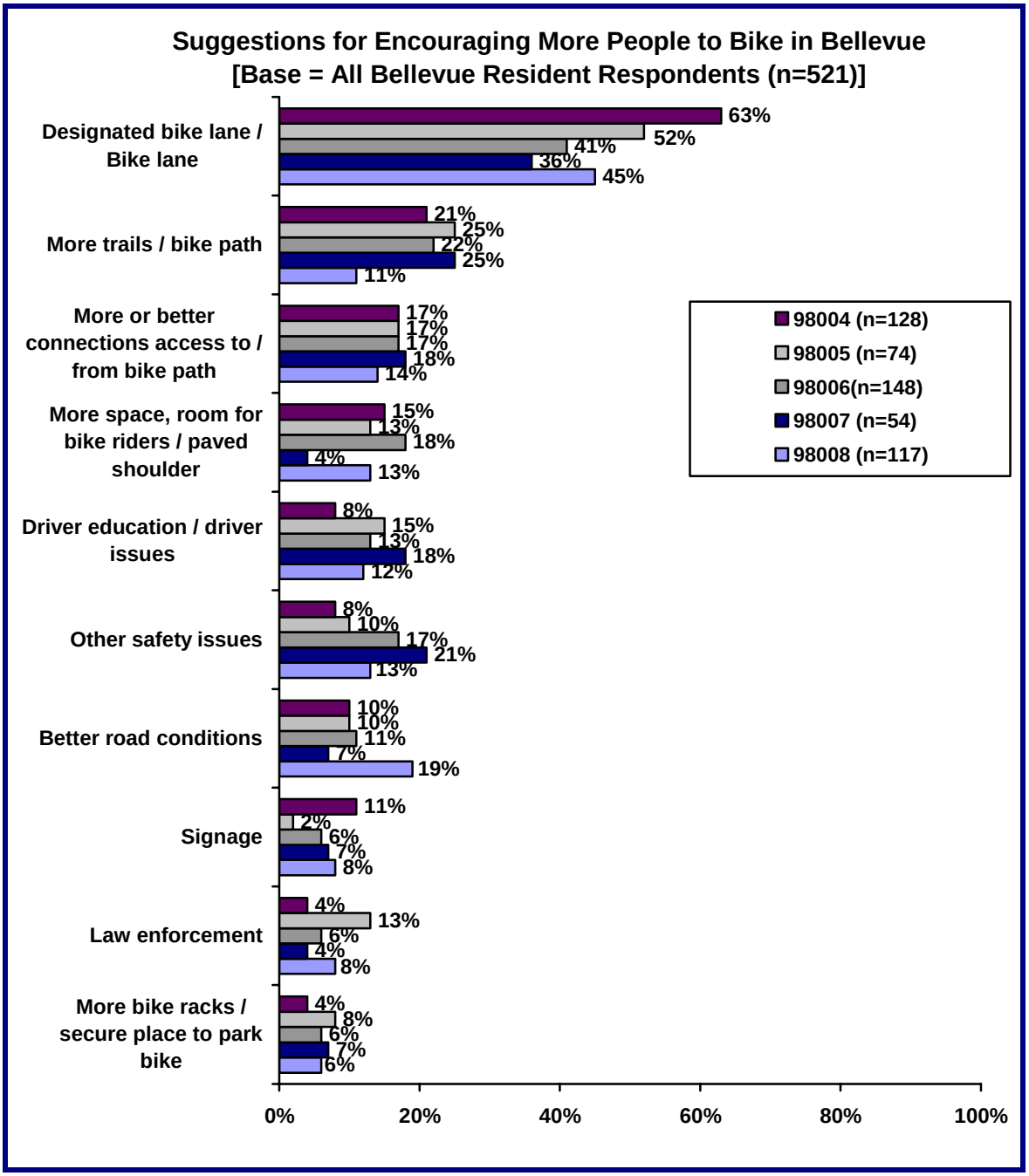
Among 98007 bikeway survey respondent residences, the top five suggestions, in order of mention, include:

	98007 (n=54)
• Designated bike lane / Bike lane	36%
• More trails / bike path	25%
• Other safety issues	21%
• More or better connections access to / from bike path	18%
• Driver education / driver issues	18%

Among 98008 bikeway survey respondent residences, the top five suggestions, in order of mention, include:

	98008 (n=117)
• Designated bike lane / Bike lane	45%
• Better road conditions	19%
• More or better connections access to / from bike path	14%
• Other safety issues	13%
• More space, room for bike riders / paved shoulder	13%

Suggestions made by Bellevue residents who completed the bikeway survey are shown by residential zipcode following:



Locations with Safety Concerns

Bikeway survey respondents were also asked to provide up to three locations for which they have safety concerns. As with the previous question, for analysis purposes, responses were reviewed and post-coded into common categories. Where 5% or more of the responses were common a code was assigned. Responses ranged from very broad in nature to the mention of specific streets, roads and intersections and bike hazards. Respondents also used this section to write in other comments related to improving biking conditions.

The following graph highlights the major commonalities in respondent's safety concern locations. Illustrative comments are included to the left of the graph, full verbatim comments are included in the Appendix.

Respondent Comments:

Bellevue Way is not safe for bike riding but is a convenient route

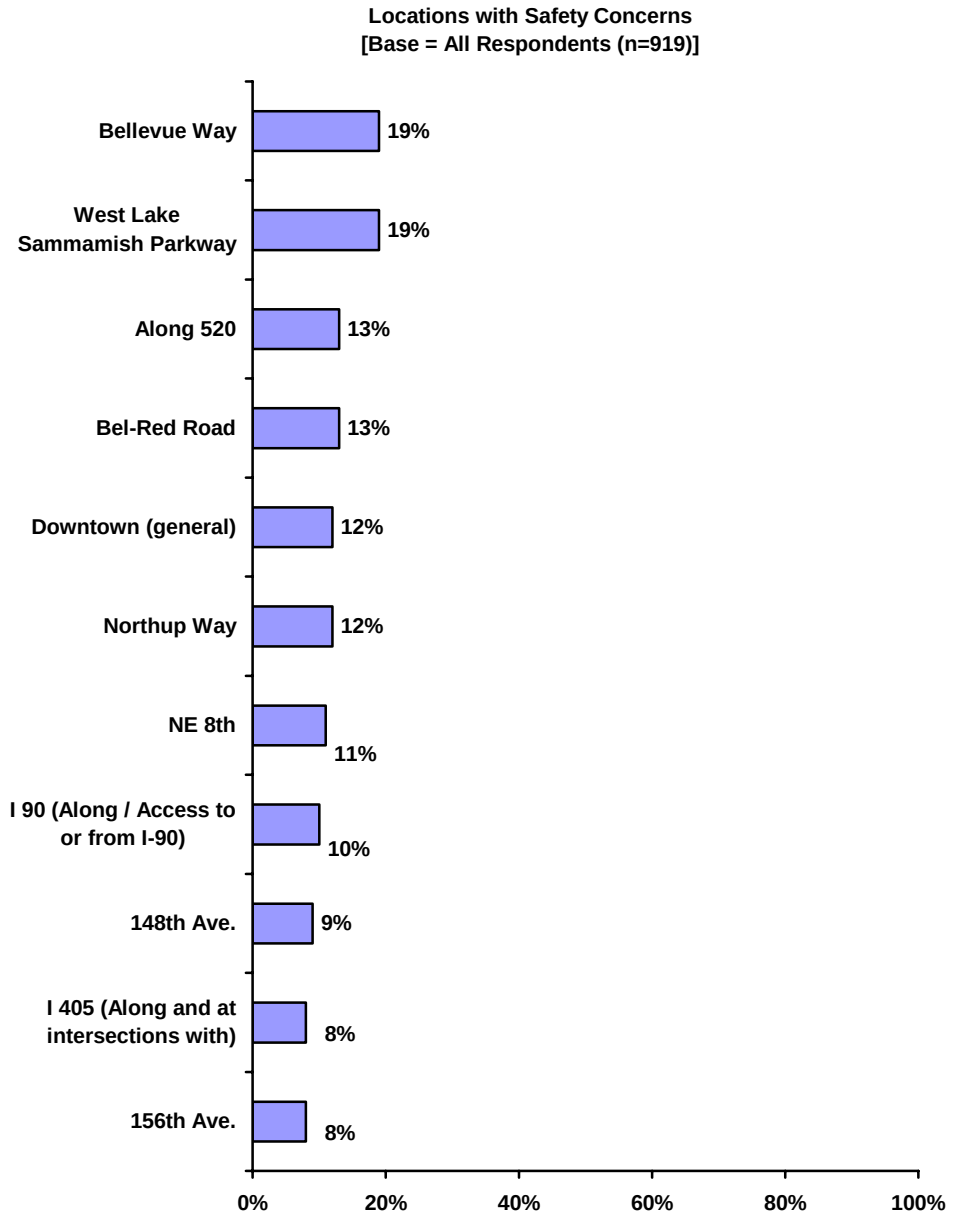
Bellevue Way North and South bound: pitifully little bike lane support. I almost always have to go urban streets to by pass Bellevue Way, not bike friendly

West Lake Sammamish Parkway - bike lane only for one direction, as soon as WLS moves into Redmond, there are bike lanes for both sides, WHY?

West Lake Sammamish Parkway - dirty shoulder, needs new pavement, make the south bound side bi-directional as the northbound side has NO shoulder. The Redmond end really puts Bellevue to shame here.

520 bike path gets dumped to Northup from 405

Bel-Red. Enough said.



Locations with Safety Concerns by MMA

In order to group the locations with safety concerns mentioned by respondents, those responses that could be included in a City of Bellevue MMA (Mobility Management Area) were assigned the code corresponding to the MMA in which the location falls.

MMA	% of Total Safety Concerns Mentioned [Base=Responses*]	Location Mentioned Most in MMA [Base = Respondents]
MMA 1 – North Bellevue	7%	Along 520 (55%)
MMA 2 – Bridle Trails	2%	116th Ave (47%)
MMA 3 – Downtown	11%	Downtown (60%)
MMA 4 – Bel-Red / Northup	4%	Bel-Red Road (40%)
MMA 5 – Crossroads	1%	156th Ave. (73%)
MMA 6 – NE Bellevue	1%	Northup Way (60%)
MMA 7 – South Bellevue	5%	Bellevue Way (48%)
MMA 8 – Richards Valley	2%	Richards Road (42%)
MMA 9 – East Bellevue	2%	West Lake Sammamish (36%)
MMA 10 – Eastgate	5%	Eastgate Way (49%)
MMA 11 – Newcastle	5%	Newport Way (59%)
MMA 12 – Overlake	4%	148th Ave. (55%)
MMA 13 – Factoria	4%	Factoria Blvd. (76%)
MMA 14 – Newport Hills	2%	Lake Washington Boulevard (56%)

* Respondents could provide up to three locations with safety concerns. When responses cross more than one MMA or when responses only contained one street name, no MMA code was assigned to these responses. For commonly named streets, a code was assigned for each, and in other cases, they were coded as "MMA not determined / multiple MMA" in the data file and are not reported above.

Walkway Survey Results

Current Pedestrian Behavior

The majority (94%) of walkway respondents walked, jogged or ran at least for leisure at least once in the past year.

- Almost half (46%) walk, jog or run for leisure 8 or more days a month.

Seventy-percent (70%) of respondents to the walkway survey walked, jogged, or ran for exercise or personal fitness 8 or more days in the month prior to the survey.

- Only seven percent (7%) of respondents never walk, jog or run for personal fitness.

Slightly more than one-third (36%) walk, jog or run for errands, shopping or entertainment 8 or more days per month, while 19% never do.

One quarter (25%) walk, jog or run to the bus stop that takes them to work or school 8 or more days per month, while almost half (49%) never do.

Twenty-two percent (22%) walk, jog or run with the dog 8 or more days per month, and 13% walk all the way to work or school 8 or more days per month.

These results lend some context to the remaining results for walkway survey participants, indicating respondents have at least some familiarity with the survey topic.

Table 2 : Frequency of Walking, Jogging, or Running
Base = All Respondent [n=405]

Activities	8 or more days per month	3 to 7 days per month	1 to 2 days per month	1 or 2 days per year	Never
For exercise or personal fitness	70%	15%	7%	1%	7%
For the dog	22%	6%	2%	1%	69%
For leisure	46%	27%	18%	3%	6%
To or from the bus stop that takes you to work or school	25%	6%	8%	11%	49%
All the way to work or school	13%	5%	6%	4%	72%
For running errands, shopping, or entertainment	36%	17%	16%	13%	19%

Opinion of Condition or Sidewalks, Greenways and Paved Trails in Bellevue

Forty percent (40%) of walkway survey respondents rate the walking/jogging/running conditions on sidewalks in Bellevue *average*. An additional 37% give a *good* rating, and 5% an *excellent* rating.

- Twelve percent (12%) rate the walking/jogging/running conditions on sidewalks in Bellevue *poor*, and 3% give an *extremely poor* rating.

Although cell sizes are small for theses comparison groups, higher frequency walkway survey respondents – those who participate in 4 or more of the walkway activities measured in the survey 8 or more times per month - are significantly more likely than those who participate in no activities to rate the walking/jogging/running conditions on sidewalks in Bellevue *poor* – 22% compared to 7%.

There are no significant differences when comparing results by gender or location of work or residence among walkway survey respondents related to sidewalk conditions in Bellevue.

Respondent Comments:

Depends on location- new sidewalk on Lake Hills is great

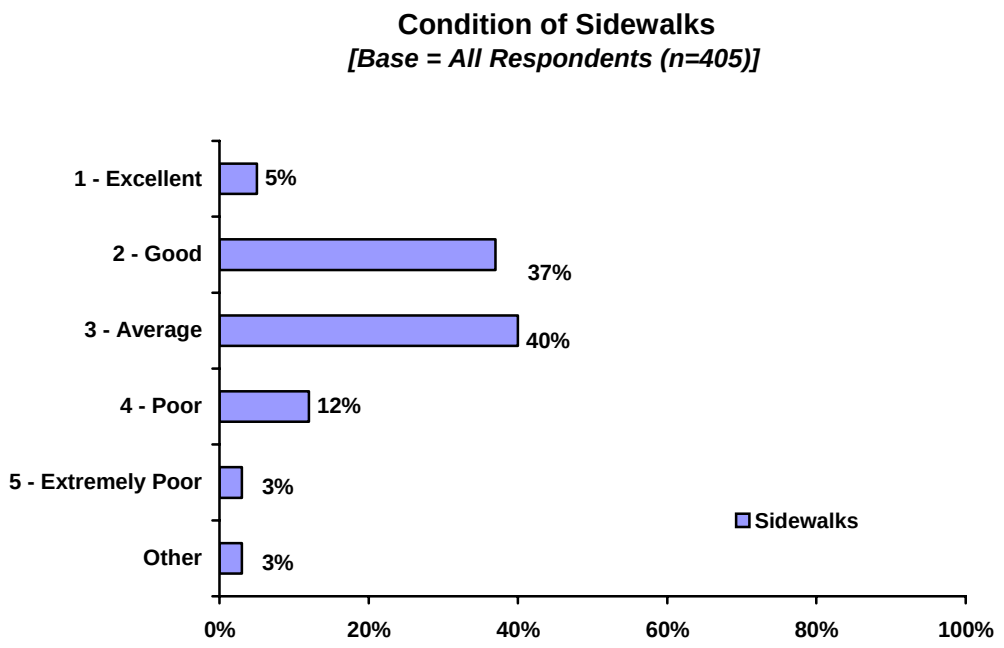
Extremely good where there are sidewalks, dangerous where there aren't

Getting Better

Good where there are sidewalks but often sidewalks are missing

Ranging from Excellent to Extremely Poor

Sidewalks are fine IF there are sidewalks



As did the bikeway survey respondents, slightly more walkway survey respondents also give the walking/jogging/running conditions on greenways and paved trails in Bellevue ratings of good – 49%. An additional 22% rate the greenways and paved trails average, while 23% rate them excellent, and significantly fewer rate them poor (2%) or very poor (1%).

Respondent Comments:

Are there any?

Did not know we have 'trails' here

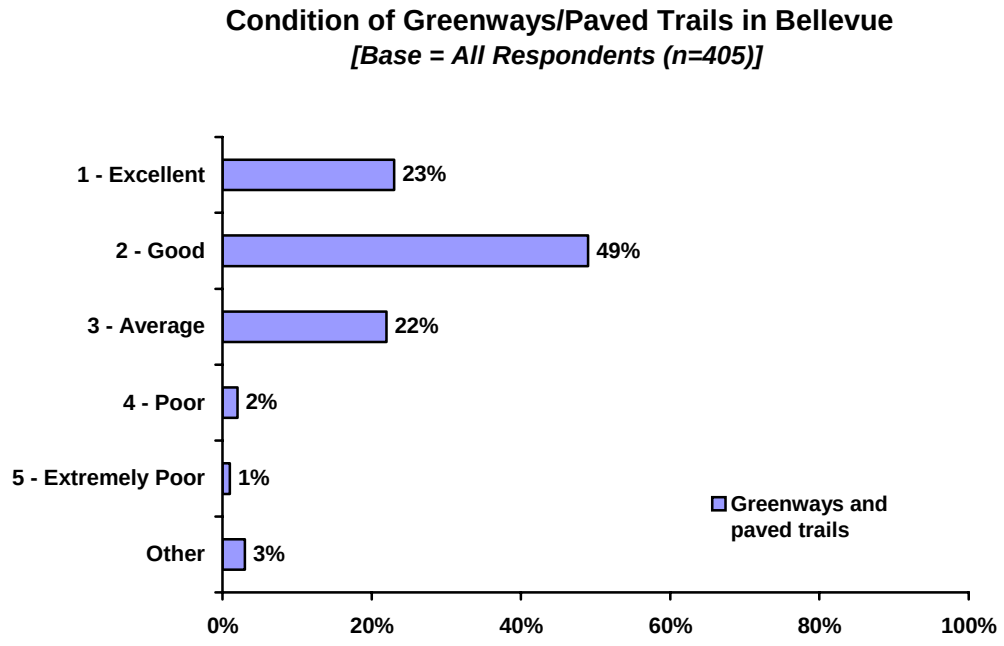
Don't use

Have not found any

Not available in my neighborhood

Not very wheelchair accessible

Those that exist are excellent. More are needed though with better access to the daily needs of life i.e. shopping, errands, etc.



Barriers to Walking / Jogging / Running More Often

As in the bikeway survey, potential barriers to walking/jogging/running were presented to walkway participants in the survey aided and responses were analyzed in two ways: a review of the percentage of respondents who strongly agree that each is a barrier to increasing their walk/jog/run frequency, and the average rating accorded each barrier presented. For each of the 12 barriers presented, respondents were asked to indicate if the agree strongly, agree, or do not agree.

The top five barriers are grouped into the first tier if more than a quarter of respondents strongly agree. The following tables show them ranked by the percentage of respondents who strongly agree:

	% Strongly Agree
Missing or poorly maintained sidewalks	29%
Unpleasant to walk	28%
Too far / takes to long (compared to driving)	27%
Drivers not considerate of pedestrians	25%
Unsafe street crossings or intersections	25%

Those barriers included in the second tier, mentioned by ten to twenty-five percent of respondents include:

	% Strongly Agree
Work related considerations	23%
Need to drop off kids, run errands, etc.	21%
Poor lighting and/ or signage	15%
Prefer to use public transportation, drive, carpool, or bike	13%
Too hot, cold, rainy, etc.	11%

Five percent (5%) of walkway survey respondents strongly agree personal safety is a barrier, and two percent (2%) strongly agree that physical impairment is a barrier to walking, jogging or running more often.

Respondent Comments:

STOP closing sidewalks!!!! Make sure you make a workaround!!!

I am in a wheelchair, and I use the sidewalks frequently, but sometimes they are so poorly maintained (particularly the ramps) that it is hard to get around.

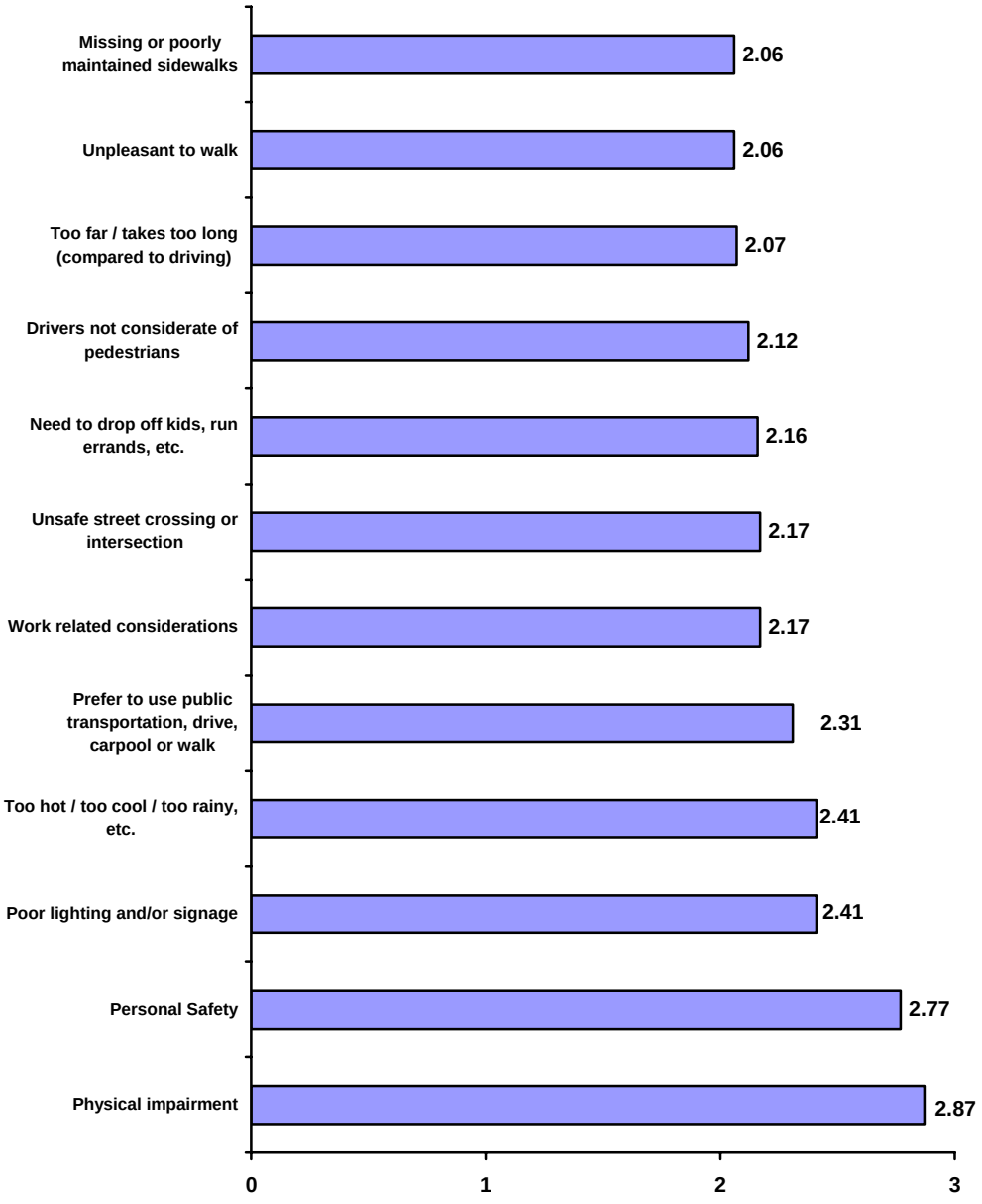
I walk on the Ped Corridor every day. The bricks in the Galleria area need attention. There are many raised or missing ones.

Downtown Bellevue is built for cars going in and out of the mall. Please work to slow traffic down and make drivers more aware of pedestrians at intersections or when arriving/leaving parking lots. I have close calls with drivers almost daily in this town, just walking to the bank or to get lunch. Drivers are not aware and they don't appear to care so much. Please work to educate drivers.

Q4 - Please rate the following reasons why do you not walk, jog, or run more often?

1 - Agree Strongly, 2-Agree, 2 - Do Not Agree

[Base = All Respondents (n=405)]



Improvements to Make It Easier and Safer for People to Walk, Jog, or Run in Bellevue

Possible improvements, also presented in the survey aided, were analyzed in two ways: a review of the percentage of respondents who rate each possible improvement "very important" in making it easier and safer for people to walk/jog/run in Bellevue, and the average rating accorded each improvement presented. For each of the 9 possible improvements presented, respondents were asked to indicate if the improvement is very important, somewhat important, or not important. A ranking of the average ratings generally reflect rankings of the percentage very important for each potential improvement.

The top two improvements, mentioned by more than half of respondents, are grouped into the first tier.

- Almost two in three (65%) walkway survey respondents indicate adding sidewalks is a very important improvement that would make it easier and safer for people to walk, jog, or run in Bellevue.

- Slightly more than half (56%) indicate adding off-road greenways and trails is very important in making it easier and safer for people to walk, jog, or run in Bellevue.

	% Very Important
Add sidewalks	65%
Add off-road greenways and trails	56%

The second tier is comprised of:

	% Very Important
Repair sidewalks, fix cracks, remove loose gravel or sand	37%
Improve street/intersection design	37%
Improve / add traffic signals	36%
Increase police enforcement of speed limits, stop sign violations	34%
Trim bushes, tree limbs, etc.	33%
Clean up trash, objects in the road	27%
Reduce amount of traffic / reduce speeds, etc.	27%

Respondent Comments:

More sidewalks!

More trails and greenways - I drive 1.5 miles to nearest trail to walk or run on.

More intersections where the walk sign is on for all crossings. It cuts down on walk time significantly.

My greatest safety concern is at intersections. Cars turning right at intersections not looking or paying attentions or talking on cell phones. I think the new countdown timers at intersections improve safety.

Make sure all walking paths are clear of large bushes so people feel safe.

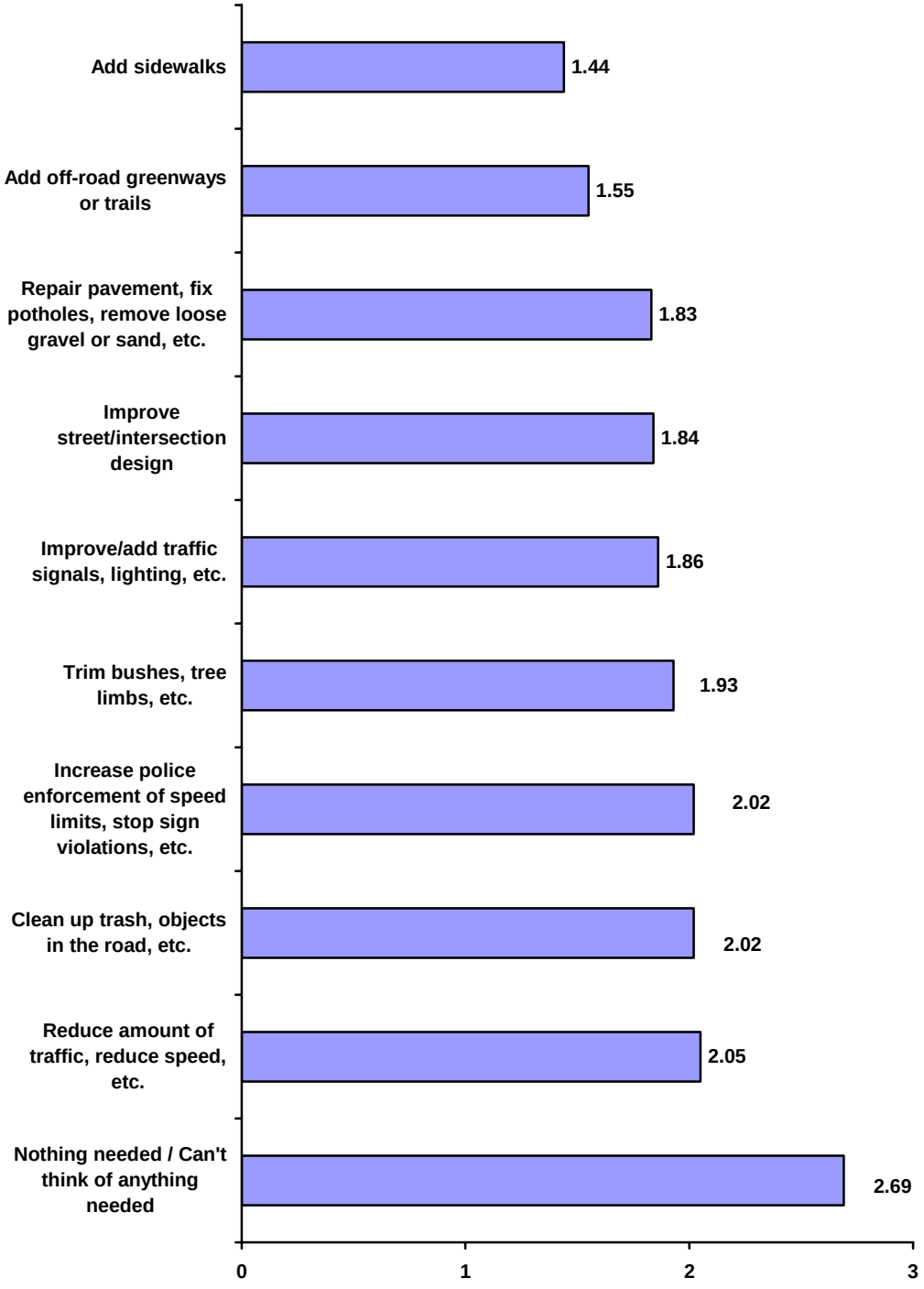
Shrubbery (trees, bushes, etc.) and signs obscure sight lines at intersections for both pedestrians and drivers. The city needs to do some serious review of this problem and do something about it.

Repair/fix/replace all non-working street light. Without street lights is it unwelcoming to walk in the dark and many of our months have dark evenings when most people are returning from work.

Q5 - Please rate the improvements that would make it easier for people to walk, jog or run?

1 - Very important, 2-Somewhat Important, 3-Not Important

[Base = All Respondents (n=405)]



Suggestions for Encouraging More People to Walk, Jog, or Run in Bellevue

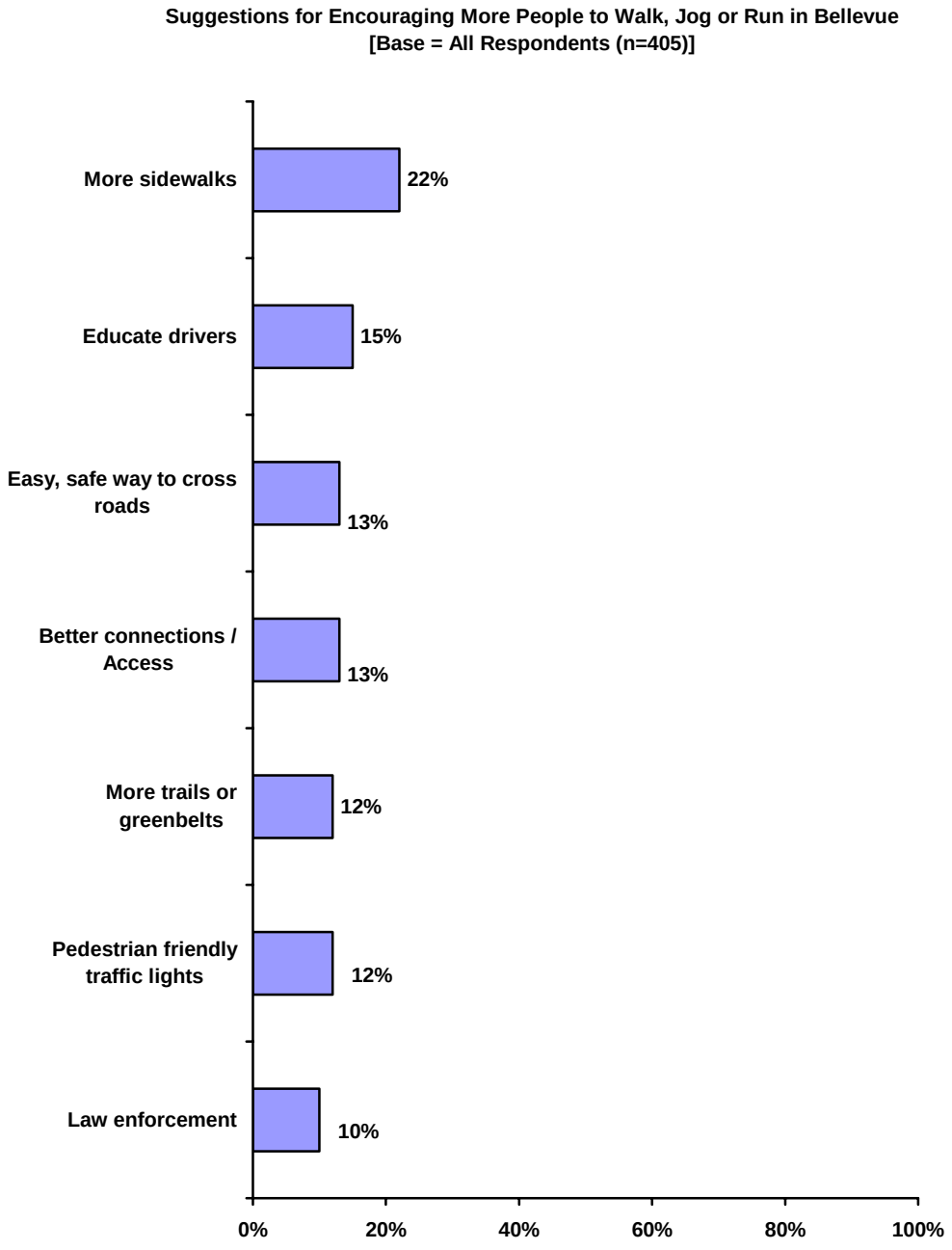
Walkway survey respondents were asked to provide any suggestions that would encourage more people to walk, jog or run in Bellevue. For analysis purposes, responses were reviewed and post-coded into common categories. Where 5% or more of the responses were common a code was assigned.

The following graph highlights the major commonalities in respondent's suggestions, with the highest percentage of suggestions related to adding more sidewalks, also noted earlier as the major barrier among walkway survey participants and the most important potential improvement. Illustrative comments are included to the left of the graph, full verbatim comments are included in the Appendix.

Respondent Comments:

SIDEWALKS. I understand that sidewalks were not required in the older housing developments, but with increased traffic and population that has created an unwelcoming walking environment. And major arteries, such as Newport Way, lack sidewalks. Bellevue needs to create long term planning for adding sidewalks.

Walking or jogging downtown is improving a little with the ped corridor and Lincoln Square ped activity, but the drivers are just ridiculous. They're not used to peds, get annoyed, and are either rude, or downright dangerous. It's just not a friendly environment as a pedestrian, and there seems to be zero police presence downtown to stop the countless red light runners.



To better understand key differences by the different types of walkway activities respondents indicate they participated in, and the frequency with which they do so, walkway survey respondents were grouped into five categories:

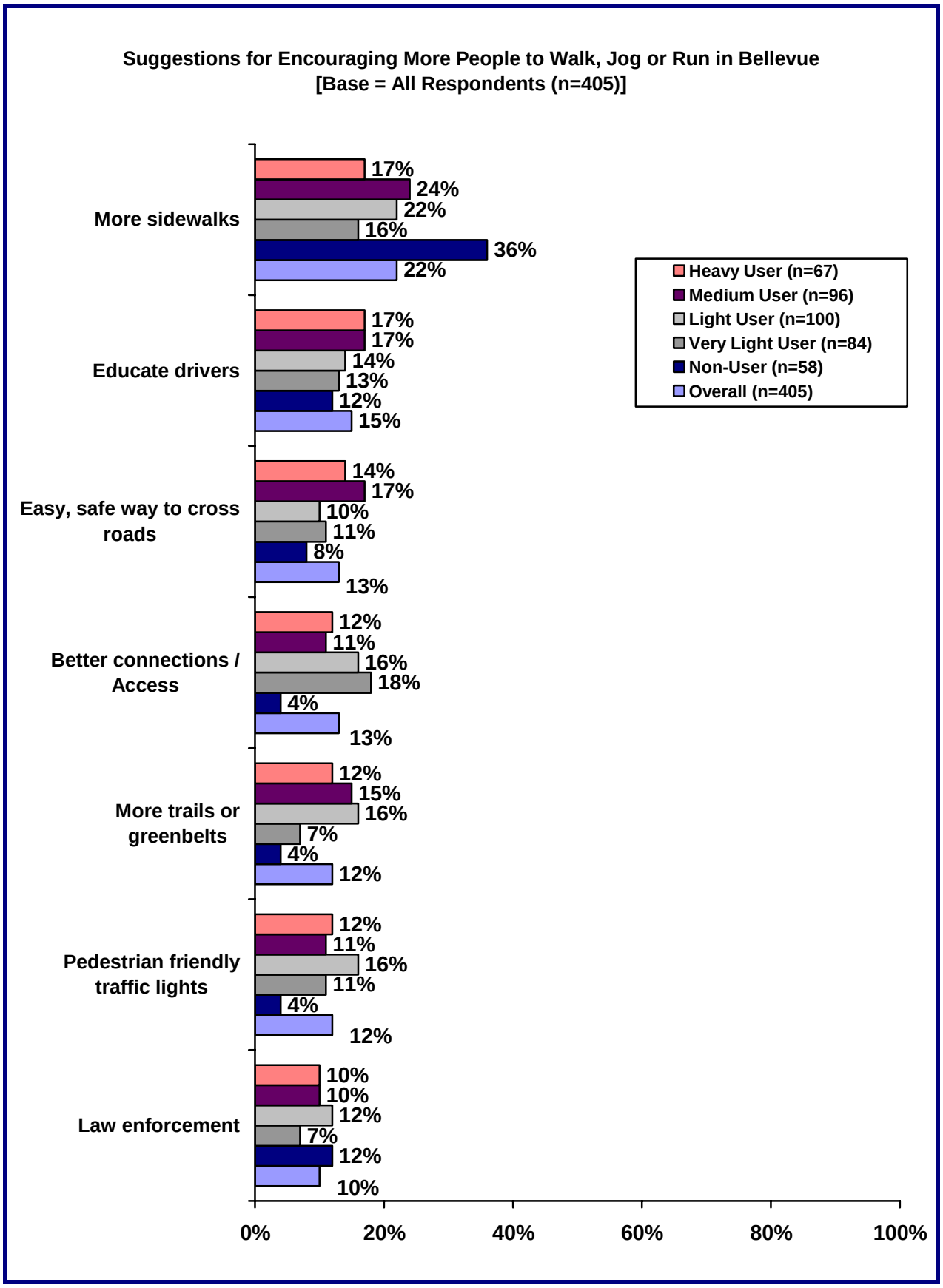
- Non-user (n=58): Those who participate in no walkway related activities 8 or more days per month;
- Very Light Users (n=84): Those who participate in 1 walkway related activity 8 or more days per month;
- Light Users (n=100): Those who participate in 2 walkway related activities 8 or more days per month; and
- Medium Users (n=96): Those who participate in 3 walkway related activities 8 or more days per month; and
- Heavy Users (n=67): Those who participate in 4 or more walkway related activities 8 or more days per month.

More sidewalks are the most often suggested improvement mentioned overall, and by Medium, Light, and Non-User groups. Heavy Users suggest educating drivers most, while Very Light Users suggest better connections / access most.

Heavy Users suggest more sidewalks second most often, as do Very Light Users, while Medium Users and Non-Users suggest educating drivers, and Light Users suggest more trails or greenbelts, second most often.

Heavy and Medium Users suggest easy, safe way to cross roads third most often, while Light Users suggest pedestrian friendly traffic lights, Very Light Users suggest educating drivers, and Non-users suggest law enforcement.

The following figure illustrates key suggestions from each group and the differences between these groups.


Suggestions for Encouraging More People to Walk, Jog or Run in Bellevue
[Base = All Respondents (n=405)]
More sidewalks
17%
24%
22%
16%
36%
22%
Educate drivers
17%
17%
14%
13%
12%
15%
Easy, safe way to cross roads
14%
17%
10%
11%
8%
13%
Better connections / Access
12%
11%
16%
18%
4%
13%
More trails or greenbelts
12%
15%
16%
7%
4%
12%
Pedestrian friendly traffic lights
12%
11%
16%
11%
4%
12%
Law enforcement
10%
10%
12%
7%
12%
10%
Heavy User (n=67)
Medium User (n=96)
Light User (n=100)
Very Light User (n=84)
Non-User (n=58)
Overall (n=405)
0%
20%
40%
60%
80%
100%

Suggestions from walkway survey participants that would encourage more people to walk, jog or run in Bellevue were also grouped by Bellevue home zip code. The suggestions were grouped to explore similarities and differences by Bellevue area, with the percentage of responses for each suggestion being quite different depending on the area of residence. The top suggestion in each is either to educate drivers (98004 and 98007) or for more sidewalks (98005, 98006 and 98008).

Among walkway survey respondents who reside in the 98004 zipcode, the suggestions, in order of mention, include:

	98004 (n=107)
• Educate drivers	22%
• Easy, safe way to cross roads	21%
• More sidewalks	18%
• Law enforcement	14%
• Pedestrian friendly traffic lights	14%
• More trails or greenbelts	8%
• Better connections / Access	7%

Among those who reside in the 98005 zipcode, the suggestions, in order of mention, include:

	98005 (n=39)
• More sidewalks	24%
• Better connections / Access	17%
• Easy, safe way to cross roads	10%
• Law enforcement	7%
• Pedestrian friendly traffic lights	7%
• More trails or greenbelts	7%
• Educate drivers	3%

In the 98006 zipcode, the suggestions, in order of mention, include:

	98006 (n=61)
• More sidewalks	43%
• Better connections / Access	29%
• More trails or greenbelts	14%
• Law enforcement	11%
• Educate drivers	9%
• Easy, safe way to cross roads	3%
• Pedestrian friendly traffic lights	3%

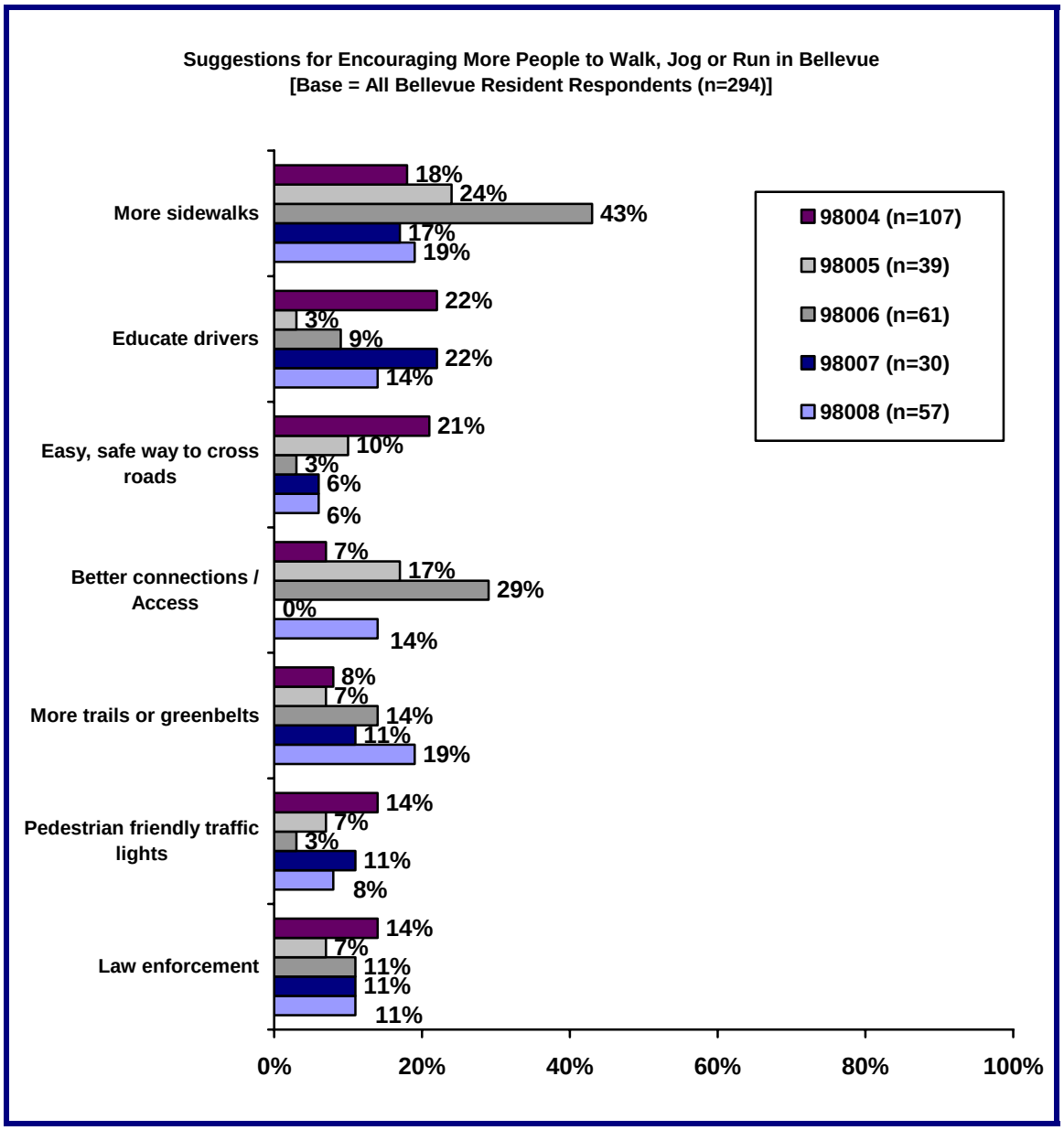
Among walkway survey respondents who reside in the 98007 zipcode, the suggestions, in order of mention, include:

	98007 (n=30)
• Educate drivers	22%
• More sidewalks	17%
• More trails or greenbelts	11%
• Law enforcement	11%
• Pedestrian friendly traffic lights	11%
• Easy, safe way to cross roads	6%
• Better connections / Access	0%

Among walkway survey respondents who reside in the 98008 zipcode, the suggestions, in order of mention, include:

	98008 (n=57)
• More sidewalks	19%
• More trails or greenbelts	19%
• Educate drivers	14%
• Better connections / Access	14%
• Law enforcement	11%
• Pedestrian friendly traffic lights	8%
• Easy, safe way to cross roads	6%

Suggestions made by Bellevue residents who completed the walkway survey are shown by residents' zipcode:



Locations with Safety Concerns

Walkway survey respondents were also asked to provide up to three locations for which they have safety concerns. As with the previous question, for analysis purposes, responses were reviewed and post-coded into common categories. Where 5% or more of the responses were common a code was assigned. As with bikeway survey responses, responses provided by walkway survey respondents ranged from very broad in nature to the mention of specific streets, roads and intersections and walking hazards. Respondents also used this section to write in other comments related to improving walking conditions.

The following graph highlights the major commonalities in respondent's suggestions. Illustrative comments are included to the left of the graph, full verbatim comments are included in the Appendix.

Respondent Comments:

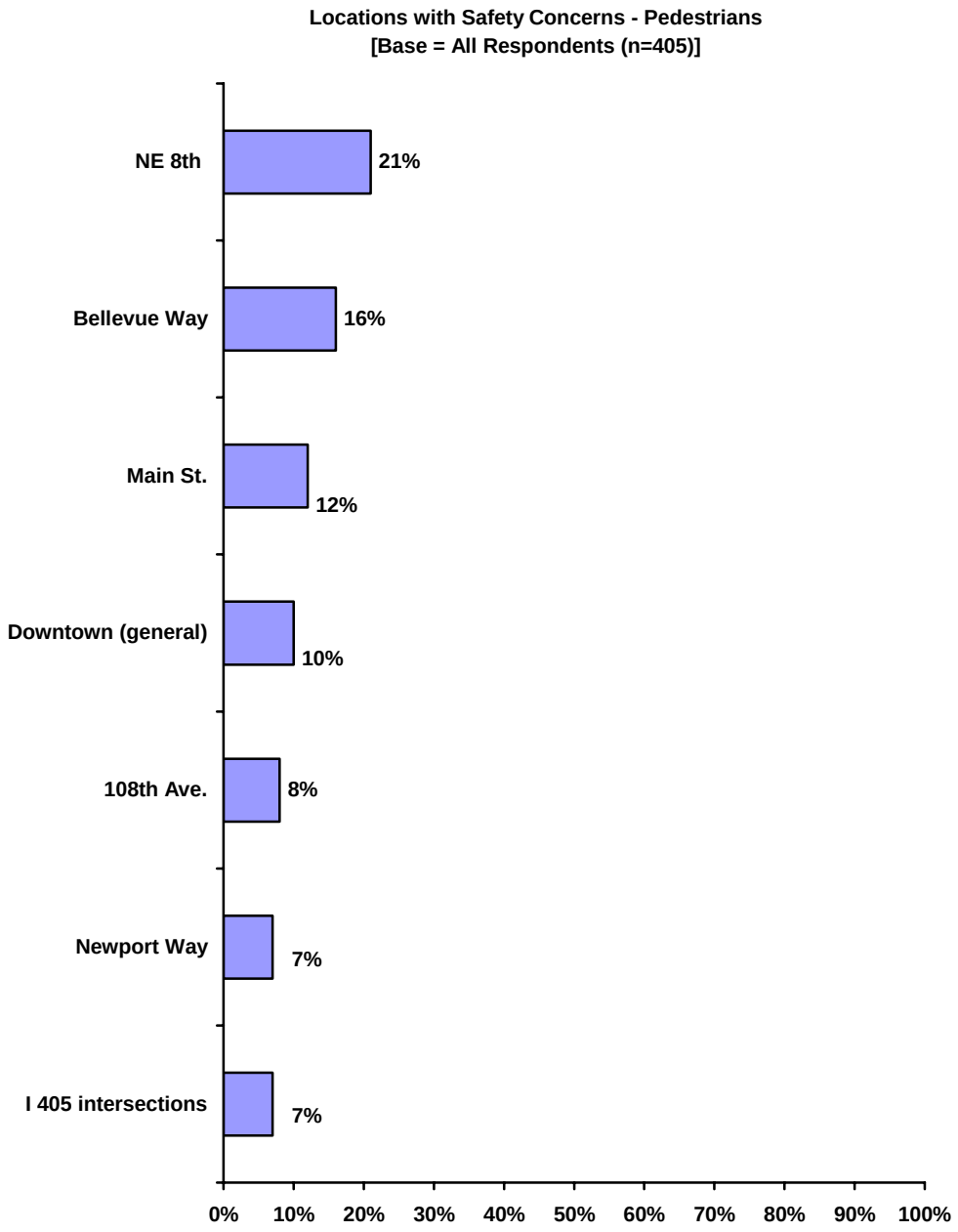
NE 8th freeway on/off ramps where there are no crosswalk 'stripes' and drivers rarely stop for pedestrians, this one is especially difficult considering that NE 8th is such a main Bellevue Corridor

NE 8th Street crossing 405, Yikes!

Bellevue Way @ NE 8th & NE 10th. Mall Traffic people are crazy, always running reds, in the middle of the intersection after the light changes, etc.

As Main St. in Old Bellevue continues to experience an increase in vehicle traffic it is only a matter of time before a pedestrian trying to cross the walkways is hit and potentially killed.

The downtown core does not have sufficient safe sidewalks. In the core(Main to 12t h and 100th Ave thru 112th Ave) there should be some form of barriers between walkers and cars.



Locations with Safety Concerns by MMA

In order to group the locations with safety concerns mentioned by respondents, those responses that could be included in a City of Bellevue MMA (Mobility Management Area) were assigned the code corresponding to the MMA in which the location falls.

MMA	% of Total Safety Concerns Mentioned [Base=Responses*]	Location Mentioned Most in MMA [Base = Respondents]
MMA 1 – North Bellevue	9%	Bellevue Way (52%)
MMA 2 – Bridle Trails	3%	116th Ave. (57%) & Northup Way (57%)
MMA 3 – Downtown	31%	NE 8th St. (64%)
MMA 4 – Bel-Red / Northup	5%	116th Ave. (54%) & NE 8th St. (54%)
MMA 5 – Crossroads	2%	NE 8th (100%)
MMA 6 – NE Bellevue	3%	Northup Way (67%)
MMA 7 – South Bellevue	7%	Bellevue Way (47%)
MMA 8 – Richards Valley	2%	Main Street (50%)
MMA 9 – East Bellevue	6%	148th Ave (33%)
MMA 10 – Eastgate	4%	148th Ave. (70%) and 150th Ave. (70%)
MMA 11 – Newcastle	9%	150th Ave. (89%)
MMA 12 – Overlake	1%	Bel-Red Road (75%)
MMA 13 – Factoria	1%	Factoria (100%)
MMA 14 – Newport Hills	1%	Lake Washington Blvd. (75%)

* Respondents could provide up to three locations with safety concerns. When responses cross more than one MMA or when responses only contained one street name, no MMA code was assigned to these responses. For commonly named streets, a code was assigned for each, and in other cases, they were coded as "MMA not determined / multiple MMA."

Appendix

Survey Instrument – Bicycle Survey

Exit this survey >>

City of Bellevue Bicycle Survey

Thank you for your interest in improving bicycling conditions in the City of Bellevue!

Please take a few moments to fill out this questionnaire. The City of Bellevue is interested in hearing your thoughts on how we can continue to promote biking as a safe, healthy, and attractive alternative to driving.

[Note: All of the asterisked "*" questions numbered 1 through 10 are required for a complete survey. We appreciate your taking the extra time to complete all 18 questions].

*** 1. How did you hear about this bicycle survey?**

*** 2. How many people (including yourself) live in your household?**

*** 3. How many bicycle riders (including yourself) live at your address?**

*** 4. When was the last time you rode a bicycle?**

5. If you bicycled in the last 4 weeks, please tell us how often for each of the following activities.

	8 or more days per month	3 to 7 days per month	1 or 2 days per month	1 or 2 days per YEAR	Never
Bike for exercise or personal fitness					
Bike for leisure					
Bike Commuter: part way then put bike on bus					
Bike Commuter: all the way to work or school					
Bike to errands, shopping, or entertainment					
Off-road mountain biker					

*** 6. Please rate the following reasons why you DO NOT ride your bicycle more often.**

	Agree strongly	Agree	Do not agree	N/A
Too far/Takes too long (compared to driving)				
Unpleasant to bike (heavy traffic, etc.)				
Drivers not considerate of bicyclists, aggressive drivers, road rage				
No space, not enough room on road, narrow roads				
Loose gravel/roadway debris				
No bike lanes				
Prefer to use public transportation, drive, carpool, walk				
Need to drop off kids, run errands, etc.				
Work related considerations: Need car while at work/work requires professional dress/work hours (evenings, etc.)				
No shower at work				
No secure place to park/leave bike				
Too hot/too cold/too				

rainy, etc. (weather-related) Too hilly (topography-related)				
Poor lighting and/or signage (along routes/trails or at roadway crossings)				
Physical impairment (health related)				

*** 7. Please rate the improvements that would make it easier or safer for people to ride a bicycle in Bellevue.**

	Very Important	Somewhat Important	Not Important	N/A
Reduce amount of traffic, reduce speeds, etc.				
Add sidewalks				
Add designated bike lanes				
Add off-road greenways or trails				
Add paved shoulders				
Repair pavement, fix potholes, remove loose gravel or sand, etc.				
Trim bushes, tree limbs, etc. (e.g., to improve visibility,				

appearance, etc.)				
Clean up trash, objects in the road, etc.				
Improve/add traffic signals, make responsive to bicyclists, etc.				
Improve street/intersection design (turn lanes, one-ways, etc.)				
Educate motorists/bicyclists, encourage "share the road," improve attitudes				
Increase police enforcement of speed limits, stop sign violations, etc.				

*** 8. How would you rate bicycling conditions on the ROADWAYS in Bellevue?**

- Excellent
- Good
- Average
- Poor
- Extremely poor
- N/A
- Other (please specify)

*** 9. How would you rate bicycling conditions on GREENWAYS and PAVED TRAILS in Bellevue?**

- Excellent
- Good
- Average
- Poor
- Extremely poor
- N/A
- Other (please specify)

*** 10. What is your home zip code?**

5. Optional Questions

Your input on the following questions is of great help to this survey effort. We appreciate your completing this section.

11. If you are concerned with safety problems at specific locations, please give a detailed description of the location including the road name.

Safety Concern 1:

Safety Concern 2:

Safety Concern 3:

12. Please provide any comments or suggestions to us on what we can do to encourage more people in Bellevue to bicycle.

13. What is your work or school zip code?

14. Your name:

15. Your address:

16. If you would you like to receive bicycling newsletters and project notices, please provide your email address.

17. Are you:

Male Female

18. Your age:

- 19 and under
- 20-29
- 30-49
- 50-69
- 70 and over

Thank you for participating! Please tell your friends about the survey!

For more information, contact the project manager, Franz Loewenherz, at 425-452-4077 or FLoewenherz@bellevuewa.gov.

Survey Instrument – Walkway Survey

Exit this survey >>

City of Bellevue Pedestrian Survey

Thank you for your interest in improving walking, jogging, and running conditions in the City of Bellevue!

The City of Bellevue is interested in your thoughts on how we can continue to promote walking, jogging, and running as safe, healthy, and attractive modes of transportation.

[Note: All of the asterisked "*" questions numbered 1 through 8 are required for a complete survey. We appreciate your taking the extra time to complete all 16 questions].

*** 1. How did you hear about this pedestrian survey?**

*** 2. How many people (including yourself) live in your household?**

* **3. Please indicate how often you walk, jog, or run for each of the following reasons.**

	8 or more days per month	3 to 7 days per month	1 or 2 days per month	1 or 2 days per YEAR	Never
For exercise or personal fitness					
For the dog					
For leisure					
To or from the bus stop that takes me to work or school					
All the way to work or school					
To reach destinations for running errands, shopping, or entertainment					

*** 4. Please rate the following reasons why you DO NOT walk, jog, or run more often.**

	Agree strongly	Agree	Do not agree	N/A
Too far/ Takes too long (compared to driving)				
Unpleasant to walk (heavy traffic, too close to street, no trees)				
Drivers not considerate of pedestrians				
Missing or poorly maintained sidewalks				
Prefer to use public transportation, drive, carpool, or bike				
Need to drop off kids, run errands, etc.				
Work related considerations: Need car while at work/ Work requires dress professionally/Work hours (work evenings, nighttimes, etc.)				
Too hot / Too cold / Too rainy, etc. (weather-related/				

Too hilly (topography-related)				
Poor lighting and/or signage (along routes/trails or at roadway crossings)				
Unsafe street crossings or intersections				
Physical impairment (health-related)				
Personal safety (from crime)				

*** 5. Please rate the improvements that would make it easier or safer for people to walk, jog, or run in Bellevue.**

	Very Important	Somewhat Important	Not Important	N/A
Reduce amount of traffic, reduce speeds, etc.				
Add sidewalks				
Add off-road greenways or trails				
Repair				

sidewalks, fix cracks, remove loose gravel or sand, etc.				
Trim bushes, tree limbs, etc. (e.g., to improve visibility, appearance, etc.)				
Clean up trash, objects in sidewalk, etc.				
Improve/add traffic signals, lighting, etc.				
Improve street / intersection design				
Increase police enforcement of speed limits, stop sign violations, etc.				
Nothing needed / can't think of anything needed				

*** 6. How would you rate walking, jogging, and running conditions on SIDEWALKS in Bellevue?**

- Excellent
- Good
- Average
- Poor
- Extremely poor
- N/A
- Other (please specify)

*** 7. How would you rate walking, jogging, and running conditions on GREENWAYS and PAVED TRAILS in Bellevue?**

- Excellent
- Good
- Average
- Poor
- Extremely poor
- N/A
- Other (please specify)

*** 8. What is your home zip code?**

4. Optional Questions

Your input on the following questions is of great help to this survey effort. We appreciate your completing this section.

9. If you are concerned with safety problems at specific locations, please give a detailed description of the location including the road name.

Safety Concern 1:

Safety Concern 2:

Safety Concern 3:

10. Please provide any comments or suggestions to us on what we can do to encourage more people in Bellevue to walk, jog, or run.

11. Your name:

12. Your address:

13. What is your work or school zip code?

14. If you would you like to receive newsletters and project notices, please provide your email address.

15. Are you:

Male

Female

16. Your age:

- 19 and under
- 20-29
- 30-49
- 50-69
- 70 and over

Thank you for participating! Please tell your friends about the survey!

For more information, contact the project manager, Franz Loewenherz, at 425-452-4077 or FLoewenherz@bellevuewa.gov.

Verbatim Comments

Bikeway Survey – Question 11: If you are concerned with safety problems at specific location please give a detailed description of the location, including the road name

Safety Concern One	Safety Concern Two	Safety Concern Three
100th Ave		
100th ave ne does not have enough room for safe bicycling on the street and often people park cars or leave garbage cans on the sidewalk so that is not safe either.	Downtown Bellevue is very unfriendly to bikes.	
104th and 24th and 26th at Enatai School Terrible visibility at corner	Entrances onto Bellevue Way all along the way	Blind turn onto Kilarney way off of 100th. An accident waiting to happen due to poor visibility and poor signage
104th Ave S E Bellevue the bikers seem to think that THEY own the road. They don't stay on the side, they ride in big groups and take up the entire lane, then the cars behind them have to suffer		
108th Ave NE and Main near BHS, buses and bikes heading South can go straight thru intersection, cars cannot. Cars heading North and turning West often do not pay attention to bikes going straight.	108th Ave NE and NE12th Street near library, I have been biking Northbound straight thru the intersection, and cars/ school buses heading South and turning East do not see me/ yield the right-of-me.	
108th Ave SE/Bellevue Way	Downtown in general	
108th Ave: no bike lane	112th Ave: no bike lane	SE 30th St: no bike
112 Ave NE is the fastest and most direct route from N to S or S to N. There's no bike lane and the vehicle speeds are high when climbing the uphill grades.	The sidewalks on 112 AveNE are helpful but present other dangers when attempting to cross streets while riding.	
112 Ave SE South bound, no shoulder to ride on, lots of traffic.	Bellevue Way NE, no room for bikes.	
112 Ave SE, not enough room for bikes, fast traffic,	116th Ave SE between NE8th and 520. Not enough room for bicyclists. Shoulder non-existant	
112th & NE 8th	NE 12th from 116th NE to 112th NE	114th SE & SE 8th
112th ave and 8th street - coming from south and you want to keep travelling there		
112th Ave NE along 520 into kirkland (turns into 108th) there is very poor lighting and cars cut the corner (heading south or up the hill); no bike lane but a major bike arterial	bellevue way is not safe and no bike provisions on roadway	there needs to be better bike access and storage at bell square to encourage cyclists
112th Ave Se between I90 and downtown Belevue. Insufficient shoulders/bike trail for high speed of road forces long detour	East West routes through Bellevue (esp NE2nd, NE4th and NE8th) are bicycle unfriendly - no shoulder and lots of cars	
112th coming from I 90 in to down town		
112th I-405. Agressive drivers and		

speeding.		
112th N and S of NE 8th	NE 112th from Bellevue way to BelRd	all of NE 8th and NE 112th suck for bikes
112th N-S from 520 to downtown		
112th: Too narrow with no bike lane	Bellevue Way: Too narrow with no bike lane	
116th Ave from Northup towards the Bridletrails area - bike lane disappears as you progress north, leaving cyclist out in traffic or on a narrow, gravel-filled shoulder.	Bell-Red road - there is no bike lane on either side from downtown Bellevue until you get to the City of Redmond boundary at approx 156th.	Crossing the east-bound I-90 off ramp at Factoria, coming from the bike trail; was nearly run over by motorist taking a free right and looking left while moving forward when I was in the crosswalk.
116th Ave NE & Northup		
116th between Overlake Hospital and SE 4th narrow lanes, no bike shoulder	No good North / South route on east side of 405 connecting to 116th N of 405	
118 Av SE/SE 8 to City Hall		
118th Ave SE cars parked in bike lanes	118th Ave SE bike lanes full of tracked material.	
119th Ave SE Newport Hills - sidewalks put in, no longer a shoulder for cyclists, who are at the mercy of aggressive drivers	traffic lights not triggered by bicycles (many locations in Bellevue)	
119th Ave. S.E. Going up the hill from coal creek parkway the road is very narrow and there is a spot before the first big turn that there is not a clear bike path.Road very narrow .	Lk. washington blvd between Kimberley Park S.E. 60th cross street and where the road splits going south the road is very narrow no room for bikes.	
119th/I-405 and Coal Creek - red light runners		
12 ridiculous islands in the middle of the road - drivers literally try to squeeze thru with no room	Gettig to downtown Bell across 405	Getting to I 90 from North side since no bike lane on 520
120 Ave NE-NE 5th St, the road narrows for a pedistrian walk way and there is a drain grate forcing bikers in to the already narrow road .		
140th ave NE - between NE 8 & NE 24		
140th ave se South of Northup bike lane needs re-painting	No lanes on Northup- used heavily by cyclists	
140th Avenue NE (near BCC)	NE 8th and I-405	Bel-Red Road
140th between NE 24th and Bel-Red	Bel-Red	148th
140th between NE8th and BelRed - narrow road, no bike shoulder, lots of angry drivers (especially south bound in evenings). The lane merge @ 24 hour fitness causes a lot of 'road rage'.		
140th between NE8th and Northrup	overlake area on 148th	crossroads area on 156th
140th from 520 to BCC	Westbound Eastgate way from 139th to Richards Rd	
140th/Bridle Trail crossing - no crosswalk light	148th - 520 overpass	

145th PL SE can sometimes have a large amount of debris on the shoulders. After the November storm, this debris remained in the bike lane for months.	164th Ave NE can have a lot of debris sitting in the bike lane for months	
148th	156th	
148th	Better connection from Mercer Island Trail to 520 Trail, hard to find trails	
148th		
148th & I90	Newport & 150th	SE Eastgate Way
148th ave and 520 bike trail	40th st and 520 bike trail	50th st and 520 bike trail
148th Ave could use a bike lane	Bellevue Way could use the same	8th NE could get rid of the downhill bike lanes; bikes should take the lane on the downhills for safety.
148th Ave NE & @ NE 22nd (light at Fred Meyer & Sears exits) - traffic light trip loops DO NOT work at many intersections around Bellevue)		
148th Ave NE from I-90 to Redmond	Bel-Red Road corridor	W. Lk Sammish Parkway - northbound
148th between Bel-Red & NE 29th		
150th Ave SE, S of SE 38th St -- New road project and no bike lane -- Shame	Newport Way, E of 150th Ave SE -- gets heavy bicycle use but poor should/no bike lane	Richards Road needs a bike lane both ways
156 Ave around Crossroads	148th Ave and I-90 bike path in bad shape, debris, uneven pavement, tough to manuver on and off this path.	
156 th	148 th	
156th and 8th Street	156th and 40th Street	All of 8th Street (NE)
156th Ave NE	NE24th St	Bel Red Road
156th Ave NE at Crossroads	Lake Hills Connector	148th St Se and NE
156th Ave through Lake Hills and Crossroads could use a designated bike lane	164th Ave NE through Lake HIlls and Sherwood Forrest could use a dedicated bike lane and more lights.	
156th Ave. S.E.	se 24th St	168th Ave. S.E.
156th by Crossroads is dangerous for bikes.	There is no great route from Microsoft to downtown bellevue. Busy streets with no shoulder.	
156th in Crossroads	NE 8th crossing 405	BTC to 520 trail.
156th St, no sholder on parts	Bellevue Way, traffic speed	Lakemont Blvd SE near Newcastle
156thAve in front of the State Patrol, the road gets too narrow for bikes and cars		
164th Ave NE between Northup and 28th - narrow, blind, curving	164th in general is a major bikeway but without an official lane - there is enough room to paint the lane	
164th between LakeHills Blvd & Bel/Red Rd - small shoulder and it took too long to clean the yard debri from the storms	too small shoulder on 164th coming around the corner from Interlake High School	Police to ticket cars that come too close to bikers when passing
24th and 126 NE	116th and Bell Red Rd	

405 & Coal Creek Interchange	Lack of wide lane on Coal Creek between 405 and 124th Ave SE	Mercer Slough MUP
50th and West Lake Sammanish - a green light from 50th when in the traffic lane to turn left there is a opening in the curb that you think you can cross to the trail on the Marymoore side,	but that is not true, that lane is a through lane.	
51st street and Hwy 520 on/off ramp/bike path	40th street and Hwy 520 on/off ramp/bike path	148th Ave NE and Hwy 520 on/off ramp/bike path
520 bike path gets dumped to Northup from 405 - Bellevue way - fast traffic & no shoulder makes this uncomfortable and dangerous	No good way from overlake to downtown bellevue (520 trail is too far north, and Northup section sucks). Bell-Red Rd. etc are dangerous and annoying to drivers.	
520 E offramp to 40th- Many drivers attempt right turn on red		
520 trail to downtown	Train tracks on 120 Ave NE	
8th St. I405 overpass is dangerous for all users	SR520 eastbound ramp onto Bellevue Way is dangerous due to poor visibility and cars moving at high speeds	
92nd and 520 - people do not yield to bicycles when approaching the onramp to eastbound 520		
agressive drivers		
agressive drivers where 112th Ave NE parallels SR520	Drivers turning left in front of bikes where 108th crosses Bellevue Way (drivers headed south on 108th turning left onto Bellevue Way)	aggressive drivers near Bellevue High School
All downtown bellevue street		
ALL downtown intersections	increased downtown crowding, construction	over-building in Bellevue downtown
All downtown routes	Gravel in 118th bike lanes ALL the time -- very dangerous	Most all intersections in Bellevue don't have adequate provision for cyclists because of flare-outs for car turn lanes
All intersections		
all of Bellevue Way	520 bike trail and northup	
All of Bellevue Way		
All of downtown bellevue		
along 112th Ave through downtown	along Bel-Red Rd from 112th to 116th	along 116th Ave from Bel-Red to Northup
Anastasia Laabs		
any construction site		
Any intersection where there is no painted walkway	Any intersection where there is no bike lane	
Anywhere along Bellevue Way / Motorist drive very fast/reckless	Anywhere in Factoria Mall area	
Anywhere downtown Bellevue	Around Bellevue Square	North/South primary routers through Bellevue
Avondale Way near Safeway -- VERY dangerous for cyclists on the road!!	South East Lake Sammamish (immediately North of McDonalds) -- no shoulder!	West Lake Samm Pkwy and Leary intersection

BEING HIT BY AN AUTO	ON GREEN WAYS BEING ATTACKED BY STREET PEOPLE	
bel red road		
Bel Red Road - marked shoulder wanted. Traffic increasing.	West Lake Sammamish - Northbound is VERY SKETCHY	Northup Way - no marked shoulder / lighting and very dangerous - especially around 405.
Bel Red Road from 164th to 156th bike lane that just suddenly disappears.	bike lane comes and goes on 164th which could be a good commute option	
Bellevue Way	Northup Way	Bel-Red Road
Bellevue Way		
Bellevue Way		
Bellevue Way		
Bellevue Way	Bel-Red Road	Factoria Boulevard
Bellevue Way	112th	Bellevue - Redmond way
Bellevue Way		
Bellevue Way		
Bellevue Way		
Bellevue Way - NE 12th to NE 28th Place - road too narrow and excessive motorist speed	108th Ave Northbound From 520 to 110th Ave - no shoulder or bike lane	No good route from Kirkland to Crossroads Shopping Center
Bellevue Way (easiest way to get from Kirkland to I-90 bike trail)		
Bellevue Way (N and S of downtown core)	S.E. 16th, west of B-Way to 104th	
Bellevue Way (the entire street)	Northrup Way (from Lake Washington Blvd to the 520 bike path)	
Bellevue Way and NE 24th	112th Ave and 520 intersection	112th ave and NE 24th where the SUV's park in the afternoon to pick up their kids
Bellevue Way between 520 & I-90	148th Ave north of I-90 (major north/south thoroughfare, but no bike lane)	Newport Way between Somerset Blvd and 150th AVE SE (shoulder VERY narrow, loose gravel, blackberries in summer force cyclist into traffic)
Bellevue Way crossing SR520	Bellevue Way along Mercer Slough Southbound	
Bellevue Way from I-90 north to Kirkland		
Bellevue Way from Kirkland to I-90	trails around 'the Points' have ruts	traffic speeding through city
Bellevue way into Redmond (over the 520)		
Bellevue Way is not safe for bike riding but is a convenient route		
Bellevue Way- no bike lane	No bike lanes around	
Bellevue Way North and south bound,,, pitifully little bike lane support. I almost always have to go urban streets to by pass	Any bikeways that can be developed please do so,, sidewalks are not condusive to efficient commuting when traveling long distances to work.	West Lake Samm BLVD. needs shoulder (and mainline) upgrade work desperately. It could be a good commuter trail, but the road surface SUCKS.

Bellevue Way not bike friendly	Not enough shoulders on 112th St	
Bellevue Way SE		
Bellevue Way SE 8th to SE 6th (West side)		
Bellevue Way through 'downtown' and all the way to Surrey Downs		
Bellevue Way, between I-90 & Downtown Bellevue		
Bellevue way, entire length	Uphill segments of roads in and leading to downtown	NE 8th overpass of 405 and the two surrounding intersections
Bellvue way	I90 corridor	W. Lake Sammamish
Bellvue Way	108th Ave	Main Street
Bellvue Way	148th	
Bellvue Way particularly south of SE 8th	Proximity of Bell Square	
Bel-Red 12xxx blocks no bike lane or shoulder	140th Ave / Northup congestion / dangerous	
Bel-Red between downtown Bellevue and Microsoft is much to crowded/fast to ride on. I have to use alternate routes.	THe bike trail entrance behind the Cash and Carry grocery store feels deserted - cleaning up the area (abandoned appliances) would make for a safer appearance (not so creepy).	Crossing 520 into/out of downtown Belleuve is very difficult. I hope that the new 10th street overpass provides a good alternative route across.
Bel-Red corridor to downtown- narrow roadway, bike lane starts and stops, heavy traffic.		
Bel-Red in general, or between Northup and NE 20th: no good place to bike, either on road or on sidewalks.	NE 51st bridge over 520: no good place to bike. (NE 40th bridge is similar, except there is a pedestrian light & separated sidewalk on south side which makes it good.)	
Bel-Red Rd.	Bellevue Way	
BelRed Road	NE 8th Street	148th NE
Bel-Red Road		
Bel-red road	getting to Microsoft on any road(not bike path)	
Bel-Red Road	NE 8th St	NE 12th St
Bel-Red road	Hunts Point to the 520 bike trail	Crossing over 405 downtown
bel-red road	n.e. 8th east of 140th	
Bel-Red Road	NE 8th west of 120th Avenue	Bellevue Way south of NE 10th
Bel-Red Road - needs bike lanes	LAke Hills Connector to Richardson parkway - needs bike lane going down hill plus a bike lane for the left turn onto Richardson	Northrup way - needs a bike lane
Bel-Red Road - speeding and limited road width for bicycles. New sidewalk is great for peds but too narrow for bikes. Mixed message on Bel-Red with new sidewalk, but has bike lane to the south.	Northup - this roadway needs to be widened to include a bike path. You could culvert the ditch and widen the roadway. Roadway too narrow plus speeding.	Bellevue Way from 112th to the I-90 trail. No bike lane, tight shoulders, poor pavement, rubbage.
Bel-Red road E of 405	NE 8th east of 405	Norhtup / NE 20th
Bel-Red Road from 156th to Bellevue Way	NE 8th from 156th to Belleveu Way	156th from NE 8th to NE 40th St.

Bel-Red Road from NE 30th down to Marymoor Park - cars drive fast and don't care about cyclists.		
Bel-Red road has heavy traffic and narrow road way		
Bel-Red Road no bike lane, need one	Downtown Bellevue all streets no bike lane, drivers rude, aggressive, try to scare bicyclist by honking horns, cutting bicyclist off	Make Down town lights able to be changed by bicyclist like a sensor spot to stand in roadway to change light
Bel-Red Road- no bike lane, too many cars, no respect for bikes	NE 8th St - no bike lane	140th NE - no bike lane
Bel-Red Road northeast of 164th	intersection Factoria before bike path	
Bel-Red Road the entire length of this road. It is just not safe. You ride it during peak traffic times.	Bellevue Way the entire length. Same as above.	All the streets in the downtown core.
Bel-Red Road, start to finish	No safe way to travel west of 124th Ave north of NE 8th St	West Lake Sammamish -- the contrast with Redmond's part of the road is discouraging
Belred too narrow and too fast		
Bel-Red. Enough said.	Access to and around Bellevue Square	
bicyclists in traffic	cars parked on designated bike lanes (164th north of Northup way)	inadequate covered bike parking at major employers like Overlake Hospital and Bellevue library
bike lane coming eastbound from I90 bridge and factoria blvd se and se 36th st		
Bike Lane overpass of 140th at 520		
bike lanes	road debris	road rage
bike lanes or shoulder on Newport drive	continous bike lane on Lakemont Dr.	clean up of bike lane on lake Samammish
Biking on Newport Way - narrow roadway		
Blackberry bushes encroaching on trail parallel to I-90 E of SE 161st	Stoplight unresponsive to bicyclists at 161st Ave SE and SE Eastgate Way	No bike lane on 156th Ave SE
Bridges overf 405 downtown dangerous.	Bell-red road needs bike lanes	Getting around/thru Factoria
broken glass on the sidewalk in the Eastgate tunnel--have to ride in the road and it's very narrow		
broken manhole cover at Phantom Lake Way and 164th; emailed the city at least 6 months ago, no action taken		
Car drivers do not respect pedestrian green-lights	Car drivers run yellow and red lights	Some streets have too much gravel or debris on the edge or shoulders
Cars running red lights-all locations		
challenging to get through downtown Bellevue without going way around		
Closing the bike gap between Yarrow Point and 520 bike path at NE 24th. No shoulder, high traffic.		
Coal Creek Parkway		

Coal Creek Parkway and 120th		
Coal Creek Parkway debris		
Coal Creek Pkwy!!!	East Lake Sammamish Pkwy	Issaquah Fall City Road just off Front St
Connecting from the end of the Lk. Wa. trail to the 520 trail	Connecting from BCC to Microsoft (along 156th or 164th)	
continue bike trial/lane along 405		
Continuing the bike lane on 140th northbound all the way to 520 would improve safety for riders heading to the 520 bike path.	A crosswalk at the 520 onramp & W Lk Sammamish Pkwy connecting the 520 bike path to the bike path heading south on Lk Sammamish Pkwy would be a huge safety improvement.	
Corner of 114th Ave and Main St.		
Crossing 148th at BCC	N bound on W Lk Sammamish	Xing 118th from Factoria
Crossing 405 East-West anywhere in Bellevue	No downtown Bicycle lanes	No downtown-520 trail connection
Crossing 520 no bike lane or shoulder	Bellevue way not a good shoulder or bike lane and a lot of traffic	
Crossing Busy intersections - too many to list	not enough shoulder room - too many to list	156th/148th, crossing over or under I-90 to newport
Crossing traffic at SE 36th heading west, cars turning right on red from I-90E exit (onto Richards Road heading sout) are not looking for bike traffic to cross in front of them to get on the Greenway		
Crossroad on 156th	148th between 20 and 24th	
crossroads	156th	
Crosswalk unpainted and yield signs dangerously located at 38th SE(?) and SE 148th (?). North of I-90 below the on/off ramps for I-90 and 148th.	Trail entrance Richards Road and I-90. 30% of cars making right at light pay no attention to crosswalk or bicyclists.	
Debris in the roadway	Dis-continuous bike lanes	Better commuter facilities
Debris on bike lanes on Cougar Mountain Way SE	Lack of width at top of Cougar Mountain Way SE	
Debris on shoulders/bike lanes on 140th	Debris on shoulders/bike lanes W. Lk Sammamish Pkwy	
Dirty streets with lots of broken glass	Dark streets at night	Car drivers do not obey the law
Down town		
downtown	520-Northup	
Downtown Bellevue	Lake Hills connector	
Downtown bellevue	Bel-red road	NE 8th street
downtown bellevue - 108th and 4th	construction in downtown bellevue	
Downtown Bellevue has no bike lanes	Bike lanes often disappear and then reappear!	Drivers often speed past bicyclists or try and crowd past
downtown bellvue - no bike lanes		
Downtown corridor		
downtown kirkland, worried about cars opening doors	downtown bellevue, not enough bike lanes to i90, traffic too heavy	Clyde Hill to Marymoore Park. Traffic scary around Burger Master area.
Driver education	Newport way I-90 bridge to 164th: No shoulder & buses	W. Lake Sammamish: No shoulder going north

Drivers at Crosswalks	Sharing road w/ cars	
Drivers ignor and drive into bicycle lane	no passage on 148th Ave NE	Forget getting from East of 405 into downtown
Drivers truning right at stop light fail to see bicyclests		
East and west Sammamish Parkways		
east on newport way @ lakemont - no way to bike to trigger left turn light onto W. Lake Sammamish		
Eastbound I-90 offramp & Factoria Blvd		
Eastgate going towards Richards Rd. - There is no bike lane going down the hill	Underneath I-90 on Lake WA Blvd - Erosion narrows bike path	Kamber Rd approaching Richards Rd - No bike lanes
Eastgate P/R area	Factoria	West Lake Sammamish
Eastgate way	SE 136th -frontage road (parallel to I-90)	SE 148th from Somerset to BCC
Eastgate Way & Richards Rd. (to make left turn off Eastgate onto Richards, ride under I-90 and get on bike route is quite awkward)	All of downtown Bellevue (including the Lake Washington bike route which is unmarked in downtown Bellevue)	140th north of NE 8th St. (bike lane disappears; many driveways)
Eastgate way and 148th	Sandy shoulders on the lake hills connector	Absence of shoulders on 156th in the crossroads area
Eastgate way between 156th & 148th	Bus drivers cutting off cyclist when turning into park & ride on eastgate	lighting on path that parallels I-90 from Eastgate to W. Lk Samm
Eastgate way- Speed, ppl driving on the shoulder where I am biking		
eb se 8th st under 405--sink holes on the shoulder. they were filled in, but are sinking again		
end of trail next to 520 then to go to kirkland		
Entering Bridle Trails (not 116th, too much traffic) no paved shoulder		
entire bel red road has no bike lane		
everywhere along w.lk samammish	blind x-ing at w.lk sam & northrup!!!	
Factoria 130th recently reworked with no shoulders for bicycles. Riding on the sidewalks is simply dangerous for riders and pedestrians due to driveways, bus stops, and congestion.	Coal creek parkway east of 405. No shoulder on both sides of the road for 2 blocks	Lake Washington bike trail needs resurfacing protruding tree roots causing hazard. Renton completed resurfacing on their section
factoria blvd & 1-90. Bikes ride east on the seattle-mercer island bike path, then the path ENDS! westbound bikers are blocked from the path entrance by R-turning cars who pull forward.	eastgate: Se 36th & 150th and SE Eastgate way & 148th. no bike lanes in these very busy intersections. wide shoulders on SE 36th end on a curve with no signage, just as SE 36th gets to 150th.	156th in front of state patrol headquarters the road is too narrow. Also everywhere in downtown bellevue except old main street- too dangerous to do errands by bike, 7-lane streets with no bike lanes!
factoria intersection not bike friendly, with cares turning right from i-90 off ramp, and cyclists trying to access the bike trail	no bike lane at eastgate south side of i90	narrow road on 164th at the top of hill by ne 8th

Factoria Road (no bike lanes, heavy traffic) - also Eastgate/Richards intersection - hard to safely make left turn onto Richards to get to I-90 bike trail		
few roads do not have sidewalks or areas to ride a bike forcing out in traffic		
Forest Drive	Coal Creek from bikelane to Forest Drive	lack of bike lane from eastgate park and ride area, up 150th street to the upper Somerset/Hillside drive area - alternate route to Coal Creek/Forest Drive
From Main Street heading southbound onto 112th is a blind intersection for cars. When I bike southbound from NE 8th onto the 112th I always watch for cars exiting Main street onto 112th		
General concern: Drivers inability to share the road when there is no bike lane or shoulder.		
Getting from downtown Bellevue (NE 8th and 110th) to Bike lanes on 112th		
getting from downtown to 520 trail at northup, much traffic	trail/ bridge around mercer slough very rough, bad for road bike	
Getting from I 90 bridge trail into Bellevue.		
Getting through downtown Bellevue during rush hour on a bike is dangerous	Bell/Red Road needs a bike lane	
Getting through the downtown core	Overlake area	156th between NE 8th and Northup
glass & debris in bike lane, shoulders. Many locations	rough trail crossing Mercer slough	
glass, garbage, in bike lanes throughout the city	few to no bike lanes throughout the city	streets too large and busy for bikes/drivers won't share the road
Going N or S through Downtown Bellevue no shoulders	Northrup Way no shoulder	Crossing from Trail in Factoria to QFC side of road, Right turn of Drivers even when cyclist in crosswalks is always way too close of a call.
Heading East on Main over highway, sidewalk has curb and of course no paved should is dangerous for me.		
Heavy traffic and no bike lanes on Bell Red	No way to cross from Sherwood Forest into Microsoft	
Heavy traffic on W. Lk Sammamish PKWY, narrow, many obstructions (cars, trash cans, etc.) forcing bikes into traffic, grates and utility covers in bike lane making it easy to fall on a road bike.	Vegetation close to roadway makes shadows and cyclist visibility difficult for motorists.	
heavy traffic, speeding on 172nd Ave	heavy traffic, speeding on NE 24th	heavy traffic, speeding on

NE	St	164th Ave NE
High speed/narrow on 116th by Bridle Trails park	Redmond way is very dangerous, no better way to go there.	Fixing path on 132nd by Bridle trails would be awesome!
High speeds and no bike lane on Bellevue Way between Main Street and I-90	Aggressive drivers not showing cyclists respect on road	
High traffic areas without alternatrives.		
Hwy 520 Trail at 148th southbound to 24th.	No room on road going uphill at Forest Drive and Coal Creek	
I ride public transit to the bellevue park and ride, but work at microsoft. I take my bike with and ride from BTC to work. The road conditions are horrible for this.	Everything between BTC and Microsoft. There are no shoulders or bike lanes. Sidewalks are unsafe to ride on.	
I-405 Exit 9 no bike lane	I-405 Exit 9 to SE 60 cars in bike lane	
I405/119th Ave SE&Coal Creek Pkwy: Car drivers don't see bike riders when making right turns to Coal Creek Pkwy on red.		
I405/I90 to Lk Sammamish trail		
I-90 & Richards road trail - debris	Lake Washington Blvd - debris	W. Lake Sammamish - debris
I-90 Interchange at Eastgate		
I-90 trail east terminus at Factoria - the free right turn from I-90 eastbound exit onto Factoria Blvd (or is it Richards Rd?)	too many drivers distracted by other thing while driving (talking on cell phones)	big vehicles on tiny roads
I-90 trail north thru bellevue requires use of arterials with no bike lanes & high speed auto traffic (Bvue Way). Unless you have someone show you back streets, you're risking life!	Entrance to bike trail that heads west in Factoria. Exiting freeway traffic turning south into Factoria doesn't stop for cyclists entering or exiting trail ... have seen MANY near misses!	Crossing 150th SE headed E/W to get to/from Lk Samm. Intersection 38th & 150th extremely congested ... scarey!
I-90 trail to Overlake - dangerous	Bellevue Way - Downtown Bellevue to Kirkland	Crossroads mall
Inadequate bike lanes and paths	Drivers taking free rights at stop lights and not looking for on coming bikes.	Drivers distracted by cell phones.
Incomplete bike lane on 108th SE (south of Bellevue way)	No bike lane along 112th Ave/sidewalks dangerous because of trees near Bellevue club	
Intersection Northup & W Lake Samm. Pky.	No bike lane or shoulder northbound W Lake Samm. Pky	
intersection of Bellevue Way and 108th Ave SE. Cyclist often use 108th from I-90 trail to downtown via 112th. Getting from 108th to 112th at Bell Way requires the cyclist to co-mingle with cars.	Intersection of NE 8th and 112th Ave NE.	Bellevue Way south from Main to 108th Ave SE
juanita 100th no bike lane!	totem lake blvd no bike lane	
Kirk Davis		
lack of bicycle lanes - e.g. northup between lk wash blvd and 24th	lots of bumps on bike path along 520 - they were never repaired May-Oct 06	car drivers

Lack of bike lane on 156 near MS campus	Westbound 520 overpass too narrow	
Lack of bike lanes - especially on uphill climbs	Inability to safely make left hand turns on major streets when you have to cross 2 lanes of traffic to get in the left hand turn lane	
Lack of Bike Path on Bellevue Way	Clean up gravel / debris on virtually all roads	
lack of driver courtesy on ALL roads	West Lake Sammamish Parkway--what a total disaster that is for cyclists.. Are you going to wait til there's a death	All of the downtown business district---not one bike lane in sight!!!
lack of north-south bike corridors in Bellevue	high speeds on 134th ave NE	Lack of east-west bike corridors in bellevue
Lack of route continuity	Intersection conflicts.	
lake connector	bellevue way	main street
Lake Hill Connector	Frontage roads parallel to I90	
Lake Hills Connector	Richards Rd	Newport Way
Lake Hills Connector		
Lake Hills Connector & SE 7th Pl		
Lake Sammamish Parkway West - heavy traffic, hard to breath, problems at the roundabout	Bel-Red road from 156 north - no northbound bike lane, no shoulder. It's a good road to make time otherwise, but unsafe.	
Lake Wa trail connection through downtown	Lake Wa trail 'disconnects'	
lake wash blvd south bound just north of I520, the bike lane ends. conflicts with drivers continuing south, especially at onramp to I520 where overpass is uphill. Recommend extend bike lane	need signage directing bicyclists from west end of 520 trail to evergreen point.	need 'share the road with bicyclists' or 'bicycles can take full lane' signs on bellevue way & other arterials.
Lake Wash. Blvd. bike trail S. of Newport Shores is very uneven with the roots ruining the pavement. Down by Pleasure Point past Bellevue the recent repaving is delightful.	Coal Creek Pkwy bike lane is dangerously narrow.	Bellevue Way--totally unsafe.
Lake Washington Blvd between 13th Pl SE & SE 60th St: drivers exceeding speed limits & crossing into bike lanes on curves	Coal Creek Parkway between 119th Ave SE and Factoria Blvd: people constantly running red lights	119th Ave SE between Coal Creek Parkway and SE 60th and SE 56th between 119th Ave SE and 126th Ave SE: people doing over 30 and not stopping at stop signs
Lake Washington Blvd, from SE 60th St all the way in to Downtown Bellevue needs cleaning. There is a lot of debris from the winter still on the sides of the road.		
Lakemont Ave from I-90 to Mathews. Speed	W Lake Sammamish Pkwy. South end. Narrow road and in need of repair	
Lakemont Blvd - cars too fast, lane too small need a separator between cars and bikes at a minimum		

Left turn signal at Lakemont & Newport Way impossible to trigger		
Limited Bike Lanes	Discourteous Drivers	Discourteous Cyclists
Link between Kirkland and bike paths south of Bellevue need improvement (i.e. a dedicated bike lane on Bellevue Way or 112th)		
Lk WA Trail between Coal Creek and Kennydale		
Lk. Wa. Blvd. & Coal Creek	Rainier Ave from Renton to Rainier Beach	Seward Park area along crest, just before dropping down to park.
loosing protective 'island' at 140th SE 8	Debris and drainage problem on Lk Hls Conn sidewalk	eastbound at Eastg. Wy and 148th
main street - downtown		
main/148th Ave - going straight concerned about right turn traffic		
Major arterials without adequate accomodation for cyclists and pedestrians	Road debris and potholes make it difficult to remain either on shoulder or in bike lanes that DO exist	Not enough dedicated throughways for cyclists
Michael Gordon		
more bicycle room on Bellevue way heading to/from Kirkland near the 520 interchange	bicycle bridge across 520	maintain bicycle bridge to MI (potholes, etc.)
more lighting built into the street crosswalks. These work and you see the lights flashing before you see the people.	On 60th st between 128th ave se and 129thave se there is a crosswalk that you come up on to from coalcreek. You need to be going slowler than the speed limit to avoid acidents with drivers merging/wal	biking on coalcreek/need there dedicted paved bike path.
N.E. 8th Street & I-405 Exchange	All of N.E. 8th Street	Most of Bel Red Road
Narrow roadway, large rocks. Northup at West Lake Sammamish		
Narrowness of Newport Way - one of the most traveled by cyclists and there are places it narrows to a matter of inches		
NE 12th St between 102nd Ave & 112th Ave NE	112th ave NE	
NE 12th St between Bellevue Way and 116th Ave NE	Northrup Way and 116th Ave NE	108th Ave NE between NE 4th and NE 12th
NE 12th St east of Bell Way--needs wide curb lanes	Bel-Red Rd 120th Ave to 156th Ave--needs bike lanes/wide curb lanes	_West Lake Samm Pkwy needs bike lanes
NE 12th St. from Bellevue Way NE, then Bel-Red to 156th Ave. NE	NE 24th St. between 156th Ave NE &	
NE 132nd by Bridal Trails Park	116th by Park (bike lane ends)	520 bike path--unsafe pedestrian usage
NE 20th Street	Bel-Red Road	140th Ave NE from Bel Red north to city limits
NE 24th at 112th NE - Blind intersection due to hill, no traffic light, no sidewalks		
NE 24th St between 140th and 148th - needs bike lane or 520 trail access	520 trail at 148th Ave.	Lack of good north/south routes.

NE 40th St between 140th and 148th		
NE 8th	124th NE 124th inTotem Lake	NE 20th from 520 bike trail
NE 8th & 112th, where the trail next to I-90 ends: there is NO safe way to get onto the street, you just have to come off the trail, directly into traffic on NE 8th	Lake Hills Connector: no shoulder, no bike lanes, but is a MAJOR cycle artery (huge bike lane from Factoria just ENDS at this road). I have had trash thrown at me, deliberately swiped, etc.	
NE 8th & 116th intersection		
NE 8th & Bellevue Way	Bellevue Way SE to I-90	Northup Way
NE 8th / 112th NE	108th Ave underpass at SR520	North/South routes are fragmented, East/West are non-existent
NE 8th and 112th street	Bellevue Way and Northup (heading north)	Bellevue way (lack of shoulder/bike lanes throughout)
NE 8th and 112th: too short of cycle on 112th		
NE 8th and NE 112th Intersection	Coal Creek underpass bikeway access	520 underpass on 112th near the old Microsoft building
NE 8th overpass of I-405		
NE 8th, esp betw Bellevue WAy and 116	St heading N from I90, first 'intruded'intersection past Spirit Ridge Pk	NE 8th betw 116th and Bellevue Way, esp 405 intersection
Near Microsoft (no bike lanes!)	148th & I-90 (no bike lakes, crazy traffic)	W Lk Samm Pkwy [must ride against traffic]
Need safe passage over I-405 from downtown Bellevue - NE 10th or 12th bridge maybe	Factoria/Richards Rd/I-90 exit ramp bikeway access - oncoming vehicles risk hitting cyclists crossing cat-corner to enter bikeway on South side of ramp	Bel-Red Road needs designated bike lanes from Bellevue end to 156th Ave
Need to find a way to connect the end of the bike trail that parrelels 520 to Belleuve Way. There is no shoulder on the hill section that goes in front of R&R Rental (Northrup Way)	Same as number 1 accept this is the section that goes in front of BurgerMaster	West Lake Sammish Parkway needs bigger bike lanes
Newport High School to 405 on Coal Creek- no bike lane on right	Coal Creek and Forest Drive too steep	
newport shores and LK wash blvd	Mercer bike trail concrete sections raised	coal creek parkway up to the bellevue fire station bike lane-NOT
Newport Way		
Newport Way	Eastgate Hill (Honda Auto)	Lakemont Blvd
Newport Way - Traffic moves fast, bike lanes small	West Lake Samammish - bad road conditions(debris and potholes)	
Newport Way from Issquah to Factoria	Factoria Blvd.	150th from Sommerset to Albertsons
NEWPORT WAY!!!!		
no bike lane on 140th from NE8 to NE24th (connection to trail)	excessive debris still on trail by 520 between 148th and redmond way	
No bike lane on Bellevue section of West Lake Sammamish Parkway makes it very difficult to use this otherwise nice road for biking. Redmond side has a very nice bike		

lane.		
No bike lane on Bellevue Way between NE 8th & Lk WA Blvd.		
no bike lane on northbound west lake sammamish on the south end of lake sammamish		
No bike lane or shoulder		
no bike lane or shoulder on northbound on West Lake Sammamish Pkwy	dangerous intersection at Northup and W.Lk Samm Pkwy --- cars do not look before turning	
no bike lane W. Lk. Samm. Pkwy.	no bike lane Newport Way going East 150th twds 164th	lack of great bike route through downtown Bellevue from south to north
No bike lanes on Belle-Red Rd between 156th Ave NE and downtown. There is no way to safely bike from Overlake area to downtown area.	The trail along SR520, the west end terminates on Northup which has no shoulders or bike lanes to Bellevue Wy	Westbound (uphill) NE 24th between Bellevue Way & 100th Av NE has a bike lane that forces you into the road or up over a very tricky sidewalk sashay.
no bike lanes on Bellevue Way	no bike lanes on Factoria Blvd	
No bike lanes on busy thoroughfares		
No bike lanes on SE Newport Way		
No paved shoulder on Bellevue Way south of 112th Ave. SE intersection		
No room to ride. I ride to and from Microsoft and take 116th to NE 12th - what I call 'the cooridor of death'.	widen roads and add bike lanes	
No safe bicycle route between Fall City and Redmond (SR-202 -- no shoulders, high speed road (55 MPH)	No specific minimum clearence requied for automobiles passsing bicycles. Auto-drivers can come within inches of colliding with a bicyclist and this is legal!	Auto drivers colliding with bicyclists, not stopping, and not being investigated/prosecuted by the police.
no safe connection from end of520 trail to the lake washington bike path I have to ride down the northrup hill from 116th to 108th exit area, very scary	bike lane on 140th dies at NE 8th does not connect to 520 path north of 20th	
no safe North-South path through downtown Bellevue	no safe way to cross 405 on most bridges - no bike lanes	Bellevue Way South (by Main and South) - rough and narrow - needs wider, smoother, well-marked shoulders
No safe way to travel from I-90 to 520 trail		
no shoulder on bellevue way	no shoulder on 112th	construction related road conditions
No shoulder on Northup from 108th to 116th		
No sidewalks, 168th and Northup	circle with no signs and directions 168th and Northup	No or very fee street lights 168th and 19th
no trail connector on lake washington loop		

no way to travel north on 148th Ave safely from the Eastgate area. When you ride on 148th Ave going north from Eastgate you end up in the middle of the street with traffic from I-90 on your right.		
North bound 84th turning East on Points Drive during the evening rush hour		
Northbound from Renton, bicyclists come down the hill at high speed and on to Lk WA Blvd SE. At the point where the trail and street merge there are 2' to 4' bumps that throw bikers.		
Northbound on West Lake Sammamish	All of 148th	All of Downtown
Northern travel West Lake Sammamish Pkwy	Northrup has no bike lanes	Roads paralleling I90 leading to I90 trail across Mercer Island have poor/no bike lanes
northrup and w. lake sammimish	w. lake sammimish further south maybe 30th st?	
Northrup btwn 116th and 108	limited bike lanes/signage btwn east outlet of 405 trail to Sammamish trail	bel-red road
Northup & 108th	All streets crossing 405 downtown	Richards Road, 148th & 156th crossing I-90
Northup Ave between 405 and 108th	520 bike trail entrances on 130th, 24th	134th/132nd NE next to Bridle Trails SP
Northup between 108 and 116 NE	Need Bike Lanes on Bellevue Wy North of NE 12, South of Main	
Northup between 405 and 108th -- Too narrow, too many driveways, poor lighting		
Northup eastbound under 405. This is a main route and there is no shoulder.		
Northup from 405 to Bellevue Way - bike lane before and after, but no shoulder for this very busy section.		
Northup near 124th	51st at 520	40th at 520
Northup near 520 bilke trail has no shoulder/ bike lane.	Bellevue way no bike lanes, heavy traffic	Belred road across 405
Northup to Redmond		
Northup Way	Bel Red Road	156th Ave NE
Northup Way & NE 24th - 116th Ave NE	NE 12th & 116th Ave. NE	NE 8th St. I405 overpass
northup way between Bellevue way and the 520 bicycle path. It shocks me that we have a such great paths, with NO interconnect. Northup as you go past BurgerMaster is dangerous, narrow and dark.	Better paths and or lanes between I-90 bike trails and marymoor park. Let's connect these great resources with a safe, dedicated pathway.	Provide a proper bike lane between bell square and I-90 area
Northup Way from Bellevue Way to Lowe's - no shoulder, no bike lane, poor lighting	Bellevue Way, from Northup Way to S. BLV Park & Ride: no bike lane	
Northup Way from NE 116th to 108th is too narrow. Needs widening	NE 12th St bridge over I-405 is too narrow	Bike lane needed on 140th Ave NE from NE 24th St to

		Bel-Red Road
Northup west of the bike trails end heading towards 520 bridge	NE 8th from downtown east across 405	Bel-Red Road - ALL OF IT
not enough bike lanes		
N-S on 140th between NE8th & NE 20th	Any N-S route through downtown core	
off road-way trail under trestle near 118th ave se (newport shores) 's' curve is very dangerous as is the cross walk to newport shores	se 60th and lk wash blvd cars stopping cutting corner	
Onramp to E bound SR-520 from 148th Ave NE		
other bikers		
pedestrian/cyclist warning signs on 97th PL SE	Northup Way too narrow - add shoulder or bike path	Improve shoulder condition on W. Lake Samm
Points trail overgrown bumpy		
Poor access from 520 bike trail to downtown Bellevue	Bike lane needed on Bel-Red Road	
Pot holes & sand newport way bike lanes		
Proposed West Lake Sammaish		
Redlights frequently run on BelRed road	People diving in the middle turn lane in order to get to 24 Hour fitness from northbound 140th Ave NE	
Richards Rd as it passes under I-90		
Riding along 85th Street between 148th Ave and 130th Ave		
riding Bellevue Way	east end of East Channel bridge bikeway	
Riding on 156th	520 bridge crossing (no bike access)	Riding on 40th
road too narrow/no shoulder 156th	no bike lane on road on 148th	
S. Bellevue Way		
SE 36th & 36th Pl SE - No shoulder downhill	140th - no bike lane all the way through	General - not enough bike lanes
SE 36th St - not enough shoulder	SE 36th St - westbound at Factoria Blvd, transition to bike trail - need to ride in traffic. Oncoming cars block access to trail ramp.	
SE 60th between 119th and Lake Washington Blvd (in front of Eastside Catholic High School) almost no safe pavement entire n. side road for cyclists so full of deep cracks and potholes, rocks	see below-Newport Keys	
SE 7th Place crossing Lake Hills Connector onto SE 8th st; awkward merge with limited visibility	Bellevue Way is unbikeable in general	
SE 7th ST & Lake Hills Connector to SE 118TH ST		
SE 8th st and 114th ave SE	Lake Hills Connector and SE 8th st	NE 8th st and the 405 overpass intersections
SE 8th st crossing under I-405	There is no safe way to traverse downtown north to south - e.g. 116th Ave from NE8th to 520	

SE Eastgate Way- lots of gravel and debris on shoulder/bike lane between Factoria and 156th. It often forces me to ride in the roadway, which can be dangerous.		
SE Lakehills blvd & 148th AVE	end of I-90 trail at Factoria Blvd	going north on 156th AVE (no bike lane)
Sharp edges on sewer lids on cycle shoulders. See 150 yds west of Forest Drive on the North side of Coal Creek Pkwy.	The condition of the surface on the cycle path from Newcastle Park to Coal Creek, and the access gates at the north end of same. They should be locked when not in use. A cyclist would not see them at	Keep the mud off the roads, dragged off hte construction sites all over Bellevue.
Sidewalks on 24th between 148th and 156th are hazardous	No bike trail from Microsoft to Yarrow Point	Smog on 520 coming up the hill
somerset boulevard N of SE 43rd		
Somerset to Eastgate interchange (150th is awful - even for walking...neighborhoods are 'cutoff' from access other than by car safely	in general cars & bikes don't mix well - unless there is a physical /safety barrier of separation	
south bellevue way from the end of the I-90 bikepath has no shoulders and the sidewalk is not wide enough fortwo bikes to pass...very easy to fall into the street and die...lots of pedsuse this too	Metro park and ride lot and bus stop just prior to I-90 is difficult and unsafe to cross. I just missed getting hit by a truck driver on his cellphone	
space on the roads to ride together w/cars	buses/bike connections... takes too long, too many transferes	lights, share the road
Speed of traffic on 118th Ave SE	Negotiating SE 8th between 112th Ave SE and Woodridge	
speeding in Lakemont/couga mountain	construction debris along 164th ave	
speeding motorists	ignorance of the rights of cyclists	
Speeds on Lakemont Blvd climbing hill from 90	West Lake Samm Northbound	North side of Eastgate from bike path over 90 to 156th. Have to ride against traffice on sidewalk. Sketchy.
SR 520 and 140th	Overlake area by Safeway 140th-156th	
Stop lights don't turn green for bicycles: e.g. Hard to get to bike trail from I-90 frontage road at Richards Road intersection unless there's a car in the left turn lane to make the light change.	Difficult to cross 150th at 38th	Debris at shoulder along I-90 Frontage road
The bike trail along 405 just north of the 44th st exit and just north of the 112th exit is really rough and needs to be resurfaced	On 112th just north of NE 8th bike lane should be painted	I have not found any good routes through downtown Bellevue bike lanes would be great!
The entire 156th Avenue NE during peak hours		
the entire Bellevue Way corridor	Crossing over I-405 downtown	Crossing over 520

The paved trail along 405 between exit 9 and 10 is in bad condition with roots making bumps that could make unexperienced riders fell.	The bike line on Lake Washington from exit 9 does not provide much protections with cars continuously riding in it. Adding plastic poles or the small round bumps would help.	Bike line need to be cleaned more regularly. Debris in it often force us to ride in the street.
There is no good north-south route through downtown Bellevue.	The bike/ ped trail along I-90, across the Mercer Slough is bumpy, too narrow.	
through downtown Bellevue		
Through North part of downtown on 112th on Lk WA cirle route	North/South on E side of freeway between freeway and 140th	
Throughout Downtown Bellevue		
Too crowded on some trails		
traffic calming island near 161 and SE Eastgate Way.		
traffic lights don't change for bikes on Bell-Red Road, from 156th to 116th	As the traffic has become more dense, there isn't room to ride safely in the traffic lane	
trail along 405 in south bellevue		
Travelling N between Main street and 24th (west of 405) - no good bike lanes or wide shoulders. Need at least one good route due to lots of traffic	Need a better NS connection between 520 and I90	No shoulder on bellevue way between 112th Ave SE and when 112th Ave SE resumes further south
Travelling north through the city. We travel 114th NE to 112th as our only option.	The 112th and NE 8th intersection is not very bike friendly heading north OR south	
Very poor shoulder and poor lighting on Northup way between bike path and Bellevue Way	Huge tree root bumps on bike path near Hunts' Point	Speeding cars on Northup way, and the scary way a cyclist has to cross the 'free right turn' cars use to head towards Kirkland. Cars don't give way, causing the cyclist to stop or get on sidewalk
W Lake Samamish: potholes and poor pavement right on edge of white line	General: bike lanes/side of road have rocks, other hazards	
W Lake Sammamish between Redmond and Issaquah		
W Lake Sammamish Blvd		
W Lake Sammamish northbound - no shoulders or bike lanes	No easy way to enter downtown Bellevue	520 bike trail needs to continue all the way to the 520 bridge at the bus stop
W Lake Sammamish Parkway	Northup way has no paved sholder or bike lane	Bell-red road - partial bike lanes give a false sense of access for bikes and cars. Better to eliminate the bike lane markers or wided the road
W Lake Sammamish Parkway, drivers turning right do not stop before entering roadway (since the bike lane is only on one side this is an extreme hazard)	Complete lack of bicycle lanes on major roads (148th NE, 156th NE, Northup Way, Bel-Red Road, NE 8th, Bellevue Way)	
W Lake Sammamish Pkwy (poor pavement, no legal northbound lane, debris, no enforcement of parking	Northup near I 405, no shoulder poor pavement high traffic	

rules)		
W lake sammamish pky SE & NE		
W Lake Sammamish Road		
w lake sammamish. The shoulder pavement is terrible and there is a dangerous ridge between the shoulder and the main road	potholes, cracks, bad surface on the burke gilman trail near marymoor	
W Lk Sam. Pkwy - poor shoulder SB, no shoulder NB	No shoulder WB on Northup W of 173rd Ave NE	150th Ave NE and I90
W Lk Samm - bike lane only for one direction, as soon as W Lk Samm moves into Redmond, there are bike lanes for both sides, WHY?	Main Street - there are no bike lanes in downtown Bellevue	
W Lk Samm/ 26th		
W. Lake Samammish Pkwy		
W. Lake Sammamish Pkwy, only safe to ride southbound, no northbound shoulder or bike lane	Need bike lanes to ride through downtown Bellevue north and south	gravel on shoulders, especially on Newport way, W. Lake Sammamish Pkwy
W. Lake Sammamish--No shoulder or bike lane NB	W Lk sammamish SB--poor shoulder w/ 2 way traffic	
W. Lake Sammish Parkway		
W. Lake Smammish Pkwy		
W. Lk Sammamish		
W. Lk Sammamish Pkwy		
W. Lk. Samammish Pkwy!		
W. Lk. Samm. Pkwy. N.E. Need bike lane in both directions, like the rest of the road around the lake.		
W. Lk. Sammamish Parkway, lack of northbound bike lane		
West Lak Sammamish Parkway, North Bound, going from	Northup Way	
West Lake Samm- No north bound side	Downtown- no main corrider from 520 to I-90 trail	
West Lake Samm Pkwy		
west lake samm.	se and ne 164th a lot of riders use that as their north or south or south to north route	
West Lake Sammamish		
West Lake Sammamish	East Lake Sammamish - near Issaquah	
West lake sammamish		
West lake sammamish	NE 156	Lake hills connector
West lake Sammamish		
West Lake Sammamish - minimal shoulders (SW portion)	Road Bikes require clean shoulders to enable speed outside of traffic.	
West Lake Sammamish - no bike lane going north		
West Lake Sammamish - Northbound from I-90 to where the bike lane starts at NE 24th	Newport Way -eastbound from 148th to Issaquah	Bellevue Way from downtown area to SE 8th (where you can get back onto a low-traffic road)

West Lake Sammamish is a Death Trap		
West Lake Sammamish Parkway		
West Lake Sammamish Parkway	Factoria Blvd/Loehman's Plaza Intersection	
West Lake Sammamish Parkway		
West Lake Sammamish Parkway - dirty shoulder, needs new pavement, make the south bound side bi-directiional as the northbound side has NO shoulder. The Redmond end really puts Bellevue to shame here.	Overlake area from 140th to 156th and NE 24th to NE 8th	
West Lake Sammamish Parkway (no bike lane in one direction)		
West Lake Sammamish Parkway--'nuf said	lack of visual alerts to drivers for cyclists using NE 24th/Northup	sweeping the I-90 trail east of Enatai about 1/2 mile
West Lake Sammamish Pkwy	148th Ave NE	
west lake sammamish pkwy	NE 8th street	156th/148th avenues NE
West Lake Sammamish Pkwy		
West Lake Sammamish Pkwy		
West Lake Sammamish Pkwy - Too narrow near state park. No Northbound bike lane for most of the road		
West Lake Sammamish Pkwy North bound	Bell-Red Road from W Lk Samm Pkwy to 156th	E Lk Samm Pkwy, from Costco area North bound to 7-11
West Lake Sammamish Road		
West Lake Sammamish... no shoulder/bike lane on north bound direction	no good cycle path through downtown bellevue... say getting from north bellevue to I-90/Factoria along lake washington	
West lk samm		
West Lk Sammamish Pkwy west shoulder debris and potholes		
West Lk Sammish - Counterclockwis bike lain is in horrible condition. Ridge between road and path has a very dangeous edge that can drop a bike very quickly when not hitting it head on.	Same as 1. Lots of debris on road and poor visibility of cars from drive ways.	Same as 1 - According to speed monitors, cars are often over 40 and over 50 at times. Cars are often parked in bike lane.
Wider shoulder around Lake Sammamish would be nice		

Bikeway Survey – Question 12: Please provide any comments or suggestions to us on what we can do to encourage more people in Bellevue to bicycle.

Bike Commuters JUST need simple road shoulders on BOTH sides of the roads, including THROUGH the intersections, and the 'bike routes' have to actually GO SOMEWHERE and CONNECT to each other and to other municipalities.
Have a motor driven vehicle holiday on a N - S street/avenue in Bellevue once per month, with only bicycle/pedestrian traffic. Encourage Emperor of City Center to have bicycle racks throughout Bell-Square.
I don't really like to bike on the sidewalk very much (and I don't think I'm alone in this amongst bikers); it doesn't feel very safe to travel at a good clip and it seems to irritate the pedestrians. The street allows for better speed, but in Bellevue it irritates the drivers even more than biking on the sidewalks does the pedestrians. Riding on any of the arterials usually results in being honked at or verbally threatened. I would be much more inclined to use my bike for errands and general transportation if there were a few more bike lanes on major streets, especially those that cross 405 into downtown, so that I could get somewhere at a reasonable speed without holding up traffic and angering the motorists or worrying about plowing into a bus stop full of people. I love the bike lane on 140th! I wish there were a few more like it.
- Bicycle only pathways -
- give employers incentives to credit bike commuters similar to vanpool incentives - add trails or bike lanes; redmond is much better than bellevue on this
(1) Bike lane on 520 bridge. I'd ride every day if I didn't have to go around the lake. The regular busses don't work when the weather is nice because the racks are always full - I've had to wait 45 mins. Before the bridge is replaced, set up a metro bus for bikes only that simply circles the bridge hauling bikes & riders. If I could reliably get across the bridge I'd ride every day. (2) Improve East - West trips from the lake to Overlake. This requires fixing the Northup section of the 520 bike path (i.e. the part where there's no bike path) and improving the biking on the other roads from Overlake to downtown. (3) Improve bike lane on Bellevue way south of 520. It is great going to Kirkland, but going south to Bellevue doesn't work well at all. You have to go way out of the way to go up 112th (or whatever the road just west of 405 is called).
(I used to Live in Bellevue, @ Factoria, and used the I-90 trail to get to Downtown Seattle) - Incentives to bike to work. $ always works. - Lowered Sales Tax, if you came to the store on a bike. - Tax Parking lots - POLICE. Informed POLICE who enforce the rules of the road vis-a-vis Bicycles. - Provide public showers (where people can shower for cheap, instead of springing for an expensive Gym Membership). KUDOS: Bellevue has those cool X's marking the spot where one could put their bike wheel to trigger lights. That is so COOL. The first city where I saw that, and frankly, it needs to be at every intersection. Thanks for that great mechanism. Dangerous places: - North bound shoulder on W Sammamish Lake Road (a LOT of cyclists use this route, and cars get very antsy-pantsy around the areas where we have to ride on the road). - Fix the GOD AWFUL bike path through Mercer Slough Park (used by the I-90 bike trail). HUGE cracks everywhere. I almost ruined my front wheel coming down that steep bridge (going Eastbound). -
1. Provide off-road trails for mountain biking. 2. Open more trails to mtn biking. Recognize that mountain bike enthusiasts are much more aware of trail safety and care as well as the needs of other trail users. Only close trails to mountain bikes when the trail is unsuitable for the activity. 3. Provide more places to secure bikes. I don't use my bike for errands (i.e. going to the grocery store, etc.) because there is no place to stow it while in the store.
1. Bike Lanes 2. Wide, clean shoulders
1. Connect existing trails/bike lanes into a more seamless network. 2. Realize that commuters have very different requirements than leisure cyclists. Sidewalks and dedicated trails generally don't work for cycle commuting. On street bike lanes work well, but not when they end after a short distance (see #1).
1. create more bike lanes 2. if possible, separate cars and bikes completely. 3. study how the dutch manage bikes/car traffic. 4. Bel-Red road needs to be widened and have bike lines (ideally separate from cars). 5. NE. 8th should have wide bike lanes for the entire length of the street. 6. City planning should emphasize walking/biking access when redevelopment occurs. Areas like the bel-red corridor, soon to be redeveloped, should be designed from the getgo with bike/walkers in mind.

1. Encourage riding by accentuating the benefits: health, environmental, financial (save $ on gas & vehicle maintenance) 2. Educate drivers AND BICYCLISTS to share the road; I've seen some pretty brazen cyclists who knowingly disregard rules of the road 3. Add & maintain bike lanes in heavy traffic areas (downtown, Overlake eg 148th & 156th)
1. Post 'Share the road' signs 2. Paint walkways at intersections 3. Design new intersections with bike lanes 4. Encourage biking with weekend events inside the city limits
1. Provide a N/S trail through Bellevue, preferably tied in to existing trails. 2. Stop letting cars park in bike lanes.
1.I wish there were a better bike path eastbound through Kelsey Creek Farm so as to avoid the nearby Lake Hills Interconnect grade. The problem area is that hill on the east side of the farm which is a bit of a pleasure drainer, because of the steep grade and the multitude of stairs. The terrain now requires the hoisting a bike on one's shoulders when climbing those endless lovely steps through the forest primeval. Despite this criticism, a visit to the Farms themselves is always an exploration to be savored. The trail from Larsen Lake to Phantom Lake is a most delicious morsel of a ride. 2. A Wise Bellevue DOT Resolution: Water drain slots along curbs should make a pattern like thin chevron stripes so bike tyres won't slip into the drain slots, as opposed to a grated drain with wide slots that run parallel to the biker's line of travel. Having a wheel slip into a wider drain slot truly wrecks the tyre rim and invariably makes a plow out of one's nose.
1.The city would benefit from designated bicycle-friendly routes North-South and East-West through downtown, as well as through residential Bellevue. In other words, upgrade bicycle lanes on less congested streets (e.g. 108th?, Main St.) and encourage cyclists to use these routes. 2.The city also needs a good North-South and East-West bicycle-friendly connector to eastside Bellevue neighborhoods and crossroads area. 3.Encourage businesses and public areas (e.g. bellevue square, park and rides) to have secure bicycle storage boxes, or other secure bicycle parking areas.
118th from south of I-90 to Coal Creek Pkwy backs up from 4 pm - 6:30 pm--cars often are part way in the bike lane so we can't get by, and also block the intersection in front of Newport Keys neighborhood so we can't get onto the bike path (by the railroad trestle) there if going southbound. Going northbound, we can't get off the path and into the bike lane because the cars are blocking the intersection and it's extremely unsafe as you can't see cars coming the other direction. I'd like to see a motorcycle officer giving tickets to all the cars going southbound on this street who are driving partly in the bike lane and blocking the bike path entrance! Put in trip plates (like in Portland) in bike lanes or roads that will sense a bike rider, so we can trip the lights--it's frustrating to have to wait for a car to come and trip the light, especially when there's no traffic the other direction. You can build all the nice bike lanes you want, but if you don't keep them clean of gravel, sand, rocks, glass, branches, parked cars etc. we cyclists won't use them as it could mean bodily harm--and it will anger drivers more to have us riding on the road when there is a bike lane and we're not in it--the drivers can't always see the sand or gravel or glass in the bike lane from their car. Debris, inconsiderate drivers (even when I'm riding at the the speed limit!), weather and bike lanes are important considerations for me, but I marked 'don't agree' on my survey because they don't stop me from riding 5-7 days a week, and commuting to work frequently (except when I work until midnight, due to lighting/safety concerns)--you have to have nerves of steel to cycle here. Almost every day I ride my bike I have a close call with a car driving w/ their right hand wheels over the bike lane line, or trying to pass me while talking on their cell phone. My husband also cycles 5-7 days/week and commutes to work sometimes.
4' wide and clean sholders. Contiguous routes Increase public awareness of driving courtesy towards pedestrians and cyclists. Agressive enforcement of driving rules. Developing off-road bikeways will get the average person on a bike, but does not get an experienced cyclist excite.

4) Northrup going up hill 5) The lack of connections (north to 12th, across the freeway for example) from the Bellevue Transit Center to bike friendly streets. 6) The lack of bike lanes on the roads near all these construction projects - we are locking in a car only mentality for the life of the new buildings - this should be zoned in before the buildings are constructed. I commute to work in Bellevue/Redmond a 34 mile bus/bike commute. There are to few routes suitable for a commuter. Routes need to be direct, fast, bike lanes or paved shoulders. When I'm in a hurry I will ride 148th, 156th, Bel-Red, NE 8th - to the annoyance of the drivers. A survey is nice, but the lack of 'bike friendly' facilities where these new buildings are going in proclaims Bellevue as a bike unfriendly city. The trails are not very discoverable - that is endemic in the entire region. I try to AVERAGE 18 mph on my commute - multi use trails are not safe/suitable - I will not use them if I have any other alternative.
520 bridge bike access
A bike tail connecting the lake trail at Enatai with the Burt Gillman connection on 520. These are long distance trails but get a little confusing running through Bellevue.
Absolute first priority is to educate motorists that 1. Bicycles have a right to use the road - we pay taxes too! 2. It is not safe to ride a bicycle on the sidewalk. There seems to be a widespread misc-conception among motorists that bicycles belong on sidewalks and cars belong in the roads- I've been screamed at, sworn at, and driven off the road by cars and delivery trucks on 148th. Right now there are no consequences for screaming, throwing things, driving cyclists off the road, or even hitting them. There should be a tangible consequences for abusing cyclists - a fine, ticket, police warning, up to suspension of driver's license. This will work best everyone knows about it - ie: advertising similar to the DUI campaign. To make this fair, people riding bikes irresponsibly, without helmets etc, should also be penalized. Please add more busses with bike racks! Most people who ride would love the option of bussing home or splitting their commute between bicycle and bus. There is minimal/infrequent bus access to Bellevue, it would be wonderful to invest more here.
Access to downtown Bellevue can be scary from the Crossroads area.
Actually having police officers in these areas and having them write tickets when people break the law might do something. Just hang out in an unmarked car near Newport High School in the morning for the 20 minutes before classes start on 124th Ave SE. Try that or SE Allen Rd and 138th Ave SE or 138th Ave SE and SE 40th St.
Actually, I wanted to compliment you on the work you've done to make Bellevue bicycle friendly - it makes my commute to work possible. The recent improvement to SE 38th street/148th Ave intersection has relieved much of the entropy. Thanks, also, for putting up the trail signs. This was invaluable the other day when I needed to get from the South Bellevue P&R to Factoria sans map.
Add a bike lane to the east side of West Lake Sammamish Parkway in the City of Bellevue area. It is so much nicer to cycle once you reach the section of this roadway in the City of Redmond, where there is now a narrow bike lane. What are you waiting for - this has been on the table for years and a few local residents are making life dangerous for all riders on this beautiful, scenic roadway. This is a public roadway that should be able to be shared safely by all.
Add a bike lane to West Lake Sammamish Parkway
Add a north-south bike path through Bellevue, somewhere around 148th ave. As it is, Bellevue is one giant obstacle to bicycle travel. Also, stop creating those 'traffic calming' islands in residential streets. They force cars too close to bicycles.
Add bike lane to more streets - create bike routes for getting accross town - both east/west and north south. Creat bike friendly and safe routes to use bikes.
add bike lanes
Add bike lanes and ensure traffic turn lanes incorporate bike lane flow. Educate motorists to share the road.
ADD BIKE LANES AND INCREASE THE WIDTH OF THE SHOULDERS!!
add bike lanes by striping widen sholders where there is room and please keep the sides of roads clean. Bicycle people do not like to ride sidewalks they are slow to ride, most sidewalks are too narrow to share with walkers and it is much more difficult to maneuver at intersections.
Add bike lanes on major throughfares such as Bellevue Way, NE 8th, NE 12th.
add bike lanes or trails have city planners require building set backs - downtown Bellevue is noisy - not pleasant for walking or riding when traffic is moderate to heavy

Add bike lanes to connect Bellevue with the Lake Washington bike trails. It is a nice ride from I-90 south all the way around to Kenmore. But getting from Kenmore back to I-90 is scary due to lack of bike lanes.
Add bike lanes to downtown, make it easier for people to commute via bike thru the city
Add bike lanes. Encourage 'sharing the road'. Provide more places to lock bikes.
Add incentives to employees for biking to work. Impliment a reward system for biking or working out/healthy lifestyle, like the City of Kirkland. It work be an investment in the city to have healthier employees.
Add lockers and lockup areas, it's hard to find one in many areas.
Add more bike lanes and/or trails. They have to be continuous. Partial solutions won't work because if there is a dangerous section, no matter how short it is, people are discouraged to ride bikes.
add more bycycle lanes Provide more signage for directions
Add more European style bikeways where there is a physical separation from auto travel lane and priority signalization for bicycles and pedestrians
Add more trails and bike lanes.
Add pedestrian cycles to traffic signals that bikes could use too. It's often dangerous to be in the traffic flow, but you have to wait forever for the ped signals (which defeats the purpose of biking).
Add shoulders and designated bike lanes to arterials that don't have them.
add wider shoulders to flat arterials
Adding bike lanes on selected low traffic streets to allow bike access in and around downtown Bellevue. Having cleanup of bike lanes on a regular basis from debris (leaves, gravel, glass).
Adding more Bike paths, the current ones are great but we need more to encourage people use their bikes more often.
address the mis-conception that bicycling/walking is dangerous. Secure bike parking. increase penalities and enforcement against those who harrass, injure or kill cyclists and peds
After attending several planning committee meetings for proposed West Lake Sammamish Parkway improvements, I was discouraged by the decision to place all bicyclists and pedestrians on the West side of the parkway. I would, and I know all cyclists would prefer to go with the flow of traffic on shoulder as opposed to going head on with bicyclists and pedestrians. Much prefer Northbound bike lane to hook up with the bike lane Northbound after 24th in Redmond. Makes no sense to have to change lanes from West side to Eastside on the Lake Road after 24th. Please reconsider. Thanks for the opportunity
After having been hit and run over by a truck within the last 3 months, I speak from experience. The biggest fear serious bicycle riders have is getting into an altercation with a motor vehicle. Therefore, the city should enlist experienced and knowledgable bicycle riders to work on this project that truly understand the inherent dangers associated with riding a bicycle in close proximity to motor vehicles. Once the life threatening and/or life altering danger is removed then bicycling will begin to make more sense to more people. One could look at it this way, '...given the current conditions why should someone risk their life to ride a bicycle?'
All of Downtown Bellevue is terrible to bike in, including by the Transit center and by the mall. Bike lanes in downtown are imperative.
All of the following apply to downtown. Provide wide lane streets, eg 100th with narrow lanes has a large median that should have been used to make wide lanes. Same with 108th. And traffic on NE 12th, NE 10th, NE 2nd and Main Street does not require 4 lanes each way AND a turn lane except at Bellevue Way and also at 112th. Bikes can take the lane for short distances at choke points and downhill. Never provide downhill bike lanes, it's dangerous. And traffic enforcement. Provide multiple bike crossings under / over 405, not 8 foot sidewalks! Outside of downtown, Northup Way has a wide lane and parking downhill and a extremely narrow lane uphill. This is the connector for the 520 trail and it's lousy.
all road improvements should include bike lanes. small barriers between busy bike lanes and car lanes ie major thorough wares - bellevue way, newport way, 148th, 140th.

All that cyclists need are ROAD SHOULDERS IN BOTH DIRECTIONS on ALL secondary roadways. The 'bike routes' need to actually go somewhere and connect with each other and with other municipalities routes. Shoulders only on ONE side are worthless for a round trip. Ending the shoulders so they don't go THROUGH intersections is just plain a hazard. I used to bike commute to all my jobs. I NEVER bike commute anymore due to REDUCED road access for bike commuters in ALL local municipalities, combined with too much caffeine and rage in the drivers.
Also, safety concern @ Forest Dr and Coal Creek Dr.
Andrew R. Goulding AIA SEGD Signage Consultant Seattle Bicycle Master Plan Renton Bike Pedestrian Plan Bremerton Signage Master Plan Let me know if you would like me to send a few images of my work.
Another safety area: West Lake Sammamish Pkwy, needs bike lanes on both sides of road. 1) All arterials should have a bike lane 2) Think of all types of bicycles (including recumbents) when designing bike path entrances (angles, widths between barrier poles) 3) How about sponsoring a bike fair in downtown Bellevue in the summer? Get vendors, have people speak on commuting, safety, etc., and even have a 10-mile 'fun ride' through downtown on a Sunday afternoon (to not affect retailers). Fairly cheap, would draw people from surrounding communities (who would spend $$ in Bellevue), get the city some positive publicity.
As A cummuter it would be nice if cars would just be more coraperative towards bikes. Bikes a not the reason they are sitting in traffic its the amount of cars on the road. Also cars often misjudge the speed of cyclist either pulling out in front of you or waiting for you to pass way to long trying to be quetius. They need to be more prodictable.
As a driver, I see many bicyclists driving very unsafely. Many weave between lanes, do not follow road signals, etc...
As downtown Bellevue has grown, the bikeability has gone degraded significantly. Maybe developers should be required to address walking/biking issues as well as parking when proposing a new condo.
As you are developing downtown we have the opportunity to add well defined bike paths in and out of downtown Bellevue. Take the time to do it right. (like vancouver bc, not seattle). And I'd love to see Bellevue tap into the Burlington Northern Railway trail when (if) it is made into a bike path. Allow permitting for a competitive bike race in downtown Bellevue. Similar to Ballard's Twilight Criterium. Day start with family ride and end withs Competitive Catagory 1/2 racing. This raises awareness for cycling, health and is a great community event.
Aside from the questions you already asked, the only other thing I can think of is an Eastgate Regrade.
Bellevue has gaps of area where you have to ride out in traffic.Which makes it just unsafe. in new const where poss add 5' to 6' side walks for bike & ped linking main areas such as Factoria to downtown bellevue, downtown town poss up Bel Red RD to eastside of Bellevue and poss onto redmond. and something from the north city limits to south limits of bellevue. Few areas that are unsafe to ride before you can find a path look to other states that have great paths/board walks/bike routes.
Bellevue has some real pluses - the X markings to trip traffic lights, but lacks a good way through downtown during commuting hours which is why I rated conditions inconsistent. On Sundays, 112th Ave works just fine in my opinion. Look at route requests and replies on the Cascade Bicycle Club message boards to see the problems around 140th Ave north of NE 8th... Bike lanes and shoulders are useless if they aren't swept and kept clear of debris BTW.
Bellevue is a City designed around cars. Wide roads and lots of lanes. More bike lanes are needed.
Bellevue is one of the better cities I know of to bike in.
Bellevue lacks good bicycle routes from I-90 to Overlake, and through downtown in general.
Bellevue needs a good north/south corridor. 118th is ok, but out of the way and ends abruptly on se 8th. the same is true for lk wa blvd. it would be great to have bellevue way widened with bike friendly shoulders/lanes. the east/west routes also needs work. the 520 trail just ends and you have to fight traffic on northup. when the new bridge comes, please fight for a bike lane!
Bellevue needs a well signed, un-congested north south route through town.

Bellevue Way SE south of 112th Avenue is part of my daily commuting route. The shoulder (southbound) is too narrow to be of use to cyclists. Water collects at the curve just south of FX Winters House and creates potholes. Fix the drainage problem and either add pavement width or narrow traffic lanes to create 2' of navigable shoulder. Flatten the curb ramp to create an easier 'escape route' onto the grass margin. In general, please bear in mind that cyclists are not pedestrians. Street-level bike lanes encourage bicycle commuting, running errands, etc. Class I (separated) 'shared-use' paths serve recreational bikers and pedestrians, but also encourage motorists to make unwelcome suggestions as to where cyclists should ride. And separated pathways always create a safety problem at intersections. For that reason, whether there is a bike lane or not, I ride in the street. I've been a bicycle commuter for almost 35 years, so I know what works. On a plan or on the ground, I know what bike safety looks like. If you really want a cycle commuter's view *before* you build, call me at 425-891-0059 or send email to the address below.
Bellvue needs to get with the times ---the surrounding areas in Woodinville and Redmond are much more bike friendly
Bel-Red would be excellent corridor into downtown from the East, great way to bypass steep grades on Lake Hills and 8th St. All of the lanes won't help if you have to risk your life at each big intersection. If you want more people to commute, it would be really nice to be able to bypass some lights into and around town (bike bridges, tunnels?)
Better bike access crossing the 520. Increase bus support or dedicated bike commuter transit. Improve trail conditions on bike trail along 520 near the lake. Thanks for taking this survey.
Better bike lanes along the roads. Scary to approach lights because cars turn without seeing bike riders. I've almost been hit a couple times.
Better bike lanes, wider paths
better shoulders, better bike lanes. i think people really want to cycle. When i had young kids, i felt like it was too dangerous to cycle in and around downtown Bellevue. The MI/I90 trail is a great example of something that gets people out on their bikes - including commuting.
bicycle lanes. I am in the Palm Desert area and rode 50 miles mostly on bicycle lanes today. Nice!!
Bicycle parking places worse traffic.
Bicycle paths! A lot of people are afraid to get out into traffic. Safe, low-volume routes with bike lanes. A more bicycle-friendly downtown. Places to secure your bike.
Bicyclists need education too. As long as bicyclists ignore traffic signals they will incur wrath from drivers.
Bicyclists, Drivers and Police all need better awareness. Some laws may deserve to publicized or changed. Sweet spots ('X' or '+') at intersections are not understood by most drivers. Many intersections are still unmarked or the paint is faded. Paint and traffic control programming are high on the list of safety enhancements. Bicyclists should ride following rules of the road. And drivers need to be more aware of their duties near bicyclists and pedestrians. Northbound SE 156th between 22nd SE and 16th SE is a 30 MPH zone with no shoulder. I ride 30 MPH on this stretch and have been passed by people immediately making a right turn into the park or told to move right by an unmarked police vehicle not flashing pursuit lights. There is nowhere to go and I am riding with traffic -- this meets BOTH tests in the law for a cyclist's use of the roadway. As for me, I believe that if I am sjtrong enought to ride to Portland in one day then I am strong enough to stop at stop signs.
Biggest things are wide, consistent bike lanes (not on one block, off the next) and off-road paved bikeways; it would be great if they could be lighted as well - near roads might be good for this, however that brings up the problem of poor air quality from car exhaust.
bike lanes
bike lanes
Bike lanes and education of drivers are two of the most important changes. Too often cars (and buses) will pass far closer than the 3-5 feet buffer the law requires. Cars making turns also fail to yield to bikes (and even pedestrians) with the right of way. This is chronic at the off-ramps to 520.
Bike lanes and improved sidewalks should be a priority. Pedestrians have to dodge cyclists on the sidewalks all around Crossroads--the cyclists have the choice of getting run over because there is no bike lane or riding on the sidewalk. On NE24th St the sidewalks are in horrible shape and sections are often underwater in heavy rains.
bike lanes and paved shoulders!! Many Bellevue streets required to get around are very dangerous (see

#11 above).
Bike lanes and safe streets would be a good start. You really want more people at Microsoft -- where I work -- cycling to reduce the number of cars going in and out of there, but 156 is pretty dangerous going south. In the rain (which happens a lot here!), it is *really* dangerous. Going north to Redmond, it isn't so bad, but 148th going into Redmond can get really bad. And west lake sammamish is a nightmare going north. I stopped riding it all since it is so dangerous, which is a real shame since it is so nice down there.
Bike lanes and/or shoulders on roads are the #1 most important things to fix in Bellevue. It is possible to get around on bike, but often you feel like you're either holding up car traffic or that you can't ride on certain roads for safety issues. Bike lanes on major roads would make sharing the road a safer experience for both cyclists and motor vehicles.
Bike lanes are needed especially in East/West corridors.
Bike lanes are really helpful. Designated bicycle routes in the city as they have in the residential areas of Vancouver BC. These routes are clearly marked and have bicycle friendly sensors to change the lights.
Bike lanes in heavy traffic areas.
Bike lanes need to be more consistent and clearly marked.
Bike lanes on major streets and intersections - i.e. eastgate, 148th, 156th. Cyclist don't use and shouldn't use side walks.
Bike lanes to connect the existing trails, such as marked extension of trail from I-90 bridge north to continue a 'round the lake' route
Bike lanes would be nice in heavy traffic situations, though I don't believe they should be added onto the existing road. Most, if not all, roads in Bellevue are large enough, in fact too large in many situations, and enlarging them to tack on bike lanes wouldn't be wise. Taking away a lane(s) to achieve the goal of providing facilities for bicyclists isn't unheard of in the US and should be considered in Bellevue as well.
Bike lanes!!! Failing that, generous shoulders. Finally, keep the bike lanes and shoulders clean enough to be rideable.
Bike lanes, paved shoulders, and greenway trails make cycling a lot easier and safer.
Bike lanes. Bike Lanes. Bike Lanes. Have you tried riding on 140th between Eastgate way and NE 50th???
Biking 156th AVE, 148AVE, 140AVE (North-South), 8TH AVE, Bel-Red-Road, 20TH AVE (East-West) is dangerous and limited. Traffic is heavy and there are no bike lanes. I think I would bike to the supermarket if there were good bike lanes linking, for example, Lake Hills with Downtown Bellevue.
Biking in downtown is challenging. I would consider purchasing a bike and biking to work, as I could make it here on mostly local roads, but the thought of trying to navigate through a few blocks of downtown traffic is too intimidating for someone who isn't an 'expert' cyclist.
BLV needs bike lanes in and out of downtown going East and N/S. 520 bike lane access from Northup Way is scary - no shoulder, no bike lane on road and then a steep hill up from Northup to access it. Greenways and paved trails are nice, but there aren't enough. Adding 'Share the Road' signs will remind motorists that cyclists are entitled to be on the road. Ticketing cyclists who aren't using front and rear lighting after dark will improve safety. I cycle a lot but I get scared when I see a cyclist that I didn't see at first because they aren't wearing reflective clothing or lights at night.
Build more bicycle lanes.
Build more roads, with enough area for bicycles and cars to share.
Build new 520 bridge w/ bike lane. I believe alot of people would commute to Seattle/UW and liesure riders make the loop accross the two bridges. Easier (safer) access to I90 from Clyde Hill.
Business reward people for riding their bikes to work. Like Redmond Town Center does -riders get MONEY for riding their bikes to work. It's like $5/month or so, not much but something. Educate parents about getting kids to ride their bikes to school, reward the parents/kids to ride. Provide incentives to ride for residents too. Create a culture that rewards and encourages people to ride, make it cool to ride, bike lock racks make them required to have so people can park and lock up their bikes. Provide bike lanes on roads, time traffice lights to change when biker is present.

cars do yields and do not look for bikes when making right turn in right turn lanes. Some good stories about enforcement of this and signs at major intersections indicating how many poeple were given tickets in the last 30 days at the particular intersection might get epeoples attention.
Check out the bicycle system in the city of Lincoln, Nebraska. You could travel from one end of the city to the other and less than 5% of the trip would be on roads with automobiles or buses; when you did cross major roadways, the crosswalks were well lit and easy for motorists to identify. I used my bike more than my car, even during the winter months. There were sheltered bike depots throughout town; they were well lit and safe facilities.
City sponsorship and awareness of Bike to Work days. Encourage new office developments to include showers. Repair shoddy roads and trails.
Clarify the rules for bicylces riding on sidewalks. Bel-Red road has heavy traffic, narrow road way and when slowly riding up hill, it feels safer to ride on the side walk. Make bike lanes safe enough for a six year old to ride a bicycle.
Clean the bike paths Provide more bike routes Signs for bike routes More Green belt bike routes more car/bike friendly bike paths Car Driver awareness and friendliness Educate the bikers to obey riding rules
clean the roads, add bike lines. the trails are great however the care for roads and existing bike lanes in bellevue is sub-par compared to other areas with similar bike lanes. clean up the gravel, broken glass, sticks and other debris.
clean the streets and bike trails.
Clean up debris on roads and create more connected paved bike trails.
Common bike route shoulders and bike lanes (e.g. West Lake Samamish, Lake Hills Connector) need to be cleaned of winter debris (limbs, gravel, etc.)
'Complete the Streets!' - roadways for the cars, bike lines for the bikes, sidewalks for the pedestrians. It's stunningly short sighted to build roads that only accomodate cars.
connect bellevues existing bike resources with safe lanes or paths. We have some great areas, but then you get dumped off on busy surface streets without lanes
Consider connecting to other regional trails and bikeways in your design. Chose to live in 98052 because biking to work, library,errands and recreational trails was readily availble. Thanks for your effort to address this need.
Consistent paved shoulders. Bike lanes on busy roads. Bike/bus only routes to avoid busy roads.
Construction zones are the most difficult and unpredictable aspect of cycling for the entire Eastside area IMO. I would encourage Bellevue, Redmond, Issaquah, Sammamish, Bothel, Newcastle, et al. to look at city ordinance and push Kingco for ordinance that requires safe provision for cyclists in detour planning. Metal plating, gravel, and other hazards in construction areas is suicide for a cyclist, as an example.
Continue including bike lanes on all new road projects. Consider promoting bike-to-work days Special weekend bicycle events where certain streets are closed to auto traffic
Continue lining bike lanes, to show to everyone, drivers included, that there is a place for bicycles, and that there is cultural acceptance of bicycles and also an expectation that lots of bicycle use is socially advantageous.
Continue to provide bike lanes, signage to inform motorist to share the road, promote the health aspect of cycling,
Conversion of the future Renton to Woodinville/Snohomish rail trail would be a big help getting into town.
Create Bike Routes to get to key locations, park and rides etc. Great if they were of-road near busy roads.
Create safe bike lanes that cross Bellevue downtown area. See safety concerns above.
Cycle ways that are along side roads, but separated from them. Cycling down Coal Creek, or 112 SE, with cars and trucks within inches of you is quite frightening. However, bi-direction cycle paths can be even more dangerous. 2 cyclists going 20 mph each, meeting head on, would die, helmets or not. The 15 mph speed limit posted on some cycle paths is a joke.

Dear City of Bellevue, I live on Mercer Island and commute daily through Bellevue to work to Kirkland. Bellevue is currently dangerous for cyclist. Bellevue needs a north south corridor that is bike friendly. Since Bellevue is a relitivly new and growing City (and the 2nd largest in the State of WA)it has an opportunity and an obligation to become a bicycle, walking/running friendly place. I ride almost every day on current trails around the Seattle area. They are used! If you build it they will come. The benefits are enormous. Healthier people, less polution, and less traffic congestion. Bellevue needs to make it a mandate to become a bicycle friendly city. It's the right thing to do!
Decrease the number of cars to make room for bikes. Bellevue's CBD and arterials are NOT SAFE for bike riding. No way would I allow my child to ride on Bellevue CBD and arterial streets, and I would only do it IF I had a death wish, which I don't. I think Bellevue is light-years away from having a bike-friendly grid. In fact, so far away that this survey is rediculous.
Dedicated bike lanes on all new street improvements. See Seattle's complete streets program for a great example
dedicated bike lanes that allow you to get through the larger city area, both north/south and east/west. connect the 520 trail to the I90 trail.
Designated bike lanes in downtown Bellevue (CBD) would help a lot. Also, there are very few east-west connectors that allow people to enter/leave the CBD. In that regard, Main Street and NE 12th are the best alternatives and they aren't really all that good due to traffic volumes. Even in areas (in the CBD) where there aren't bike lanes, it would be helpful to have a designated area at intersections for bikes - currently it is confusing to bicycles and motorists because of the conflict with right turn movements of the vehicles.
Designated bike lanes that are clean of debris.
Designated bike lanes, motorist and bike-rider education and enforcement re: rules of the road.
Designated bike lanes/paths
Develop safer routes. Encourage cycling thru Bellevue Parks & Rec.
Discipline drivers AND bikers. Too many of us bikers have developed a 'holier than though' attitude and blow through red lights or stop signs and do as they wish.
Downtown bellevue needs a lot of work to attract cyclists. I grew up in Bellevue and I have avoided cycling in the downtown area for the last 6 years because grown there has done nothing to accommodate cyclists. Bellevue Square and the new city center is flanked by roads up to 6 and 7 lanes wide. Cyclists cannot navigate that size of roads. If you want people to be able to incorporate cycling into their daily regimen, cycling must be an safe and attractive alternative to the car, but instead, riding in Bellevue is dangerous and unappealing. I encourage you to consider adding cycling lanes to major commercial areas and make them safe enough that youths can ride without fear. Look to european cites like Copenhagen, Utrecht, and Amersterdam, where bikes and cars have distinct lanes and their own traffic signals. If you build them, cyclists will come.
Downtown Bellvue is not set up for bicycles at all. Bike Lanes into and through downtown would make it a lot more accessible.
Drivers are inconsiderate of cyclists, not enough bike lanes, and generally unsafe conditions, especially for being a suburb and being considered a 'bike friendly' city.
East/west access into the downtown core is problematic. It is generally easy to find good routes north/south and east/west to within 2-3 miles of the downtown core. The last 2-3 miles usually involve riding congested streets with no shoulder or bike lane. It's not an issue for me, but it probably deters a number of less confident riders from commuting to work.
Educate cyclists about rules of the road. Educate drivers on how to pass cyclists and their rights. Clean up road debris. Fill holes on the road shoulders.
educate drivers keep the gravel off the bike lanes and shoulders better wish there was a more bike-friendly way of coming thru Eastgate and getting onto the I90 bike paths--this is a heavily used route for cyclists
Educate motorists that bicycle use is legal, and is not a personal intrusion on their rights. Educate motorists not to drive in the bicycle lanes. Enforce traffic laws for both motorists and bicyclists: stopping at stop signs and red lights, signaling. Perhaps host some Bicycle Sundays in downtown Bellevue, like Seattle does on Lake Washington Blvd. If people become more accustomed to seeing bicycle riders on the road, awareness increases, which makes bicycling more safe.

Educate on availablility of paths and on safety on the streets for bikes and autos.
Educate people on ease, cost effectiveness and the fact that it does not take that long especially given traffic these days. Encourage employers to provide safe bike parking and showers. Designated bike lanes through out would improve comfort level. Crossmarks at light intersections for triggering stop lights are great, more responsive would be better if possible. Along the 520 bike trail where ever it intersects with a major exit from the highway it would be nice to have signage and even lights reminding people exiting the highway that bikes and pedestrians are in the intersections and even though they may have a green light they need to give way when turning on to 148th, 40th st and 50th st.
Educate people on the health benefits - with 60% of the US population over-weight this would be a compelling reason to get out on the bike.
educate/inform aggressive and inattentive motorists about bicycle safety. I honestly think if everyone rode once a week/month everyone would be safer!
EDUCATION IS THE KEY
Education. We need to educate cyclist how to travel/ride/commute in traffic and we share the rode with motorist, motorcycles, buses. Many times I have seen bicyclist cruise through a red stop light, ride side by side on narrow rodes in Bellevue. The education could be with classes from R.E.I. as they provide many educational seminars free to the customers or a huge public event when Greggs opens the new store location in Bellevue or outside on the lawn/courtyard at the City of Bellevue building.
Employers need to offer better shower accommodations for riders, especially if nice clothes are important for job. Also, provide incentives to ride to work... $ back, rewards, etc. Buses need to have less connections and easier routes between cities w/bike racks on them. For example, to get from Renton to Cossroads by 7:00a.m, I would have to leave my house at 5a.m. That's usually the time I get up.
Encourage bicyclists and other drivers to report unsafe drivers.
Encourage buildings to offer shower/clothes changing facilities. Begin education program to re-inforce lesson that cars and bicycles SHARE the road. Neither has a superior right of way. That may include tickets for bicycles that run red lights/stop signs and cars (SUVs/Mercedes benzes) seem the most common offender that don't respect the rights of bicyclists.
Encourage businesses to provide showers/changing areas for employees. Incentives to give up parking spaces for commuters. Biking awareness.
encourage employer to provide changing rooms
Encourage event organizers (Strawberry Festival, Festival of Arts, etc...) to include information on bicycling to event & provide temporary bicycle parking.
Enforce speed limits and traffic light signals.
evaluate impact of CONSTRUCTION on cycling safety - steel plates, trenching, potholes, etc.
First and foremost there need to be more bike lanes. Many of the roads in Bellevue are exceedingly busy, with no shoulder at all for cyclists. Case in point: Bell-Red road, 140th, 148th... yes there is a bike path, but it is a tough route to get TO it on very busy streets. Cyclists should not have to use the sidewalks. Cyclists are not visible to drivers pulling out of driveways when they are on the sidewalks. I DO very much appreciate what has been accomplished with the bike path along 520, I use it often. The Northup connector is very scary and I ride in fear every time... cars have very little patience for cyclists on that stretch of road and the lighting is bad.
First focus on 3-5 miles access downtown Bellevue in planning bike/ped facilities before considering other locations because a large number of commuters go to downtown where the congestion is building up fast, especially with the new construction completed in downtown.
Five suggestions: 1) bike-ways in Bellevue are disconnected. 2) Very, very difficult to cross 405 in the downtown area. 3) bike lanes should not end before the intersection. 4) Better signage for commuters. 5) driver and biker education. I obey *all* traffic laws, but still get a considerable amount of road rage directed at me from drivers.
Fix West Lake Samm and make it bicycle friendly. I puposely avoid it because of the unsafe conditions.

For most people, cycling to work is impractical, so building an infrastructure to accommodate & encourage this mode of primary transportation yields a very low return on the investment. However, there are a lot of recreational cyclists that come out on weekends, pending the nice weather, & this should be the target audience. We should be encouraging & improving access to the SR520 bike bath, the I-90 trans-lake route, Redmond Burke-Gilman trail, Lake-to-Lake trail, etc., incorporating bike lanes where it makes sense to get these major non-motorized routes. I primarily use the paved bike routes to roller skate. Riding a bike to work will never be practical for me, I run all of my errands during the day & typically this results in 1 round-trip each day, using the existing infrastructure and managing my motorized trips.
Freshly painted, well marked bike lanes send the message more loudly than anything else. The great thing is that the more that people bike, the more other people will bike. So setting aside well marked routes will be the seed.
Generally, I use my car only to haul heavy loads or for family expeditions. Since I make nearly all solo local trips by bike or bus, the improvements suggested would not make me personally bicycle more; certainly they might affect other people who are less active. I think the term 'roll' for the bicycling portion of the plan at best is cutesy and unclear, and at worst, is a disservice to all non-motorized wheeled vehicles. If you mean bicycling, you should say bicycling. If you mean to lump a whole bunch of unrelated wheeled uses together (e.g., wheel chairs, bicycles, roller skates), you will serve NONE of these users adequately. When I read 'Roll', it signalled to me that the City of Bellevue does not take cycling seriously as a mode of transporation, and will probably shortchange the disabled as well. I believe that there are adequate bicycling facilities for casual recreational users on the Eastside. If you want to drive to the Sammamish River Trail and tootle along for a few hours, and come back, and drive home, maybe a couple times a year, you probably have no complaints. However, if the goal of the city is to encourage *transporational* cycling, to get people out of their cars and bicycle to school, to work, to the library or the drug store, then tremendous improvements are needed. This requires leadership from the top, however, leadership that is sadly lacking. The Transporation Commission does not understand the needs of transporational cyclists. Certain members of the City Council are downright hostile to bicycling as a mode of transporation. The Pedestrian-Bicycle Advisory Group was dissolved, and there appears to be zero interest in reviving it. As long as the City views bicycling as a casual recreational activity, as opposed to a means of transportation, it will remain a causal recreational activity, as the appropriate facilities and infrastructure will remain unfunded and unconstructed; even worse, hazardous facilities will be put into asphalt and concrete to endanger users for years to come. While I think certain members of the transporation and planning departments are supportive, as long as the top is ignorant, indifferent, or hostile, transporational cycling will remain something done by people who view themselves as 'cyclists', as opposed to the general public.
Get people out of their cars and walking or riding. Way too many cars and people don't see bikes or pedestrians at all. Very dangerous to walk in particular here as nobody walks - at least not in hidden valley area. Particularly difficult to walk to the s kirkland park and ride from hidden valley when all the parents are parked in their suvs and take up the whole shoulder. Almost been hit several times there.
get some kind of code or tax break to provide showers at major office buildings available for free to all bike commuters. Don't add any more 'multiple use' sidewalks. We want wide paved shoulders or bike lanes to ride on, not sidewalks on only one side of the road.... When trying to ride for utilitarian purposes, we want to get to where we need to go without haveing to ride 20 minutes out of our way just to cross a freeway or avoid some nasty intersection. Put some of those roads on 'road diets' - turn 4 lane roads without bike lanes or center turn lanes into two lane road with center turn lane and bike lanes. Especially by schools. connect the broken links. It always makes a difference to us if the wide shoulders and bike lanes are swept - and this is not just for flat avoidence. It is very easy to skid out - lose control on sand. I also think it may be helpful to get your police force out(on a bike) guided by some commuter cyclists so they know what it is like to be on a bike. I do not ride all over Bellevue, but I have bike commuted for years from my home in Issaquah to downtown Bellevue. Sometimes I ride to other areas in Bellevue, but I am not as familiar with all the trouble spots.
Get Utility Access Covers that don't pop out of the pavement; repair nasty pot holes, particularly on poorly lit or high speed (as in downhill) sections of road; teach kids in grade school and middle school how to ride safely and effectively, incl. how to do everyday maintenance on bicycles; provide classes for adults on the same, incl. teaching them to ride legally (stop for stop signs and red lights, etc.)

Getting through DT Bellevue is not for the faint of heart or non-experienced bike rider. There are few designated bike lanes, no shoulders & fast speeds. Following designated bike route around lake through bellevue has a 3 block stretch where one just takes the 'right' lane & hopes no one gets to ticked off.
Getting to downtown Bellevue on a bike is not easy. Please provide a dedicated bike path or wide, clean bike lanes at the least into downtown Bellevue. I currently take the 520 bike trail -> NE 24th st -> Northup Way -> 116th Ave -> NE 12th St. Northup, 116th and NE 12th do not have bike lanes.
Going north on E. Lk Sam out of Issaquah along the park, must use sidewalk to be safe (cars are going 50-60 there. Side walk is in poor condition and has alot of glass and sand. Sweep it occasionally and keep the bushes cut back.
Greater investment in bike lanes and shared lanes for bikes.
Grow the 'bike to work' efforts with Cascade Bicycle club
Have _some_ designated North/South route through bellevue, similar to the 520 Bike path. We can't wait for the rails to trails!!! As a result, commuting is _dangerous_. I really want to move to bike-only commute, but can't handle the twice-daily grind of going N/S through Bellevue.
have bike lanes in downtown. Have traffic lights that are not so long. the construction is dangerous and difficult for bikers too. it is frustrating and dangerous to try to bike into work if you have to go downtown.
Have dedicated bike lanes on all major arterials. There isn't any linkage on bike paths in Bellevue. Have bike path connections connect to other communities like Kirkland and Redmond. Try riding your bike on Northrup Way and you would understand why bike lanes are needed
Have designated greenways and bike paths that interconnect.
Have entire trail/ roadway protected. When there is a 'link' with safety concerns we just go elsewhere.
Have event, like bike around bellevue, with multiple loops showing various good bike routes to all skill levels.
Have more bike lanes and safe place to ride that allow you to get through town. There are bike lanes in south bellevue, but nothing in north and central bellevue.
have more organized rides to get people out there.
Have more space for bikes- paved shoulders or bike lanes which are kept clear of debris (broken glass in particular).
Have paved bike paths away from busy roads, give more shoulder room for bikes
Have police not laugh off / write off bicyclists' complaints against drivers. Equal justice under the law is just that -- if an officer would ticket someone for throwing a can of soda at another car, then why not a when thrown at a bicyclist?
Host Saturday bike saftey and challenge events at neighborhood schools every quarter to encourage kids and parents to come out and learn the basics of bike maintenance, bike safety and educate the community about great areas to ride. Combine it with a 'bike rodeo' where kids and adults can ride on challenge tracks that test their skills at riding as well as using safety measures like hand signals. Give kids bike licences and safety vests. Host biking events like family rallys with checkpoints and timed legs. Father/son-daughter, Mother/son-daughter rides. Host bike recycling events so that those that don't need old bikes can turn them in and those that need them can get them with the completion of a bike maintenance/safety course. Bike racks should be more available and visible especially at places like parks and neighborhood shops. Consider having coin-activated locks available.
I am a 'dyed in the wool' commute bicyclist but I'm unable to bicycle to/from work due to the nature of my work. I differ sharply in opinion with the 'official' opinion of, I suspect' those at the Cascade Bicycle club, etc. I believe bicyclists should get off the roadways (especially when lacking adequate shoulders) and get on the sidewalks. It's a major safety and convenience issue for drivers. There are nearly no pedestrians most places in Bellevue. I'm diehard about making communities bicycling friendly so people (including parents & kids) will choose bicycling but I'm equally diehard about cyclists doing what's best for the traffic around them. I'd like to Police enforcement of this: get the cyclist off the roads and on the existing sidewalks. If city laws need to be changed to back this up. so be it. If Cascade needs to issue bike bells to all their members, so be it. We can make great strides toward becoming a biking society but it will take generations to strip out the driver-centric mentalities so prevalent in the sprawling West and Midwest.

I am an experienced cyclist. I mix well with traffic, yet, drivers can be very agressive and dangerous to cyclists. It would be wonderful to have the poilce do an undercover effort for a few days to catch agressive road-rage drivers. They use decoy cars to catch people who steal cars, and I've seen police in crosswalks catching cars who do not stop for pedestrians, so why not a little bit for cyclists? If you did it for a day or two, and put it on the local news, it would get the word out that cyclists have a right to share the roads. I've noticed that the evening commute seems to bring out the most agressive threatining drivers. I would think agressive drivers are a significant issue. Please help with this. Anything you can do to make the existing routes connect and to improve signage should be good return for the investment. Of course dedicated lanes and complete streets should be the appropriate approach for the future. Just look at how well Portland or Vancouver are doing. They are well beyond Seattle and Bellevue for public transportation and cycling. Thanks so much for asking.
I am pretty fortunate in that there are bike lanes along all of the busy streets that I bike to work. Making sure there are designated bike lanes should be a priority on any road projects. I would probably bike more in the late fall - early spring time frame if there were designated trails that were for bikes only. I do not feel safe riding in the rain and dark because motorists just do not pay attention well enough. Plus, during the school year, everyone seems to be in more of a hurry. I bicyle commute at least half the time from mid-Spring to early fall. Right now most of my route is undergoing road work so is pretty torn up. I will probably wait until that work is done before I start riding again. One frustration for me has been the traffic signals that do not recognized bicylists. I have often waited through two or more cylcles of signals before I get the green light. If you want us to follow the rules of the road, which most bicycle riders try to do, we need traffic signals that recognize our approach and presence.
I answered that I bike part way and then put bike on bus. Actually, I leave my bike at or near the P&R.
I believe the following are necessary: 1) There should be more designated bike lanes, such as the one constructed on Lake Washington Blvd/112th in Newport Hills. 2) Some consideration should be given to making more designated bike lanes in downtown. I generally stick to the sidewalks in parts of downtown because of the high density vehicle traffic. 3) Additional bike parking areas would be needed at retail locations and government facilities (like the post office, for example). 4) Consider the types of steps needed to become a bike friendly community like Redmond, see link at: http://www.bicyclefriendlycommunity.org/Images/bfc_pdf_pages/redmond.pdf
I bicycle commute to work everyday and everyday a car passes too close without trying to move over. It would be nice if people would understand that I'm peddling as fast as I can and their car could kill me. I'd like to see more bicycle lanes. NE 12th over the freeway, Bell-Red Road. Roads in Downtown Bellevue.
I bike all around the state and would have to say that Bellevue is one of the most unfriendly bicylce cities in regards to safety and bicylce lanes.
I bike all over the state, but primarily in Seatlle and Bellevue, both on trails and roads. I'm never nervous in Seattle, even in city. I'm terrified in Bellevue. I've seen two bicyclists hit in Bellevue, and the driver didn't even notice. This was in the downtown area. I don't bike too many other places in Bellevue, so I can't speak to those conditions. However, I have a 14 mile bicycle commute from Seattle to my office in Bellevue Place, and the most terrifying and risky portion of that trip is the last mile in Bellevue. Most roads lack shoulders and bike lanes.
I bike from north Seattle, take a bus across 520, then bike from Evergreen Point to my work in the City Center building next to the transit center downtown. There are bike lanes, trails, and wide shoulders through Madina that are great, but getting from west of downtown to the BTC is a little scary. It is four lane roads with turn lanes and no shoulder. There needs to be a good east-west bike route through downtown. Walkers have 6th from the mall to the transit center, but there are stairs which make biking hard. And I hate scaring pedestrians.
I bike regularly. Multiple times a week. It is hard to go North/South in Bellevue. I don't mind busy streets as long as there is a bike lane. 148th and 156th do not have an acceptable shoulder, so I avoid riding on them as much as possible. I was VERY disappointed when Bellevue re-did 156th a few years ago but did not improve the shoulders. The sidewalks were also wider in parts, but the 'scenic' trees just make walking on it difficult. Frequent and long stop lights are also annoying. Adding islands in the middle of the road is also silly (such as 140th between ne 8 and bel-red). It reduces the amount of clearance for drivers to pass bicyclists.

I commute 2-3 days per week, from April - Oct. from Magnolia to downtown Bellevue. The scariest part of my commute is when i enter downtown Bellevue off 8th st. There are no bike lanes, and drivers are very agressive. The city needs bike lanes and an education 'share the road' program for Bellevue city drivers. Thanks for the survey. I you can improved biking and walking in Bellevue.
I commute every weekday to/from work and it is great. I've had lots of cars pass me way too close with some even moving into the bike lane. However, I'd bike even more if offices and stores around Bellevue where required to have BIKE racks. My doctors office and dentist are in Bellevue and they like most small business do not provide anything to lock bikes too. Make it mandatory that all new roads contain bike lanes & all new buildings contain secure bike racks. I love that Bellevue marks the lanes with an 'X' so bikers don't have to get up on the side walks to trigger traffic signals; THANK YOU!
I commute Seattle <-> 90 <-> 520 Trail <-> MS Creating a bike lane on high volume streets to connect 90 and 520 trail would be a great thing.
I do a ton of recreational riding, and have been all over Bellevue. Here are some reflections: - There is no good way to traverse east-west in Bellevue by bike. Need at least one legitimate route that crosses the city and especially 405. - Adjacent Kirkland has tons of bike lanes that terminate at Bellevue. If you mapped those bikelanes into ours at Bellevue way, 108th Ave (merging into 112th Ave, Northup, and in Bridle Trails and took those routes into Bellevue, you'd dramatically improve East side bike lane continuity and commuter/recreational use. - Bellevue bike lanes tend to run over brief distances and end. A good example of this is richards road from factoria to the connector and then what? 40mph cars and no shoulder. a bike lane should run from there into dt bellevue. - I suggest a plan that extends a bike lane that connects to Kirkland's lakefront lanes to Northup up to the 520 bike trail and then also from 108th park and ride to 112th, 24th st, and 108th ave all the way to I-90 trail.
I don't feel safe riding my bike around cars in the City. I am inexperienced bike rider and intimidated by cars. I also don't think I should wear bicycling clothes at work, and changing and transporting clothes is awkward. I like the idea of biking to work and might try it after a Saturday practice run. Mentally it doesn't seem right to mix play (like biking) with work, but I can talk myself out of that.
I don't ride on the roads int he winter because of the debrise -- I don't want a flat be avoiding branches. It's tough to keep up and part of our climate but main busy roads like W Lk Samm are imp to keep clear - will be nice when bike lane is in here - very glad both directions on w side. More bike lanes to give people space will make them feel safe and encourage people like me to feel safe on the streets. Now I will not take my kids on the streets - not safe - only trails. I would if there were bike lanes. It feels so silly taking the car to Marymoor but work trucks are always parked in the bike lanes on W Lk and that is not safe for my kids to go around.
I don't want more people to ride bicycle. I want the people that do ride them to ride in a safe manner. Not to take up the entire road and ride side by side and not let cars pass. And they should get ticketed when they ride through a red light at a cross walk. One minute they are a bike rider, then next they act like a pedestrian, and a car driver.. it's not fair. They need to adhere to the laws, and there should be much stricter laws for bike riders. Mainly for them to stay on the SIDE of the road and not ride is large groups next to each other and take up the whole lane.
I find the downtown Bellevue streets scarier to ride on than downtown Seattle. Faster traffic and fewer expectations by drivers of finding cyclists on the streets contribute to this. The bike path through the slough near I90 is rough and too narrow.
I have already voted, but wanted to add more suggestions; considering that many streets have large medians, (example: 148th ave) maybe we could install full size inner bike lanes, like those of Ravenna Blvd in Seattle. These lanes would be as wide as a car and on the inside of streets. Since the median is taking unused room up, we wouldn't have to widen the streets, which would put a damper on transportation for a while. We really need wide bike lanes on those thoroughfares like NE 8th, NE 20th, 148th Ave, etc. On streets as busy as those, a standard 2-3 foot wide bike lane does not feel secure enough when you have cars going past at 40 mph. The much larger 5 or so foot wide ones lining the interior of Ravenna really do feel safe when one is riding, and cars are not passing within an inch of your handlebars. On less busy streets however, the thinner bike lanes are pretty adequate. Wake up Bellevue, Redmond and Kirkland are taking steps to make bicycling in their cities possible, why can't Bellevue, the largest Eastside city? I live very close to Kirkland, and I occasionally ride up and around the 132nd corridor area. Up there, they've managed to line every somewhat used (ie not purely residential) street with bike lanes. As a result, people are driving their cars less and getting on their bikes more. I know that this is

quite alot, but it's everything that I've gathered in my experience in riding Bellevue. We have the potential to be a great, accessible city.
I have been riding on the Sammamish/Burke Gilman trail for what 20 years now? And Bellevue is finally deciding to get on track? It doesn't take a genius to realize riding around Bellevue is not safe. We usually ride OUT of Bellevue. It is safer riding on Seattle streets than anywhere in Bellevue. If you want to see more bicyclists we need more paved bike trails, marked/lined bike lanes along the major roadways (motorists need it spelled out or they think you are in the wrong). Bellevue Way, Northup, 116th, 8th, Bel-Red, 148th, 156th. Of course, this is just a survey, how long will it be before there is any real progress - another 20 years?
I have lived in several cities without a car, and Bellevue is the worst for bicycling. There are no bike lanes (where I have ridden) and they are not connected in a meaningful or useful way, there are a number of dangerous and scary intersections (for example there are no good I405 crossings, and it looks like the 10th street bridge will be just as bad as all the others). There are no safe routes to school. There is no signage indicating bike routes. In short, this city needs to start taking bicycles seriously as rightful occupants of the road, only then will car drivers begin to do so.
I just wanted to say that I was suprised that 'sidwalks' was an option for improving bicycling conditions. Cyclists should not be on sidewalks, and I say that as a cyclist.
I know there are plans to improve West lk. Samm. in the next few years, however until that time it would be GREATLY APPREICIATED if the bike lane pavement was marked in several locations that it was a two way bike lane to inform bicyclists, all lane marking stop once you leave Redmond. In the last few years I have had several incidents with other bicyclists especiallly large groups proceeding south while I proceed north. There is confusion as to who has right of way on which side of the bike lane. Several southbound bikers will not move to the inside lane and believe they are in the right of way leaving the north bound biker to adjust. I the case of large groups I have had to either stop or enter the roadway. I do not think I am the only one who has had this problem. Could you do something?
I like to bike to the downtown library and to the Farmer's Market (on Bellevue Way), but rarely do because I find the lack of bike lanes downtown unsafe, especially on the weekdays and afternoons when traffic is heavier. I'd encourage the city to not assume that having sidewalks means that an area is safe for bicyclists; on the contrary, the risks are greatly increased since drivers are far more likely to turn into your path at intersections and parking lot entrances, etc. Please ensure that bike racks are at all city buildings and schools (I haven't found one at the post office on Bellevue Way), and that they are the type that allows bicyclists to lock the bike itself, not the wheel, and use a U-lock. (I can't do this with the city library rack without putting my bike sideways, which makes the rack unable to hold as many bikes as it was designed for.
I live in downtown Bellevue. I work in Seattle at Northgate. I would ride to work if there was a bike lane on teh 520 bridge. Please make it a top priority.
i live in redmond and used to work in bellevue so i commuted by bike 3-4 days a week in good weather. riding in redmond is much better than bellvue because of bike lanes and nicer roads in redmond. it was always pretty scary riding in bellevue. i felt like i was in the way of traffic due to lack of bike lanes on a lot of roads and drivers were not paying much attention to bicyclists.
I lived in Bellevue for about 14+ years, and recently moved to Mill Creek, so I'm pretty familiar with the bike conditions in Bellevue. I've biked around Bellevue, as well as around Lake Washington which takes you thru Bellevue. The route around Lake Washington is a popular one for bicyclist all around Seattle-Bellevue proper area. I think improving a route thru Bellevue would be a huge benefit for the city. Most bicyclist connect Kirkland via Lk Wash Blvd NE to Northrup Way & south on 108 Ave NE which turns into 112 Ave NE thru Bellevue, and hooking up with the trail in Mercer Slough Park.

I love seattle's paved Burke-Gilman trail, would love to see more of those in Bellevue. It's dangerous to bike on roads due to traffic/road rage/etc.
I love the new bike path that is North of 520. I want to leave my car at home & commute 3-4 times per week by bike to the downtown business core from Cherry Crest. Unfortunately, I do not feel safe once I get to the downtown core. Sidewalks are no place for bicycles. Unless bike lanes are installed, I will never ride my bike to work. I listed a safety concern with the bike lane overpass of 140th on the new bikepath that goes along 520. The pavement has been grooved too severely. When I'm riding downhill on the overpass, the excess grooving of the pavement causes my bike to shake too much. Last summer, I broke a spoke while crossing that section. I was fortunate to not get tossed over the handle bars. I assume the grooving is there to channel water away & make it safer. Unfortuantely, it makes riding more dangerous in that spot.
I mostly ride in your fine city on the lake loup. This route has had lots of small improvments in the last ten years thanks. I don't know if this strech of newport way is in you city but it needs a sholder from 148st to west lake samamish park way
I often find that a bicycle on the side of the road makes drivers mad. If I'm on that bike, it's a scary place to be because a car is much more heavy and the driver is much more protected than me. Education of drivers, designated space for bicycles, and more people riding would all help. I ride the sidewalks where possible, but that doesn't work well either if there are any pedestrians. Thank you very much for thinking about bicyclist's needs, it means a lot to me. One time getting squished by a car can ruin a bunch of good biking...
I realize that the future 12th St bridge will have bicycle lanes. That's great, but we need more safe ways to cross 405 (Kirkland has at least three non-motorized bridges, for instance)
I ride about 3 to 4 times a week from May to Oct. Usually from Bellevue to Carillon Pt. But sometimes from Bainbridge Island to Carillon Pt. The biggest problems during my rides are safety (early in the season and late in the season) and that the traffic lights ignore bicyclists.
I ride my bike about 4 days a week during the summer months when it is light outside. I go down Bell-Red Road at 6am to get to work at Overlake Hospital. I go early because there is much less traffic. On my way home I use the bike path along 520. When I get off the bike path there are no bike lanes, I cut through business, which is not safe, and I ride on the sidewalk short distances. None of the stoplights change for an aluminum bike. I wind up going against the lights if it is clear unless cars have tripped the lights. Sometimes I get off and push the crosswalk buttons. I enjoy riding to Mercer Island about once a month when the weather is good, via the Burk Gilman trail and connecting to the trail that ends in Marymore Park. There are no bike trail connections to cross Bellevue, from Marymore to the Mercer slough, in south Bellevue. I go down the Connector, but cars are very rude, and try to run bikes off the road.
I rode 3,000 miles last year Mar-Oct. The I-90 & Lake WA trail corridors are an awesome resource. Adding major spine corridors in conjunction with freeways is a way to travel long distances out of traffic. Thanks for the good work so far.
I think if there are more bike/pedestrian trails like the i-90 bike path that not open to motorized vehicles more people would ride bicycles. That and some/better bike lanes.
I think that this issue starts young. We need to make a bicycle system that is concentric to our elementary, middle, and highschools. We need to show children how riding their bicycle is cool, fun, and healthy. At the same time, we provide a safe envrionment for children to ride. Improve police patrols around schools during the commute period to slow people down and deter the predators. Next we work on employers to provide shower facilities or gym discounts for people who cycle. That is a big deal for many small companies, but every little bit might help. I try to recruit at least two new cyclists per year. Pass it on.
I think we need more bike lanes and more pedestrian only paths. Currently, the streets are too narrow and dangerous to share with motorists, though I do anyway.
I want to shop in Bellevue instead of biking to Mercer Island to shop! Could downtown car lanes be narrowed slightly to accomodate a bike lane between Main St and 12th St? (The area where the majority of shopping is)

I was T-Boned riding my bike home from work almost 5 years ago by a very aged man on Main street in a station wagon. Just off of Bellevue Way. Your 911 support and in particular your motorcycle policeman (asian descent, I do not remember his name) was OUTSTANDING,,, He was courteous, worked very hard to make sure I was OK, that my bike was taken care of (I went to the hospital on a backboard) and generally made sure that the situation was documented and my care was paramount... I REALLY appreciated it. He was a true fellow 2 wheel vehicle rider and appreciated what I was going through that day. The accident was not my fault, the older gentleman turned left into me as I was going through an intersection.
I would commute on my bike year around if I didn't have to go through downtown Bellevue. I work in North Bellevue but live in South Bellevue. There is no safe way to travel this without going through downtown. I have been hit with more side mirrors in the evenings and cut off by more cars in a hurry to get home. Evenings tend to be the worst time. Bike lanes would make it safer for those who chose to ride to work, and it would also make it easier on the cars. No one likes to get stuck behind a cyclist when they are already facing an hour plus commute home.
I would like to be able to bike commute more easily into Seattle along I-90 and have safe/easy acess along the way. The I-90 trail from Seattle is great except for the area around Eastgate and the area around Exit 13 to Lk Samm. The City of Bellevue should find a way to connect the dedicated bikeways with dedicated bikeway in the Eastgate area. This bikeway needs to be physically seperated from vehicular traffic, should NOT just be painted pathways on the side of the road.
I would like to see consistent pathways on West Lake Samm, from Redmond to Bellevue. I was aware of the mixed use proposal and cost and would like to see the lower cost, consistent alternative solution implmemented. Thank you.
I would like to see more dedicated bike path connections. I think a bike path across the new 520 bridge should be of the utmost importance. There needs to be a bike path that runs North South from at least I 90 to the 520 path.
I would like to see more lanes and more consistency in existing bicycle lanes. Currently many of the lanes just end, leaving the cyclist vulnerable to auto traffic. Also, some intersections have right-turn only lanes which causes unsafe conditions when a cyclist needs to cross over the turn-only lane and merge with fast-paced auto traffic in order to proceed straight through an intersection. Would like to see overall better, safer bicycle conditions consistently throughout the city and connecting to other neighboring cities.
I would LOVE to see mountain bike trails in Bellevue!
I'd bike commute every day if there was a sidewalk on 520 or a guaranteed way across the bridge. Waiting for busses with empty racks has taken me up to 45 minutes and is unfeasible. As it is, I have to ride around the lake. Hire a kid with a pickup to circle the bridge and haul bikers & bikes. This is solvable before the new 520 bridge is built. Fix the east-west commute. There is no good way to get from Microsoft to downtown bellevue. You see people trying this on Northup or Bel-Red, either of which is dangerous and annoying to cars. The 520 trail helps, but the northup section that is missing is terrible and there's no good way from northup & Bellevue way to downtown bellevue.
I'd really like to see a better story for cyclists as you approach Microsoft. I come up the I-90 tail, head north on 164th, but when I hit Northup, things get nasty. Those roads & sidewalks are big enough, but I really dislike riding on sidewalks. Getting from MSFT to anywhere south starts out very scary...
If the conditions, i.e. bicycle paths were more safe and more designed for commuting in traffic at peak times, I, for one, would love to commute back and forth to work via bicycle instead of driving every day to work. I feel that especially during peak times, the roads are very hazardous to everyone, especially people that are on bicycles. I know it is a stretch, but it would be great if some of the bicycle paths were a bit off the main stream of traffic so the danger wouldn't be so great.
If there were designated bike lanes on at least one north-south and one east-west street through downtown Bellevue, many more cyclists would feel safe commuting by bicycle to work. That is what deters me from cycling very often up until now. Travelling from 116th & 10th NE to SE 8th bicycle trail is very dangerous during evening rush hour.
I'll be good to have a tool that can build riding directions for bicyclists like for cars. A lot of people don't ride bikes because they don't know how to get to destination. Such a tool might consider different riders skills/preferences: can he ride roads or prefer bike lanes/trails/sidewalks; is he riding with kids, so safety is major concern; is he riding for pleasure or needs a shortest way, etc.

I'm not being cynical when I say that it's hard enough to get people to WALK in Bellevue, much less bike!!! I'm sure bike lanes and wider shoulders, and bike trails would help entice some to 'test the waters', but for commuting and errands, I think it's going to be a very tough sell to a very tough 'car is king' citizenry...I don't have a car and have been using the bus, walking, and riding my bike as my only modes of transport the last year and a half, and I have to say that Bellevue drivers and attitudes have a very, very long way to go in regards to sharing the roads (or even waiting for a pedestrian to cross a street with the light!!!!)...Having biked in Europe several times, I could only dream of that same level of ped/bike/car coexistence here - if you could somehow bar cars from the central business district (make it a plaza), etc., - life as a biker (and walker) would be very good!
Improve bike lanes We do greatly appreciate the ongoing improvements that are being made, e.g. the L.Wash path along I405 near Newcastle Beach Park and Newport Shores--
Improve bike lanes through out the city. Bellevue is not a bike friendly city!
Improve routing to and through Downtown Bellevue and along BelRed. Intersections in and around downtown are deadly in the morning and evening commute times. Motorists are simply not looking for cyclists and are in a rush.
Improve street conditions - need sidewalks at a minimum, bike lanes on arterials would also help
Improved connections and seperated trails between the local parks, 'downtown' (the mall) and the local regional trail system. Special safety concerns along Bellevue way into Redmond. Special safety concern getting between Marymoor park and anywhere into Bellevue. It would be wonderful to have a grade seperated trail between Marymoor and 'downtown' (the mall).
In general, Bellevue badly needs bike lanes and bike route signage. Bellevue is, by far, the worst bicycle community on the eastside.
In regards to Safety Concern #1 above. Where the trail exits there is a gigantic bump in the road big enough to cause water bottles to pop out even at slow speeds. Further the trail needs to be maintained much as the city of Renton has done on its portion by going in and cutting the roots at the side via trenching and then repaving the trail rather than just a simple grinding where it is not smooth. If you don't know what I am referring to please call me at 425-246-4040. If part of this is in King County then please forward to them. Finally, there needs to be a specifically marked bike lane for the standard sections through Bellevue that are part of the around Lake Washington loop. This would not be hard to do as most of it can be on residential streets and will get people to wake up to the fact that they need to share the road with bikes. One thing the city has done great is the touch pads at intersections. They are better than any other place in King County. Whoever did those deserves a real commendation.
In the past, I have bicycled 2-5 times per week between my home and the Microsoft campus in Issaquah. I now work at Cingular Wireless, now the new AT&T in Redmond Towne Center. My bicyle commuting schedule has been volatile but would like to get back to 2-3 times per week. A key issue for both commutes has been the bel-red / northup way corridor. Bel-Red road has sidewalks but are not appropriate for biking at any speed. There is a gutter which one needs to be mindful of as you stay as close to the shoulder as possible, or else you can fall in potentially crash. Once you get up to Trader Joe's (heading out to Issaquah on Northup Way) or Bel-Red at the Microsoft campus, the congestion reduces and there is a marked shoulder for easy navigation. On Northup Way, it is really sketchy around 405 for walkers and bikers, especially at night. Lighting and a marked shoulder would do the trick. One last thought - having frequent and convenient bus transport to Issaquah was something that would have helped when I commuted in that direction. I found that it ran too infrequently...
In the winter, dark, rainy weather, it is nearly impossible to ride across the downtown area of Bellevue from east to west. Riding in traffic is frightening. A bike lane on NE 12th & then Bell/Red Road would help.
increase # of trails/biking lanes, widen shoulders and fill in potholes on right side of road (although Bellevue is much better at this than Seattle)
Increase number of bike lanes in the city, and add some bike trails.
Increase number of bikers. More cyclists present on roads raise motorists awareness of our presence.
increase separation of motorists, pedestrians and bicyclists. The biggest improvement would be the dinner train corridor to trail, another improvement would be to designate more downtown bellevue streets as low volume and bicycle/pedestrian friendly, maybe a quiet central greenway or low traffic street to better serve the increased number of people living in bellevue. I would experiment with making some of the paved shoulders larger and clearly marked for bicycles.

Increase the number of bike lanes and lighting in many neighborhoods is very inadequate (Newport Hills were I live).
Inform residents that 'scaring cyclists' can cause injury or death and inform them of the penalties. We travel at speeds of 16mph and up and injuries can be fatal.
Interconnect more bikeways and lanes with shopping centers, cinemas and prime cycling retail outlets - Gregg's, Performance, REI, Bicycles West, etc. Most bike lanes end abruptly in the middle of a block rather than at an intersection. Fix West Lake Sammamish - build that off-road paved bike trail. Upgrade the Three Points Trail, esp access to Evergreen Point bus stop for lake crossing. Trail from Lake Washington Blvd/Bellevue Way to Evergreen Pt in very poor shape. Need a primary East-West bike corridor, paralleling Main St/NE 8th corridor - try to interconnect greenways from Medina thru downtown as well. Create a gradual route down ridge from Crossroads/N Phantom Lake district to West Lake Sammamish Parkway slping down to the North, counter to Northup (paralleling Bel-Red, but much farther South). Find a bike route way from Evergreen/Yarrow Pts, around Clyde Hill without climbing it. Perhaps extend from NE Points Dr on South side of 520 thru Spring Hills, Northtowne, Hidden Valley Parks to King Co Library and Bellevue Transit Ctr.
It just seems like the downtown area of Bellevue is designed to get cars in and out of the mall. I would like to see dedicated bike lanes, a public 'share the road'-type campaign, and a stronger police presence in DT Bellevue to crack down on speedy drivers. I can't tell you how often I see drivers speeding or burning rubber off a stop light. I refuse to bike in the downtown area. Walking feels just as dangerous at time because drivers never mind the crosswalks when making right turns on reds, or when coming out of the myriad parking lots in the area. Thank you for putting out this survey. It's nice to know Bellevue is thinking about these issues.
It took me almost a year to get up the courage to start biking to work. Worry about riding in heavy traffic was the biggest hurdle for me. Providing bike lanes or shoulders when updating roadways is the most reasonable high-impact measure. Trails are ideal - but I am aware opprotunites are limited.
It would be invaluable to have bike lanes that run north/south and east/west to make commuting feasible. Educate buses to watch for bikes.
It would be nice if a street sweeper could run along W. Lake Sammamish and clean up some of the debris from the winter storms that is in the bike lane/paved shoulder on the west (southbound) side of the street. I heard a bike lane is planned for the northbound side of W. Lk Sammamish Pkwy. (lake side of street) That would be really wonderful. More bike lanes in general, would be the single most important activity that would encourage our household to ride more.
It's very difficult to get from the I-90 area up through Bellevue to Redmond or Kirkland; more bike lanes along north-south routes would be great.
I've been riding a bike around Bellevue for about a year. I started because I was commuting from work -> school (BCC), and found it quicker by bike because there was no need to park in a garage. I've found that Bellevue's streets are very well-maintained (by and large) compared to other cities (esp. Seattle). But the bike lanes often have debris in them for the winter time. This can make riding in the lanes hazardous. Then, one must ride in the lane and cars attempt to pass in an un-safe manner. I would love to see the bike lanes get cleaned more often. I also use NE 2nd often when in downtown because it is lower-traffic and has a wide shoulder. But I've heard rumors that it will become a busier road (wider). This worries me, as there really aren't any dedicated bike lanes in downtown Bellevue. It would be great to see some dedicated routes which take into account the location of the transit center and the hilliness of the route, and that connect to other cities bike lanes (ie: Medina). I definitely applaud the sensitivity of most of the traffic sensors. I am, however, saddened by the lack of bike parking near all the shopping in downtown Bellevue, especially places like Lincoln square. They put the bike parking in the parking garage. That's great for bike commuters, but what about bike shoppers? A few more rules about putting racks out in front of stores (like the horizontal one in front the art museum) would be good. Perhaps a retroactive city ordinance would help with this, or city-financed racks in front of merchants and local shopping establishments. I also love the I90 trail. I would like to see the I90 trail that parallels I90 through the mercer slough be fixed up a bit --- it has concrete slabs that sank at different rates and can be a little bumpy. I also think that better enforcement of surface street speeds during all hours would be good. I often see vehicles driving quite rapidly at night when most of the police have gone home for the evening or are spending time doing more pressing police matters. Perhaps it would also help to look at European street designs which are specially formulated to reduce neighborhood speeds as traffic calming projects. I

think this is especially important given the fatality statistics for pedestrians and cyclist in the USA vs. other countries. See, for example, Vol 93#9 of the American Journal of Public Health, pg 1509 'Promoting safe walking and cycling to improve public health: lessons from the Netherlands and Germany.' It's a great article. I can be reached at: adam.morley@gmail.com. Thanks for the survey!
I've noticed some thoughtful inclusion of bike lanes on roads where I never see bikers though I travel those roads frequently. Forest Drive comes to mind. It was recently repaved with good bike lanes, but as an avid cyclist, (1) I never see anyone on it (2) I never use it as it is not a route most cyclist use. I mention this because I think it would be wise to approach some of the riding clubs in town like Byrne Specialty Gases, Zoka Coffe, Broadmoor and ask them which routes they prefer. Also ask Cascade Cycle Club. Then put any resources designated for upgrades on those routes before improving roads for cycling that few cyclists use.
Just provide the bike lanes and paths. That will make a huge difference.
Keep designing. Keep talking to the public. Put the money into your infrastructure and your infrastructure will make a stronger community which will, in turn, generate greater funds to improve the infrastructure.
Keep improving the bike lanes. Newport shores to renton, roots in trail. Bike lane from 60th street to SHell station on Lk Wash blvd.
Keep parked cars out of designated bike lanes.
Lake hills inter conector and 116th needs bike lanes east/south and west/north bound.
law enforcement. remove cars from bike lanes and go after speeders in residential areas. Add bike lanes.
Link existing trails so that people can commute all the way from home to work without endangering their lives at some point on the journey.
Little things mean a lot.For example, removing or paving around the light post on the sidewalk on 112th going into Bellefield office park.
Long continuous paths for cyclists and pedestrians free from traffic.
Look at Austin, Boulder, Tucson, and other cities who restrict 'over-building' inside their city 'core' areas. Bellevue is cramming your downtown with as much hi-density buildingsas you can license - this will only result in over crowding, dense traffic jams, and dangerous roads for bicyclists. Bellevue has always been a quiet, small, attractive community. You are prostituting that legacy for more corporate commercialism. Bellevue has already changed, and not for the better.
Lots of bike/car separations on a Holland model Lake Washington Blvd lanes and the paved trail alone 405 are terrific .... The separation issue is critical
Maintain bike paths, especially where tree roots push up pavement
Make better progress on implementing the 1999 nonmotor plan-- it has been woefully poor; spend more money; deomonstrate to the public that 'autos-come-first' iis no longer going to be the city's long-standing policy; tackle the difficult high-need locations for bike facility improvements -- not just the easy neighborhood local/collector streets (seeQuestion 11)
Make bicycling a top priority in all future road improvements(new & existing) and road construction projects.
MAKE BIKE LANES!!! HOW HARD CAN THAT BE???? I remember these discussions about 10 years ago with the city council--I was met mostly with yawns and we'll get back to yous. We'll wait for a death of cyclist in the CBD, then maybe someone will pay attention, God forbid.
Make driver more aware of cyclists. I commute everyday to and from work-- at least once a week I am nearly run down by a driver who doesn't stop at the red light when turning right. Because they don't come to a complete stop, they look only for cars, and don't see my bike, which is crossing the crosswalk during my green light. Terrible!
Make it a safer place to ride. When you did the downtown plan you blew it. No consideration for bicycle

traffic.
Make it easier to get across Bellevue; currently there are no good north-south routes and it is hard to get from the I90 area up toward Redmond without riding on high-traffic streets without shoulders.
make it feel safer...that is the key. Add designated bike/ped trails that are separated from the cars by a physical barrier..these feel safest...an extra wide sidewalk also works onarterials such as south bellevue Way and 112th Se. I bicyle commuted over 3,000 miles to and from my office in Bellevue last year and had three close calls with cars
Make it pleasant to ride. Nicely designed bike lanes, places to lock up bikes at stores and shops.
Make it safe by providing wide shoulders and educating people to share the road. Ticket aggressive drivers!
Make it safe for bicyclists to ride. I live in the Microsoft area and I am always seeing people turning right on a red light (or stop sign) without coming to a complete stop at the stop line. If they do come to a complete stop it is almost into the intersection.
Make it safer- wider roads; as you put in 'improvements' such as flower bed lane dividers or intrusions that are meant to slow traffic, you have narrowed the lanes so that bicyclists suddenly have no shoulder and are suddently thrust into a bottle neck having to fight with cars. My daughter chose to avoid her usual commute route heading north on 156th SE because of the lane narrowing situation in front of State Patrol after cars would not let her go thru the 'slot'; she rerouted thru BCC and got hit by a car, bike totalled, 911, backboarded, taken to the ED, now with PTSD. Also you create these sudden confrontations when your traffic disigners suddenly end a bike lane! Try it in a bike with a soccer mom in her SUV or van hell bent for whatever and not having a clue about her car's diimensions and entitled. Downtown Bellevue is NOT bike or pedestrian friendly. Tell Kemper Freedman who wants us to go to the Mall I don't cuz it is awful; walking and biking. Bellevue Way betw Main St and NE 8 is frightening to bike on. I want to applaud DOT however for the condition of Bellevue roads, a model for Seattle which is a pothole hell. Build bike dedicated roads like in Denmark and Netherlands if you really want people to bike. Make hitting a biker a MAJOR offense which it is Europe. Conduct surveillance of bike accidents so you know where to make improvements. Since you probably won't, do this survey often. Thanks for asking.
Make it safer! Police do *nothing* to enforce the laws and rules of the road. Last year I was punched by a motorist and the police did nothing even though I provided a license plate! I see cars abusing cyclists often and yet the police never give citations. If you want safer cyclists, do something about the cars.
Make it safer!!!!
Make roads more bike friendly, thereby, more safe!
Make sharing the road with cyclists a part of driver's education and licensing tests to emphasize the requirement for cars to respect cyclists rather than view them as a nuisance on 'their' road. Encourage cycle shops to distribute educational materials plus rules of the road especially for new cycle purchases.
Make showers and bike storage available!! Make Bellevue a more bike and pedestrian friendly town - cars rule here and the attitudes of drivers show that. I don't know how the city will function once all of the buildings currently under construction are occupied. Although it's a far-our suggestion, I proposed making some streets in the core of downtown traffic-free.
Make some very strait forward commercials similar to those of the anti smoking campaign. I have written several papers on the benefits of biking on society, and there area some very good things out there that people should know about.
Make the city streets bicycle friendly.
make the rain go away clean up sand from winter road treatment sooner, it really wears out the bikes, and makes corners hazzardous.
make the roads safer -- ensure wide enough bike lanes. Less traffic crossing bike lanes is better. Ensure signs call out bike paths so people will know they exist.
Making it safe is the most important, bike lanes! Cleared bike lanes of debris year round.
Many Bellevue roads are quite good for bicycling. A north-south route is needed to get through or just around the city. Many people like to ride around the lake and going through the city is worst part of the loop. Keep up the good work and thanks for the free bike maps.

Many downtown intersections don't detect bicycles. Need to actually be part of the Lake Washington loop -- not a missing piece. Bellevue is percieved as a place where bicycles are not welcome -- this should change. All new roadways built in Bellevue should have some provision for bicycles.
Many employers in Bellevue do not provide an area to lock and store a bike that is under cover. Too, many employers in downtown Bellevue do not provide any shower facilities to employees. Many employers do not seem to be aware of how useful bikes can be as a form of transportation - the way they do in Seattle. Perhaps, business leaders need to be educated - or offered incentives to get people to ride to work! I am so glad you are providing this survey- really appreciate it.
Many people, both motorists and cyclists, make wrong assumptions about what is legal or not as regards the cyclist's rights on the road. Both sides need to be educated. Put up some signs on roads that have bicycle traffic encouraging motorists to share the road.
Many Puget Sound area motorists are inconsiderate and downright dangerous to cyclists and unfotunately Bellevue drivers are not immune to these attitudes. Some enforcement and driver education could help, but really the more people bike the more familiar drivers will be with bikes.
Many roads in Bellevue do not have sidewalks or bike lanes. Short cuts that go through greenbelts are helpful. There are very few dedicated bike trails (e.g. Burke Gillman, etc).
Mark Eastgate road shoulder as a bike lane to create awareness and make my ride safer in to work.
More marked bike lanes on arterials. Traffic lights that are triggered by bikes (not just Steel frame bikes) Signed safe bike routes throught the city
More and better bike lanes
More bicycle friendly east west routes. Better availability/emphasis of maps showing bicycle friendly routes. Better linking of bicycle friendly/safe routes across less safe areas. Better linking in general, so getting somewhere specific is easier. Improve sensitivity of stop lights, particularly southbound on 130th ave ne turning left onto ne 20th st, and southbound 132nd ave ne crossing ne bel-red rd. The xs don't work. Regular cleaning of suggested bike routes would be good. Debris on side of road makes things difficult.
More bicycle lanes More police enforcement of aggressive drivers Eliminate 'free' parking at mall
More bicycle lanes in the downtown area.
More bicycle lanes particularly in downtown Bellevue would be a huge improvement!
more bicycle lanes, fewer mega intersetions. Bike 'roadways' that allow me to trigger traffic signals from my bike (as they do in Vancouver). keep side of road near curb clear of clutter. Increase public awareness of biking as an option. Add more PAVED off road paths for commuters.
More bicycle/pedestrian only trails 9800
More bike lanes
More bike lanes
More bike lanes and access: Connect the dots between trails and bikable areas.
More bike lanes and bike commuting\bike maintenance education classes
More bike lanes and cleaner shoulders would do wonders. Bike to work promotions in conjunction with vendors or coffee companies. Reduction on car tab costs if you can prove you bike 50% of the days to work. Credit vouchers for bikers who go to checkpoints on workdays that can be redeemed for coffee, bike items, clothing. You could save them up and actually get something good with them. Punch cards that you would carry with you on the bike to be used that when filled could be redeemed. 'Bike Saturdays' - like Seattle has but do it in an area where you could close off streets and allow families to ride together. Bike Safety and Repair days - volunteers from local bike groups and shops would repair bikes and teach safety. Bike recycling - all of us bikers have extra old bikes hanging around. We would gladly donate old frames and bikes if the city were to take them and recycle them and give them to those who don't have bikes.
More bike lanes and good shoulders. A good 'single-track' mountain bike trail in the city would be a great addition to the parks system. Kirkland, Renton, Issaquah have them.
More bike lanes and more 'share the road' or 'bicycles may use full lane' signs.
more bike lanes and polite drivers and bike racks
More bike lanes and trails

More bike lanes and trails - and better linkages between them. Hard to plan continuous routes sometimes because bike lanes mysteriosuly end and are not well connected into an integrated whole. Also - more bike lanes and secure parking downtown would make that a viable option.
More bike lanes and trails.
More bike lanes on more streets. More places to lock bikes while doing whatever.
More bike lanes on roads, more paved trails
More bike lanes on roads. More dedicated bike trails and pathways away from major roads as this is the safest mode of travel.
More bike lanes on secondary streets. More traffic lights with ped/bike capability. Wider bike lanes on parallel streets to main car streets.
More bike lanes or shoulders that have some continuity - so people can really connect and not have to make an intricate plan to find a safe route.
More bike lanes! Especially major roads like 112th Ave, 116th Ave, Bel-Red Rd, Bellevue Wy, NE 8th. When I lived on 140th SE I rode at least 2-3x per week because the bike lanes were available. Today I live on 118th SE and that is the ONLY street with a bike lane between home and the office. And Bellevue drivers are much too inattentive (talking on cell phones, running red lights, speeding, not bothering to look before turning...etc) to safely bike without a dedicated bike lane. Also - please patrol and issue tickets to bikers who don't stop at red lights and stop signs! Those guys make it unsafe not only for themselves, but also for every other rider on the road. How about more bike cops out on the roads setting examples for all riders and enforcing the rules for bikes and cars?
More bike lanes, or painted separation for biking. North/South direction are problematic. For examaple the bike lane along 520 is great but there is no good way to head south into bellevue/medina/enatai areas without using heavily travelled streets.
More bike lanes.
more bike lanes.
More bike lanes. There are good routes north and south of the city, but nothing in the city. There are no good ways to go through the city. 112th is key to linking south to north for major bike traffic and would be a good place to start. Getting around in downtown is rough with the lack of lanes.
More bike lanes/paths, preferably separated from traffic (bike path along SR-520 is ideal). An East/West route along Northup and/or Bell-Red would be desirable. Also better maintenance of existing bike paths such as on 132nd Ave NE through Bridal Trails. I would use the bike lane along W Lake Sammammish PKWY as part of a commute route, but it is currently unrideable due to pavement deterioration.
More bike paths, trails and lanes are needed. Businesses need to provide secured storage and showers.
More bike paths. More bike lanes. Continue driver awareness.
More bike racks on Buses, More trails away from traffic, more bike lanes,
more bike trails Lockers everywhere Benefits to buy equipment (light, helmet, etc.) Free Tuning Week Flyers showing how good it is to people's health Bike to Work Day Tour de Bellevue (Fun day during the summer) Bike mileage program
More complete, not disconnected bike lanes and trails. Better cleaning of shoulders and trails after major storms (I know not first priority, but it takes months)
More dedicated bicycle lanes that have an adequate maintenance budget.
More designated bike lanes or (preferably) paved off-road trails would be the biggest improvement the City of Bellevue could make to encourage more bike commuters
More designated bike lanes or trails
More green ways, bike-only paths, etc. Triple bike racks on buses are nice.
More park and ride stations, or programs to help people get started with bike commuting. I hear Bike Alliance is a great resource for that.
More paved trails that go north/south and east/west for safer commuting
More places to lock up bikes, esp. at shopping/entertainment areas. And most esp., make it more secure. Bike theft is outrageously common and thieves are rarely caught. Kinda similar to cars, I guess.

more places to secure bikes. more bike lanes/bike paths. Create a pedestrian mall by closing down a portion of roadway in downtown around the mall areas. Portland seems to be a model city for encouraging alternate transportation.
More safe places to bike - either paths or safe shoulders/bike lanes. We can't get rid of cars but when there's a good shoulder/bike lane I feel safe.
More 'share the road' PR, more enforcement of cyclists obeying the rules on the road. This will dramatically reducce the animosity that drivers have towards cyclists. As a cyclist, I believe it is only fair that if we get to use the roads, we have to abide by the laws of the road.
More sidewalks at approaches to intersections with traffic lights
More signage is always helpful- it took me quite a while to find the I-90 bicycle route through Bellevue, even with a bicycle map in hand. The areas getting on and off the I-90 path between SE Eastgate Way and W Lake Sammamish Pkwy SE are especially tricky.
Motorists need to be educated about sharing the road with bicycles. 'Sharrows' are a good way to alert motorists to the presence of bicyles. Bike lanes are helpful in certain traffic situations too. Particularly in Bellevue, improvements in infrastructure (bike lanes, sharrows, adequate shoulders) need to be built before you can expect increasing numbers of bicycle commuters. As it is now, only the most hardy cyclists will brave certain roads. As global warming concerns are more widespread among the public, there will be more interest in bicycle commuting. Right now, none of the infomercials I see or hear tout bicycle commuting as a way to combat global warming and carbon emissions- but replacing car trips with bicycle trips is the number 1 thing most people can do to address global warming and air pollution. I ride my bicycle over 5000 miles a year in commute miles alone.
Moving forward we need to start planning ahead to a future where 'bicycle lanes' is generalized to mean 'any small low speed vehicle'. In the future we will need to keep big fast gasoline cars on one road, and get small slow vehicles, neighborhood electric vehicles, electric bikes and trikes, wheelchairs, and bicyclists on another smaller, narrower trail or road. This is already happening in Europe. Or see Peachtree Georgia as a real working example of an American City similar to Bellevue where gasoline cars have been replaced by a parallel system of small roads for small electric vehicles.
My biggest concern is the lack of designated bike paths. I also think that prohibiting cell-phone use while driving would dramatically improve safety
My current car commute takes 6-9 minutes and biking to work would either require taking 140th or 148th. The 140th route would only have a bike lane for part of the trip and a fairly large hill at the end (not on 140th). 148th is not bike friendly at all. Both these streets obviously have heavy car traffic to contend with.
My husband was hit by a car in a bike lane on Forest Drive on December 13, 2005. Since then, I have become acutely aware of the absolutely terrible safety conditions for the average cyclist in Bellevue. I work in Downtown Seattle, and would love to ride my bike twice a week to commute. However, the stretch on Coal creek from Forest drive to where the Factoria bike lane begins is unsafe. The combination of aggressive driving, road debris, narrow egress right next to 40 MPH speed limit, and lack of responsiveness of signals to bikes makes that small part of the commute terrible. The small, steep 15% grade from Coal Creek to lower Forest Drive is unsafe. My husband's accident happened right at the top of that grade - where drivers, speeding up the hill at excessive speed limits cannot see if a bike is in the lane. He cycled on average 5,000 commute miles a year before the accident - and has not ridden since. I have become very aware of the excessive speeds that drivers drive in the area. Forest Drive, and Lakemont Avenue, are like mini-autobans. Even with traffic speed monitoring LED devices installed, car after car whips by, all exceeding the speed limig (30 MPH) by over 10-15 MPH. I seldom see traffic enforcement officers writing tickets on either stretch - where they could probably support the CIty police budget with a few weeks work. It is simply incredible how a neighborhood with kids waiting for buses, lots of pedestrians, etc. have to deal with the aggressive traffic. I would love to see a real emphasis on safety and partnership combined with an approach that makes improvements in lighting, debris, etc. to help make the neighborhood safer. The bike path that begins at Newport High School and runs to the I90 bridge is phenomenal - it would be awesome if we could find a way to make that small, 1/2 mile stretch safer.

My top concern as a bike commuter is getting through the intersection at Factoria and Richards Road. Going west I am sometimes stuck in the left turn lane debating whether to wait for a car to trigger the light to turn for me or to cut across traffic to the sidewalk. Going East I worry about cars turning right when I want to go straight. Many people ride around Lake Washington or Lake Sammamish. The route between E. Lake Washington Blvd and the I-90 trail could be better marked. I've gotten lost going South from Medina and ended up on Bellevue Way.
Need trails separate from the roads.
Need a good way to get accross bellevue. I'm referring to the 156th, 148th, NE 8th ST. type roads that aren't suited for bikes. There needs to be a better alternative.
Need greater driver attentiveness. Need tougher laws that punish drivers for hitting bicyclests.
Need signage and education campaigns to encourage motorists to share the road with bicyclists. I'm tired of getting harassed by drivers who don't understand that bicyclists have the same rights to the roads as other drivers.
Need some north-south bikeway to get in and out of downtown. Preferrably a multi-use trail and not a bike lane on the road.
Need to incorporate rideable shoulders on all new road projects or upgrades. Too much emphasis has been on wide curb and gutter sidewalks leaving no alternative for bicycles other than take up a portion of the auto lane causing vehicles the need to crowd or change lanes. Sidewalks are not a suitable alternative to shoulders. Many cyclists are much ride much faster than 10 mph and beyond that sidewalks are simply not suitable for bicycles. I ride over 8,000 miles per year on my bicycles so I speak from experience. If Bellevue is serious about accommodating bicycles, then at least a 3 foot wide riding shoulder should be considered in each direction of major arterials. Fancy planter areas and 8 foot sidewalks may look nice but they do nothing to ease the congestion in the traffic lanes and make it hazardous for bicycles and motorized vehicles to coexist.
Newport Way east of 150th is not conducive to biking/walking
no bike lanes
No good east to west routes in Bellevue--too much traffic, dangerous.
No room for bike, lack of lighting
Northup Way from LakeWash Bld to 116th needs a bike lane to connect Kirkland-Bellevue-Redmond More bike lanes needed in west side and downtown area (e.g. Bellevue Way). Create pathways or trails away from busy streets to encourage entire families including children to commute by bycicle Collaborate between Eastside and Seattle cities to connect all pathways in a safe and easy way for both pedestrians and cyclists Car driver education and awareness programs. Promote safety among drivers/cyclist and health benefits Tax incentives to business who accomodate group commuting (showers, flexible schedule, etc). Strong law enforcement against those who violate pedestrian or cyclist rights NOTE: I do not own a car, I commute by bus, walk or bicycle and ocasionally use Flexcar
Offer bicycle safety classes or a place on the web where people could ask questions. Put the bike route map online. (I looked quickly and didn't find)
offer incentives to combo bus/bike. Subsidize rides on metro/sound transit from freeway stops across the bridge to other freeway stops. Add more bike lanes and publish bellevue bike maps with common commute suggestions (hardly anyone knows about the bike lane that parallels 520 into redmond) finish the 520 bike path!!! Encourage bicycle delivery in the downtown corridor.
One big problem I can see it that almost none of the available bike lines help bicyclists to get through intersections safely rather they usually end several hundred yards in front of it. Intersections is where bicyclists are most vulnerable. Another problem is that major trails are disconnected. For example I-90 trail at Factoria Blvd. Many bicyclists continue east or nort to Redmond or Bellevue downtown. It is necessary to negotiate high traffic secttion before they get on more bicycle friendly streets.
One of the problems cycling in Bellevue going east-west across/under I-405. There simiply are not enough crossing points and those that there are have heavy traffic and few shoulders or bike lanes. Adding dedicated bike lanes existing crossing points would be helpful in places where ROW and traffic make that prudent. Adding a few pedestrian/bike overpasses would also be helpful. Of course, these crossing points should be connected to bike lanes or wide shoulders on the streets on either side. In essence, how do I get myself and my cycling friends from Eastgate to and through Bellevue's main

commercial areas?
Other than the 520 bike path there are very limited access to Microsoft.
Over all I think you do a great job. But if you can make more bike lanes and clean the roads it would enhance the experience and get more riders out. Also, routes through Bellevue that extoll the very nice rides that can be had going East through the hilly sections. And finally, work together with neighboring towns to fuse bike plans and information.
Overlake area - the bike map is all red! I live and work in this immediate area and seldom walk or ride my bike because it is so unpleasant and hazardous. I prefer riding in a bike lane since pedestrians are often on the sidewalk. 148th between Bel-Red and NE 29th is specifically the area that I feel needs the most work - for traffic flow as well as bike/ped improvements. Sometimes it takes 15 or 20 minutes to go from 29th to Bel-Red on 148th! The lights are (seemingly) unsynchronized and the roads are severely overloaded throughout the day.
Pass a law specifying minimum clearence between automobiles and bicycles (ie. 3 feet), and impose fines for violaters. Strictly enforce this law. Improve biking situation outside of Bellevue (since it's not safe to bike through King County from Fall City to Bellevue, I'm also much less likely to bike in Bellevue)
Paved shoulders or bike lanes are essential to safe cycling.
Paved shoulders or bike lanes are far more important that separate bike trails. I must note that I do not live or work in Bellevue, but ride for fitness and pleasure all over the Puget Sound, including Bellevue.
People in cars DON'T own the road. I know this is a difficult topic and that most drives just do not understand. Put a drive on a bike and let cars drive past them at 40MPH. A car, bus or truck can easily KILL a biker. I don't think any driver wants that --- so they simply are frustrated and don't appreciate the problem. Make BOTH cyclists and drivers responsible for their action. Give huge tickets to both group if they don't obey the law -- no exceptions. Publize the ticket fines and offenders. This is a Washington State problem not just a Belleuve problem. HOWEVER, Bellevue could take action NOW.
People in this area are not used to bicyclist - they don't even look! It's very dangerous.
People would commute by bike more on West Lake Sammmamish Parkway, if there was a bike lane going northbound in that part of Bellevue (such lane exists starting from the Redmond city limits only). When people try to commute on that road going northbound, they get shouted at by drivers that ask them to ride on the bike lane that is on the other side of the road (Southband), even if this means going against traffic. The few bikers that dare cycling on the other side of the road, on the existing bike lane for Southband take their own risks, against traffic - one of the main cause of bike deadly accidents. Sometime they also get shouted at by other cyclists coming in the other direction, asking them to go on the other side of the road... Note that the Bellevue section of the Lake Sammamish is the only section of all around the lake that does not have a bicycle lane in both directions (City of Redmond and Issaquah do). Northup Way in Bellevue is wide enough to also create an official bike path on both side of the road. It is very line close to the very popular 520 bicycle path that is used by hundreds of not thousands of commuters.
Perhaps more signs designating preferred bike routes - the Lake Wash Loop trail is hard to follow through Bellevue.
Please accelerate the design/implementation process for bike/trail shoulder on W. Lake Samm. Pkwy. It is currently very dangerous. Work with local businesses to provide showers/facilities to store bicycles. Provide free bicycles for use in the downtown Bellevue area like Portland has. Increase number of Flex Car location around city. Bike commuters would then have access to these for running errands etc.
Please adjust traffic sensors to trigger from a cyclist. If you want cyclists to follow the same laws as drivers, that's a must. It's frustrating to sit at 6:45am waiting for a left turn signal that never triggers, even though there are no cars around.

Please consider cyclists when designing intersections. Many are unsafe for cyclists to travel through - no thought given. I ride northbound on W. Lk. Samm SE in the designated bikelane shoulder (left side of road) but it's been poorly maintained and I am not sure how to pass fellow riders when they are coming the opposite direction (courtesy signs would help) and some visibility problems because vegitation encroaches in the bikelane. It's too dangerous to cycle on the right side northbound without consistent paved shoulders. Why don't you make it like in Redmond on the Parkway?
please consider ways to connect bellevue mall area using bike lanes with the bus terminal and with the 520 bike lanes and with the south lake washington/mercer island trails. it would be very nice to be able to ride from marymoor park all the way to bellevue mall and south to renton on an off-roadway trail if possible.
Please educate both bike riders and car drivers so that they like each other, or at least, they become nicer to each other than they are now.
Please install bike lanes on all road projects and improvements.
Please make safer bike lanes to downtown Bellevue (even NE 8th St and Bellevue Way) so that it's concievable to use bikes to run local errands. I bike for fun and exercise, and I'd love it if you could enable biking for utility/errands as well. I'd love to commute and shop via bike if you could make this a more bike friendly city by giving bicyclists segregation from the traffic.
Please open the BNSF railway corridor right-of-way to bicycles and pedestrians.
Please pave shoulders! Please add bicycle stripped lanes! Please understand that bicycles will choose less 'trafficy' roads if they have paved shoulders. Please promote bicycling in Bellevue as an EQUAL to cars i.e., cyclists must obey laws, but so must cars.
Please provide bike lanes like Redmond.
Please provide marked bike lane
Please provide more bike lanes
Please reconsider a plan to provide separate rights of way for pedestrians and cyclists. The safest plan would be to provide adequate shoulders N and S for cyclists to share the roadway with cars and provide a separate more narrow pedestrian path.
plesae make the public more aware of bicyclist rights. I get tired of being honked at, because cars do not understand -we have the right to share the road
Problem is the lack of bike lanes traversing Bellevue. You can't reasonably ride through Bellevue without dealing with hard traffic during commute hours.
provide a continuous system of routes
Provide a dedicated bike lane from the bike trail along I-90 to downtown Bellevue.
provide a reasonable route N-S thru bellevue. any of the routes that seem reasonable turn out to be too dangerous. there are courteous drivers in bellevue but the occaional 'get outa my way' driver makes it too dangerous. we all know that bellevue is geared for drivers and many take advantage of it.
Provide better storage/lock facilities and a more extensive trail and road system so it is easier to commute by bicycle. Better bus/bike integration.
Provide bike lanes and make car drivers understand that bad traffic is caused by cars, cyclists are just trying to help or avoid it.
Provide bike lanes everywhere. Have bike racks on buses.
Provide bike lanes into and throughout downtown Bellevue.
Provide bike lanes into downtown Bellevue
Provide bike lanes on arterials.
Provide bike lanes or wide shoulders and provide signs for designated routes. For example, Seattle has the Seward loop route which guides bikers through quieter neighborhood streets.

Provide bike lanes to keep us out of the car lanes on main routes, especially for uphill. Redmond and Kirkland have both done a pretty good job of this. West Lake Sammamish Pkwy, the bike/walk lane is only southbound, and in poor condition, typically with lots of debris, too. Northbound is REALLY dangerous. Biking Northbound on the wrong side is REALLY REALLY dangerous. Past experience, when Cascade Bike Club members testimony was blatantly disregarded by Bellevue staff made me reluctant to answer the question about where I heard of this survey. I decided to be honest about it, but my opinion of some staff member's knowledge of and concern for bicycling is pretty low.
Provide clean, well-marked bike lanes on main streets like Bellevue Way. That is a great way across town for commuting but is very dangerous to ride.
provide icentives for people to commute to work. provide more trails and greenways.
Provide incentives
Provide more bike lanes / designated bike routes. If the 520 Bridge is replaced, include a bike lane.
Provide more bike lanes on frequently used sreets, so people can use thier bikes to get into downtown Bellevue and for the most part in every area of Bellevue
Provide more bike lanes. The bike lane on Lake Washington Blvd. in Kirkland disappears when a rider gets to Bellevue. Northup way West needs a bike lane where it connects to the 520 bike trail. 100th street West of Bellevue Square (an alternative to Bellvue Way) has no room for cyclists. Bel Red road and NE 8th across 405 are unrideable. Thanks for your concern!!
Provide more continuous route options. For commuters and longer-distance riders, routes peter out in the most congested and challenging areas. Many people I talk to do not like to ride on the roadways with traffic. Some have children; some don't. They need to know more about how to ride with traffic, and they need more short-distance, separate trail options for riding.
Provide more marked bike lanes.
Provide more parking areas where we can park a car to begin a ride.
Provide N/S and E/W bike routes through city that are continuous and consistent!!! Today's mish mash of bike lanes, shoulders and sidewalks make any trip through the city a navigation and safety challenge.
Provide off-road paved trails for commuting.
Provide off-the-road Bike paths so there is NO chance a motorized vehicle can hit a bike.
Provide safe bicycle lanes/routes from one end of Bellevue to the other. (Mostly north / south) East/West may always be too hilly for most???
Provide safe bike storage or racks at public places. More bicycle sensitive stoplights. Clear bike lanes or paths that interconnect throughout Bellevue.
provide stiff mandatory penalties for motorists that run into and intimidate the few of us who currently brave Bellevue on bikes.
Providing better shoulders to ride on so you don't feel so vunerable to the traffic. I would ride more down town but I'm afraid of being hit.
providing more bike lanes and smoothing out the potholes in the existing paths
Publicity & bike lanes
Pur bike lanes and lower speed limits on the roads that are designated as bike routes.
Put a bicycle lane across the 520 bridge. Improve the north/south bicycle routes through Bellevue; getting from I-90 to the northern parts of Bellevue is challenging and usually involves heavily trafficed roads not conducive to bicycling. Increase the number of bikes that go over 520 with bike racks.
Put an end to city planning that allows one to get from place to place only on arterial streets. Building more connections through non-arterials. Stop relying so much on the interstate and state highway systems to connection neighborhoods and to connect Bellevue with neighboring cities. Paint 'shared use arrows' onto street surfaces more liberally. Add 'Share the Road' signage. Educate drivers that they can use the turn lane or oncoming lane to considerately pass bicyclists. Hold a bicycle master plan community input session like Seattle did, and allow citizens to mark up city maps to point out problem areas and location-specific suggestions. Implement a parking tax and use the proceeds for bike racks, public education programs, and road improvements.

Put bike lanes on both sides of West Lake Samammish not the single side dual 'path way'. Encourage walker, strollers, joggers, etc. to use the side walks not the bike paths. The bike paths tend to be unuseable in the summer due to all the non bike traffic.
put in more paved greenways for cyclist to travel without heavy traffic whizzing by
Question #7 should include the word 'Bellevue' as otherwise the answers might not pertain just to Bellevue. Bellevue has very few miles of paved bicycle trails but we do really enjoy the loup from I-90 toward Renton. It would be great to have more paved trails. I worked near Microsoft (98052) for 25 years, but always thought that the commute was far too dangerous. There are no bike paths anywhere on the route and no shoulders. Bikes are thrown into the heavy traffic. The placing of the 'X' at the intersections in Bellevue for getting the signals to respond was good thinking on your part--our thanks. I think that fixing W. Lk. Samm. Pkwy will be another great accomplishment for you (when it happens). We need to more bikeways in Bellevue, esp. in the North-South axis. At present there is not a good continuation of the Burke-Gilman trail through Bellevue to connect with the paths closer to Renton or a good street connection, like Rainier Avenue--now that they established a bike lane.
redoce restrictions for use of mountain bikes on trails
Reduce speeds, less wives in BIG SUVs looking for deals/sales, chatting on the phone, while looking for a parking spot that is NOT more than 3 feet from store entrance. Provide room for bikers, and not just only the speed bikers. Hack down on drivers that are too much in a rush.
Remind drivers that cyclists have a right to the road. Probably better to do this thru increased signage than thru new laws, as the signs will be a constant reminder of the laws that already exist about sharing the road. Having a bad scare on the road - even once - may be enough to keep someone from biking on the road ever again. More paved trails would be great, particularly between major destinations, but will never be so abundant that cyclists can avoid roads altogether. Note: I biked on narrow, busy city & mountain roads in France for about 4 hours a day for 2 weeks las summer. In those 2 weeks, I never had a close call with a vehicle. When I returned to Washington, I was almost hit on my first bike ride. Why? For one thing, there's a law in France that requires a vehicle to give a cyclist 3 feet of clearance when passing, and there was clear signage about this clearance in key places where there seemed to be a lot of bikes. More importantly, even when I didn't get a full 3 feet, cars ALWAYS respected that me & my bike had a right to proceed in a safe manner at my own speed. Cars in France never cut me off when turning or entering a freeway, and occupants never yelled or honked out of frustration that I was moving too slowly or was in their way.
Require bicyclists to observe rules of the road when using roads and sidewalks, e.g., don't pass on the right, stop at stop signs, don't pass cars when they are stopped for a stop light
Require downtown developers to provide public bicycle storage facilities as part of their developments. Storage facilities should include lockers for storing bicycle related items (bag, helmet, etc.) Providing grade separate facilities (bike/ped trails) would be a tremendous advantage.
Respond to this survey
Riding from Eastgate to Downtown Bellevue is difficult on a bike. Once you get downtown, biking is not very safe really anywhere. Bellevue way is out. Should have a paved trail to make it safe and encouage use.
Road rage and inatentive drivers are my biggest problems. I have a lot more car related hassels in Redmond and Bellevue than in Seattle (Ballard, UW, Green Lake, etc).
Roads in the city don't always have room for bike lanes. But just a segmented painted line with a occasional bike symbol. With some simple signs to explain the markings to share the road.
Roads such as Factoria need shoulders or bike lanes. Provide bike lockers at various places such as park and ride lots, malls, etc to encourage cyclist. Bikes are expensive.
Roads with lots of narrow lanes are bad. Parking on the side of the road is bad. Downtown Bellevue is a miserable place to ride. The roads are packed with aggressive drivers on cell phones travelling at high speed who don't think bicyclists deserve any space on the road. Transportation resources are allocated first and foremost to cars, and only when cars are given as much as the can possibly use are any leftovers given to bicyclists as an afterthought. Adding a bike lane next to parked cars in the door hazard zone that no one wants to use does not help bicyclists. Adding a bike lane on an existing shoulder does not give bicyclists anything they didn't have before. It just creates a road debris collection zone. If you want to encourage modes of transportation besides private automobiles, you need to give LESS to cars and

more the eveyone else.
Routes that link B-G trail to I-5 bike trail would be most helpful.
Safe & clean bike lanes/paths and bike/auto traffic safety are the biggest concerns. Drivers tend to be unaware of bicyclist's rights and responsibilities, and tend not to pay attention to cyclists, whether it's because they're not 'looking' for them or whether they're on their cell phone, etc. Teaching bicycle rights and laws as well as a driver's responsibilities towards cyclists and pedestrians as a part of driver's education courses would help tremendously. I think this would also help driver's attitudes toward cyclists. For instance, there may be a bike lane, but if there are tree roots, pot holes, gravel, etc. in it, a bicyclist is going to use the road, which of course is legal. Driver's don't understand either of those things! Also, continuous bike paths that keep cyclists out of intersections as much as possible would help. Most cyclists who train for fitness or sports, will go out for 30-80 mile rides...being able to stay out of traffic during the rides is a benefit to everyone.
Safe bike routes (e.g., bike lanes that do *not* put bikes in the 'door zone' of parked cars) through or past downtown would make me frequent those businesses much more often. I usually avoid Bellevue altogether when I ride around the lake, opting to go via trail through Redmond and north of Kirkland instead.
Safer roads with wider bike lanes, More bikelanes, Elevated bikelanes to keep cars off the bike lane would really help keep us safer. They have these in Europe and we were really impressed with them. Quit pushing the debris from the road onto the bike lanes; auto accident debris, storm debris, dead animals/clean road debris from bike lanes more often.
Safety Concern 1:This 'calming' island (by SpritRidge Park) has nearly killed me several times because there is no side-by-side car/bike space and a car will try to barge by bike. Harrowing. Cars have no recognition of problem. I ride right down middle of lane to block any car from passing. Get rid of island - it has been a bad idea from beginning. There have been 2 cars in the forest beside it because of island.
Schedulre regular sweeps along bike lanes. Example: North side of NE 24th st. between SR-520 bike lane exit and Northup Way is treacherously gravelled.
School bike programs in the Middle School Physical Education Curriculum.
Secure places to put bikes in public places (parks, malls, etc.)
Separate the bikes from pedestrians where possible.
Separated sidewalks work okay except if there are a lot of driveways (like on Bel-Red) or lots of pedestrians (like around Crossroads). Many roads have no lanes, or too much traffic. Insults from drivers to 'get off their road' are rare, but regular (a couple a month). Drivers being distracted is a big concern for me. I've had cars stopped at stop signs wait while I start crossing the road, and suddenly start - was the driver distracted, glanced left or right and saw no car coming and automatically started, forgetting I was in front (with or without my baby's bike trailer)? Drivers often turn right at red lights without glancing at the crosswalk where I or pedestrians can be. Similarly, drivers sometimes turn left at intersections (like southbound NE 156th turning east on NE 20th or east on Bel-Red) when there's no incoming traffic but without checking if there's anyone on the crosswalk. Even at the bright blinking pedestrian crosswalk just north of NE 15th on 156th Ave, cars on one lane may stop but another car on the other lane may speed through without slowing down.

Sign alternative routes which are good for cyclists without being much longer. It took me years to find an alternative to the above section of Northup Way. 164th should be signed as an alternative to 156th or 148th. Lower speed limits. Paint 'sharrows' on major arterials. Most of Bellevue is built so that there is no alternative route for a cyclist than riding a major arterial (such as Northup). Bike lanes are not a good answer. Segregation of bicycles and motor vehicles is not possible. Sharrows indicate to drivers that cyclists belong on the road and indicate to cyclists where cyclists belong on the road. The 'Lake to Lake' trail is not well signed and has stairs. If this was well signed and ridable on bicycles (kept gravel, but no stairs) it would be a nice alternative to some of the roads. Require that new development has straight through roads for cyclists and isn't just a maze of cul de sacs.
smaller city blocks, narrower streets. The thing that makes it most difficult to bike in bellevue is that cars fly by very, very quickly on many streets (40+ mph). It's very easy for cars to do this because the streets are very wide, and the distance between intersections (where cars tend to slow down) are very far apart. (compare this with seattle). when cars go this quickly, it's very difficult for bicycles to commute side-by-side with cars.
So many of the roads have no shoulder at all and are narrow even for cars, and they go fast. And often the sidewalk is full of lights, signposts and steep-edged driveways so that's not an option either.
Strong, highly visible advocacy by the City through sponsored outreach programs and driver awareness information. Dedicated bike corridors through downtown and elsewhere linking existing paths. Traffic signal timing suited for bicycle movement.
Sweep the roads more often. It is so obvious when I ride when I transition from Redmond to Bellevue or from Issaquah to Bellevue. The bike lanes narrow (or cease to exist), the amount of debris increases, and the shoulder has a ridiculous number of potholes / rough edges. For a new & growing city, these challenges have to be addressed as a priority or the streets will continue to get more & more clogged with impatient drivers. This survey is an encouraging start - please continue the efforts!!
Thank you for encouraging people to get out of their cars. The road rage is at a bizarre level and the speeding seems to be everywhere. People seem to think it is perfectly ok to go 10-15mph over the speed limit. I bicycle commute everyday of the year and the
Thank you very much for being so bike friendly!
Thankful for improvements that have been made and would love to see more bike lanes.
The above roads in Bellevue are ones I am nervous about riding during week days particularly at Microsoft commute hours. I use 36th to access the 520 cycle path, hopefully with the the new building work at Microsoft I hope this will remain bike friendly(this may be a redmond issue).
The biggest issue is that there is very little room at the side of the road for bicycles in far too many cases. And where room has been made for bicycles, it is sometimes - as in the case of getting to I-90 from downtown Bellevue - along the most difficult terrain. There is room, for instance, along Bellevue Way for a bicycle lane but during the most recent re-paving and sidewalk installation there, no additional paving was provided for a bike lane. I don't mind the traffic - I'd just like to be able to stay out of their way. Thank you for asking for suggestions. As a family, we all very much like to bicycle both for recreation and for transportation. Getting from our home in downtown Bellevue to key locations in the downtown core, to I-90, to Marymoor, and to Kirkland are all priorities for us. And the more we can include our young son in our cycling plans, the more likely we are to bicycle more often.
The biggest problem is easy bicycle access to, from and through downtown Bellevue. For example there is not a good way to ride from Bellevue Square to the Microsoft main campus. The 520 trail is great for east/west travel but it leaves you far from downtown Bellevue. A good shoulder on Bel-Red road would make a huge difference
The biggest problem that I have with riding my bike in Bellevue is the attitude of the drivers of cars. I routinely get honked at or worse. I'm not doing anything bad, just trying to stay out of their way. Anything to help get me away from traffic would be greatly appreciated.
The biggest thing I would like to see is more bicycle racks around the city -- I live within few miles of the stores where I regularly shop and would ride my bike there but some of them don't have any facility where I can lock my bike. And at other places (like movie theaters, for example) I'm concerned about leaving my bike on a rack long enough to watch the movie. I guess I'm asking for more and safer bicycle parking -- put the bicycle racks near the entrance to the stores rather than hidden off to the side where thieves can work in private.

The bike paths and trails are inconsistant and broken up with out connections in Bellevue. There is no continious trail or bike lane that goes east and west across Bellevue, the 520 trail is the only one and it dead ends short of Lake Washington. There should be several. The north and south paths are the same. If there were several continious options both North and South and east and west you would get many more bikers to commute. We ran the bike to work program to an office located in Carillion point in Kirkland and of 20+ riders every one was chalanged to find safe routes, espicially durning high traffic periods of the commute. Having shower options and flex time to start at work helps, perhaps clubs could offer a shower only membership in the offices.
THE BIKE WAYS SHOULD BE SAFE WITH GOOD VISIBILITY TO THE STREET AND WALK WAYS AND SEPARATE FROM THE STREET not part of the street. The bike ways should be paved and extra wide for two direction biking. In order for them to be used consistently they need to be direct from neighborhoods to downtown bellevue or to local businesses.
The bike/pedestrian lane is not in good shape. They are dirty and rarely cleaned. I try to avoid it until you get to Redmond. Their lanes are in very good shape.
The cities of Bellevue and Mercer Island need dedicated bike lanes that are wide enough to handle the bike traffic. Assuming this goal could be accomplished more people would ride. Also, several buildings in downtown require showers/locker room to keep clean clothes.
The clockwise ride around lake Sammamish would be wonderful if there were a northbound bike lane on West Lake Sammamish Parkway. In this direction, there would be no left turns on busy streets like NW Sammamish and East Lake Sammamish roads. Northbound West Lake Sammamish Parkway could be a wonderful ride. Currently it is extremely dangerous. Northbound West Lake Sammamish could become a significant bike route from Bellevue to all the Microsoft campus locations.
The downtown area is not condusive to cycling since we do not ride on the sidewalks and the roads do not have bike lanes for major north/south or east/west pathways.
The I-90 bike path over Mercer Slough needs to be smoother. I feel like I'm going to get a flat tire every time I ride it.
The Lake WA bike loop is a very popular route. The city of Renton recently improved the portion the bike loop at their north city limits. However, the rest of that section of trail at the South Bellevue city limits is very bad. I suggest the city fix the trail, particularly the safety concerns.
The main problem with riding in Bellevue is the sense of entitlement present in drivers who don't think that cyclists have any right to exist, let alone use the public rights of way. About 20% of my riding takes place in Bellevue and it has become my least favorite place to ride in King County. Sorry.
The number one improvement is to allow space on roadways for bicycles that connect areas of the city.
The only major east west route that is somewhat safe is the 520 trail, until it goes back on the road. Northup is not bike friendly and the lights are not bike friendly. In general the lights in all of Bellevue and the region are not bike friendly. I think the arguements over widening W Lake Sam. Parkway could be moderated some if you eliminate the need for the center barrier and thus reduce the road foot print while still allowing wide bike/ped lanes going north and south. The center planting area costs more in the long run to install it and the maintain it. They only look good until they are filled with weeds and trash like they have become in Redmond. The cost park employee and water that could be better spent on recreational areas. To encourage people you have to think if there is a safe route to and from EVERY school and park and can you link those safe routes together. Are they too steep for most people to use or only musle bound bikers. Is it safe to ride to your neighborhood shopping area? Getting to Crossroads and the Overlake shopping area is dangerous when there is normal traffic and marginal during light traffic times. Going North south in Bellevue is difficult too with the hills. I have tried to use several different routes and one I find mostly OK is NE 116th, but it is dangerous from about Main to NE 12th (Bell-Red Rd). I think a trail along the railroad bed would be good for recreation and commuting. One dangerous place is where the bike trail comes in to the intersection with Lake Washington Blvd and Newport Shores. The trail makes the biker weave and then places large obstacles along the trail. If you made a auto road like that you would have deaths and lawsuits. I think you need to be more considerate of how bikers use the trail. Why does the car ALLWAYS get the priority. Why not put barriers in the road and make the cars go in a roundabout so that the bikes have a clearer transition.

The primary problem isn't Bellevue's laws, patrolling, or traffic signals or 'safety' improvements. The problem is that all streets in Bellevue are designed for cars, and there are inadequate bike crossings, green belts, and bike lanes to navigate across the city without eventually being forced to ride on a very congested multi-lane road. New traffic signals to impede car traffic is not a solution. Bike lanes and bike/pedestrian overpasses are.
The proposed bike trail on the railroad right-of-way through Bellevue/Kirkland (the dinner train track) will be a very useful addition to the trails system in this area.
The safe cycling streets/trails/etc are cantonized. That is while they all exist they are disconnected or unintuitively connected. For cycling to be any sort of alternative to driving one needs to have safe routes to and from where you want to go.
the section from the trail going north to NE 8th and 112th? (next to 405 on the west). Their is not a good transition for bikes. The light is very busy and there is no bike lane to continue north until past NE 12th
the shoulder/bike lanes need to be swept. there is so much junk in them that a bike can't ride in them and we have to ride in the street instead. there is still debris from the winter storms...
The single biggest issue is lack of any north-south connection across downtown. Need to connect the excellent I90 bike path with the excellent 520 bike path. Ideal would be along the railroad right of way from SE8th to 520. Bike lane along 116th Ave NE or 124 Ave NE might be simplest and cheapest. Also, traffic light cross buttons should be much more responsive to pedestrians and bikes. If the cars have already been going for several minutes, pressing the button should cycle immediately. Obviously, then the cars should get another long turn before the next ped or bike.
The top thing that would enable me to bicycle even more is covered parking. I don't run nearly as many erands on my bike in the winter months because I don't want to have to lug some of my gear with me that I don't want to get thoroughly soaked (I typically leave my helmet, and other cheap items, attached to my bike when parking it). Unfortunately, most bike racks are out in the open and offer no protection from the elements for my bike.
The western end of the 520 trail just ends, and dumps you into a busy location. It should continue all the way west to lake washington Blvd.
The whole process of exiting the I 90 bike lane, & getting into Bellevue is difficult & dangerous. Thre needs to be a trail connection.
The worst part of biking in Bellevue is the lack of space and the aggressive drivers that don't want bicyclists on the road. I used to live in bellingham, rode over 200 miles a week, since moving here, I barely ride due to traffic, rude drivers and lack of 'safe' rides to get to important destinations...for example to the downtown transit center...it takes less time to ride to the transit center and grab the appropriate bus than to wait for the bus that may or may not be on time to take you to the transit center to catch the bus i really want to take to my destination.
The worst problem by far are the dirty streets. People drink beer on the streets then throw empty bottles at the road shoulders. The broken glass easily pierce bicycle tires. The vast majority of car drivers are nice to bicycle riders, but there's always these 1 or 2 drivers that are nasty to riders. From what I see, they are the same that speed, don't stop on stop signs, get on road rage and so on, so enforcing the law would catch these drivers.
There are almost no bike lanes in downtown Bellevue, and I have had motorists be aggressive and yell 'get off the road'. If we had better conditions for biking there would be more of us, and then cars would not be so surprised to see a biker. Thanks for any efforts to improve biking and walking in Bellevue.
there are few bike-friendly routes in SE Bellevue (Vasa Park / Eastgate area). Further seperating bike traffic from car lanes would help.
There are LOTS of junk in the shoulders of the roadways (trees, gravel, glass). These present a hazard and require cyclists to ride out into the roadway more. Many motorists are unable to see the debris and just think cyclists are 'clueless' and are riding in the road because they are ignorant. Some drivers go so far as to honk, yell, or drive dangerously close to cyclist. This causes both sides to escalate in anger and hostility towards each other. In some areas, bike lanes are discontinuous. An example is 140th going south. Starting near the 520 overpass there is a bike lane. This lane ends after a few miles and there is a narrow shoulder. A few miles later there is a bike lane again (closer to BCC). The section without the bike lane can be very dangerous, especially in bad weather and at night. Here in the Northwest we need solutions to transit that DOES NOT include more cars. In my opinion, adding additional roads and road lanes will not address our growing traffic problem. It will only cost us money, increase the amount of

paved areas, and increase pollution. To take the extreme, look at LA. They have 8-lane highways and still have some of the worse traffic in the nation. Better bike routes (lanes and off-road paved trails) are a part of the solution. More/New bike commuter facilities would allow more people to bike/run/walk to work. Better bus/bike solutions are another part the solution. A bike lane over the 520 is another part. Light rail (bike friendly) is another.
There are no good north south routes through downtown Bellevue. Downtown Bellevue drivers seem not to like bikes on the roads. You hardly see any riders on Bellevue Way. I'd bike to Bellevue Square, my doctor's office by Overlake Hosp and other surrounding stores if motorists will more accepting of bikes.
There are no roads going N/S in east Bellevue. Ex: 164th ave NE hosts 2 big schools, but no bike lane. Instead, the road is carved up for on-street parking. This is worse than having no shoulder at all. When I bike, I am forced to bike in the middle of the road for safety. To bike with my son to his school a few blocks up the road, we are forced to take a round-about way for his safety. The road has enough space for marked bike lanes. The on-street parking needs to be removed so kids can be safe biking to school.
there are several areas that are hard to avoid and/or difficult to get through. Downtown, the industrial area near overlake, and factoria come to mind. I shouldn't need to know every backroad in order to safely get through these areas. There are many wonderful areas to bike through Bellevue and many great places that require me to go through Bellevue, but sometimes it's a real hassle.
There are some areas in Bellevue that are wondeful to bike in - but I have been hit once by a car and almost hit a second time. There needs to be a zero tolerance approach to cars that hit cyclists to keep us safe and make cycling a better option in Bellevue.
There are some good on and off road bike trail but they do not link up. I would love my kids to ride to school but there are too many gaps in the bike routes.
There are very few safe crossing points of 405 within Bellevue, I feel adding one near downtown would be a big help. I also can't wait for the 520 replacement and its bike lanes.
There is a desparate need for a convenient east-west route in central Bellevue. Bel-Red is the most direct route, but it needs bike lanes. I commute from NE Seattle to Bellevue on I-90 a couple of times a month. We need a good commuter route from downtown to the I-90 trail.
There is no 'bike friendly' passage on the east side of Lake Washington from Burke Gilman to I90. I find myself having to ride through heavy city traffic to make this route possible. This has prevented me from riding through Bellevue more, as I tend to keep going east on Burke Gilman to the Sammamish river trail to ride around Lake Sammamish. Drivers tend to not really look for bicyclists and nose their way out of parking lots, driveways, etc as they try to enter traffic. With cars this can be a fender bender, but with a bicyclist this has catastrophic results too ofter (there was just a fatality in Juanita a week ago). This is not unique to Bellevue, but everyone should raise their awareness.
There is no effective east-west bike route in Bellevue. Crossing 405 is the worst, but overall there's no good way to go from Microsoft to downtown Bellevue. Why could 6th St crossing not have had a ped/bike trail on it across the highway? There's also no good way to go from Evergreen Point or Hunts Point(where busses let you off when you cross 520) to the bike trail along 520. The Eastside is a tangle of disparate good efforts without good results.
There is no street between NE 8th St. and Northup Way where someone like myself can bicycle from the Crossroads area to Downtown Bellevue (i.e. Lincoln Square) safely because there are no bicycle lanes.
There is really a need to educate the drivers. Take the road where the Lake Hills Library is. There is a pedestrian crossing but drivers ignore them anyway. A lot of times, the drivers are in a hurry. Also a lot of drivers do NOT understand the word 'yield'. Sometimes, I wonder if it would be better to use the STOP sign instead of yield. Thank you for taking the time to read this comment.

there just needs to be a little infrastructure and education... most people traveling through Bellevue in cars see Bel. Way as the major arterial and would never ride their bikes on that road (for good reason)... 108th Ave is a major bike thoroughfare but many people don't know this... there needs to be another major bike-way on the west side of town and significant improvements in east-west trending routes. put major bike routes right in the heart of the high traffic corridor... cyclists need to go the same places as cars so pushing them out into the distant corners of the city will not encourage more people to ride their bikes... also: education education education!
There needs to be better north-south route through Bellevue connecting the downtown transit center with points north (Lake Wa. Blvd in Kirkland) and the I-405 bike route south of I-90. There also needs to be better bike access through the heavily trafficked areas around 148th and Bel-Red road.
There really is no safe route to get to downtown Bellevue from the Crossroads area. It is terrifying to ride on Bel-Red Road and the only option on NE 8th is to ride on the sidewalk--but that isn't safe either for bikers or pedestrians. Likewise, travel anywhere near the vacinity of Microsoft is taking your life in your hands. The only safe option is the sidewalk and even then, you may or may not be safe. My company is moving to Lincoln Square this summer and riding a bike is simply not going to be an option due to safety concerns.
There's no good, safe way to get in or out of the downtown Bellevue core from east of 405 - I dread those trips. Providing any way to get across would be amazingly helpful. In general, it's hard to bike around town because quality shoulders/bike lanes are so inconsistent: my route to work from Lake Hills to Factoria means I'm lucky to have some nice lanes and bike-sensitive traffic sensors, but my experiences trying to get around elsewhere have been hard - I feel like I'm picking my way through a patchwork of inconsistently maintained roads, shoulders, and it's not clear how to find a good route from A to B. Also, on safety concern #1 -- cars rarely look to the right as they come off I-90 east to turn right onto Factoria Blvd, and we have to use the cross walk coming off the trail... even if you have the walk signal, you pretty much need someone to see you and stop for you to make sure no one rolls through and plows into you. I've had more close calls and minor accidents being whacked by cars rolling up and making that turn right into me than any other spot in the Puget Sound, and I lived near the Burke Gilman for a while.
There's not a designated bike route through downtown - dangerous! Makes going north-south difficult (getting to Kirkland or the 520 trail). Make sure Paul doesn't drop bike lanes from the Northup Way scope!!! The state will include facilities to cross 520 on a bike when the floating bridge is rebuilt - it would be a shame if Bellevue didn't build any bicycle connections to it!
This city's paramount focus is on the automobile and busineses are set up assuming primary access is via automobile. Bike riders would be encouraged if it were 1)less dangerous to ride here and 2)more of the mind set (planners, developers, etc) were focused on bike access and accomodation.
This just may be me personally but I think it will take designated separate trails such as the Sammamish or Burke Gilman. I have rode with my daughter for years (she's now 15) and riding on the side of the rode even in a designated lane is very scary. while the majority of drivers are considerate , their are too many that will go out of their way to come as close as they can to you. They will honk, yell, increase their speed. So I simply won't do it anymore. Years ago we'd ride the county roads in Colorado all the time. But there's something about drivers here....they resent pedestrians and cyclists. Anyway for what it's worth separate trails for those on bikes and on foot would be my first choice.
ticket cars who stop in bike lanes more policing of speed limits on above streets street sweepers to get loose debris off the bike lanes
time stoplights to accommodate a cyclist's pace and discourage speeding. develop a bike trail network connecting all areas of the city and adjoining communities. bike lanes on the evergreen point bridge develop areas for mountain biking
To get from the end of the 520 trail in Bellevue to the start of the trail leading either across I90 or south to Renton, a cyclist has to deal with dangerous and difficult roads (no shoulder, steep climb). This is a major hole in the North-South bike commute.
trafic signals should react to bikes 520 bridge path to Seattle and UW More bike shoulders and bike sinage in downtown take bikes into account when designing neighborhood traffic calming (in my neighborhood the calming islands put bikers in peril and calm traffic by using bikers as obstacles).
Trail system needs to connect to be useful

trails that are separate from traffic (big safety improvement) Bike lanes - make them wide enough for the bike! don't start measuring at the curb since there is usually a gutter, and riding in the gutter is dangerous - you could hook your wheel. Measure actual, flat pavement. Bike parking - should be someplace visible. You want to keep people from mucking with your bike as much as you do stealing it, and the more visible the better. Also weather protection. Clean debris off the shoulder - the street cleaners push it into the shoulder making it dangerous. Driver education/awareness
Traveling between the intersection of SE 7th ST and Lake Hills connector to SE 118th is an important part of my commute and also the most dangerous. In particular travelling westbound, crossing Lake Hill connector is problematic because the loop sensor cannot sense my bike and using the crosswalk to cross the Lake Hills connector places me on the wrong side of SE 7th to travel westbound on SE 7th. Riding the sidewalk is only a partial solution. Crossing under I-405 and then turning left onto SE 118th is risky during afternoon rush hour
TV - health, environmental and $ advantages with high gas prices possbile tax break? more public bike racks with GOOD security
Underwrite (discount) tune-ups, helmets, reflectors, lights (pie-in-the-sky, I know) Bike lanes. Lots of bike lanes. (Hey, I can dream.) http://bikepath.metrokc.gov - a way to get 'there' from 'here' by [] shortest distance [] least / shallowest grades [] most percentage of the way w/bike paths/lanes
Unless you can get to the trails (90, south to Coulon Park, Redmond Sam Trail), riding around Seattle/Bellevue is really only for those that know the tricks. If it were not for my husband taking me on alternate streets and teaching me the ropes, I'd have never made the effort. There are too many streets with bike lanes that last a mile or so and dump an unsuspecting recreational cyclist onto a busy road, unprepared to navigate traffic and enraged drivers. This is a wonderful place to live ... I only wish it were more conducive to riding!
We all need to educate car drivers that bicycles have the same right to be on the roads, so that we can eliminate the road rage/entitlement attitude of drivers when coming upon cyclists.
We have done a lot, but some commuter roads like S. Bellevue Way need a dedicated bike lane.
we need a bike lane on 156th between crossroads and microsoft main campus. all major axis to microsoft should have bike lanes to encourage microsoft employees to bike to work. I stopped using my bike because of no bike lanes and drivers honking me!
We need a good north/south route through Bellevue. It would be good to have one on the west side, adjacent to Lk. Washington and one on the east side, paralleling Lk. Samamish. We have neither. 164th Ave is a good route, but it needs to be designated as a bike lane
We need a north-south route of travel across downtown Bellevue. I take the little bike trail from NE 8th St. down to 114th Ave, but there's nothing north of NE 8th, and 114 Ave has that nasty corner at Main St. where cars lurch out from behind a bridge. (I'm a nurse at Overlake and ride to work.)
We need safe, secure space for bicyclists (A bike lane or separate path) on as many roadways as possible.
Well striped bike lanes on major arterials- any road with 35mph or higher speed limit. I can't decide which is more dangerous, trying to ride with the traffic on our arterials or riding on the sidewalks, given meandering walks & frequent crossing of side streets, driveways, etc. Another solution would be additional trails designed from bike use.
West Lake Sammamish Parkway all the way through Bellevue is an embarassment with respect to its condition for cycling. Northbound is too narrow and too rough to ride a road bike on. Southbound is rogh and in horrible shape in many places. When compared to our neighbors in Redmond and Issaquah, and on East Lake Sammamish Parkway the City of Bellevue should be ashamed of the condition of the road.
West Lake Sammamish Parkway is in dire need of safe bike lanes. The current situation is really terrible. The only consistent shoulder through Bellevue is on the west side of the road. This shoulder is in very poor condition and is shared by cyclists and walkers/joggers going in both directions. In contrast, once you get into Redmond, there are nice bike lanes on both sides of W. Lake Sammamish Parkway.
West Lake Sammamish Parkway needs bicycle lanes on both sides of the roadway, not just one.

When Bellevue roads are safe for cyclists, then people will bike there. Right now most areas are too intimidating and dangerous for cyclists, even for seasoned urban commuters like myself. Bellevue. *Fill the Bellevue black hole! Fill the gap in the otherwise-continuous bike path from Seattle to Mercer Island along I-90. The path ends at Factoria and reappears in Redmond. Connect the Factoria-Redmond paths with bike route signs and lanes or a bike path through Bellevue (ie from Factoria, Eastgate, up 164th, connecting to the Bel-Red road). *Downtown: put in bike lanes or bike-only streets in downtown Bellevue, and make downtown accessible by bike. An avid cyclist around Seattle, even I am afraid to get off the bus at the Bellevue Transit center or do errands in Bellevue on my bike. I'm not the only one- even my 60 year old mother is willing to ride up 4th ave in Downtown Seattle, but has never biked through downtown Bellevue during her 35 years of living in Bellevue. Stop building intersections with 5 to 7 lanes for cars and start building some bike lanes through downtown! Look at downtown Vancouver, BC as an example. Also put in bike racks so cyclists can support local businesses rather than just passing through. Give businesses a well publicized tax break if their employees cycle to work. *Increase driver and cyclist awareness of safety & rules by increasing coverage of bike regulations in driver's ed training, posting road signs, and running ad campaigns to combat road rage and emphasize responsibility. Key issues include the right of cyclists to be on the road and follow road rules, knowledge of the 3-foot door zone, and maintaining a 3-foot clearance when passing a bike. Market cycling as a positive step towards saving the environment and breaking our oil addiction - right now drivers only see cyclists as a nuisance. *Make it illegal to talk on a handheld cell phone while driving a car. It is insane that a person is allowed to operate a potentially lethal vehicle while functionally impaired. Other civilized countries have already figured this out, including Italy, aka cell phone central, where a driver is penalized almost as much for driving on the phone as for driving drunk. *Enforcement: Give out hefty tickets to drivers who use their cars as weapons. I have called 911 multiple times over the last decade to report agressive or reckless drivers, but the police won't do anything, even when I've had witnesses and the car's license number. Make assaulting a cyclist a crime in Washington State. Right now, drivers aren't penalized unless the cyclist ends up in the Emergency Room. Last fall I was hit by a car near Eastgate and I can say that a trip to the ER, as well as the overwhelming sense of powerlessness, is a huge deterrant against wanting to ride a bike or wanting my family to ride bikes. Thank you for conducting this survey. Your interest is heartening.
When constructing roads...especically connecting/direct routes to business/shopping centers ...make them wider/biker friendly... and/or make alternative connecting trails designed solely for bikers/walkers (i.e., away from motorized traffic)...and also connect neighborhoods to business/shopping centers.
Wide enough roads and enforcement of no parking laws in heavy bike traffic areas - everyone needs to know that riding on the sidewalk is actually more dangerous than riding on wide roads with the flow of traffic. Accident statistics back this up, but non-bikers often incorrectly assume that riding on the sidewalk is safer. Wider shoulders also provide more space for emergency vehicles and refuge for defensive driving so unlike a new sidewalk, wider roads will improve driver safety as well.
Wide, clear bike lanes are extrememly important. It would be great if there could be a 'trip calculator' like Metro offers online with the ability to calculate a route using only bike lanes, off-road trails, slow traffic streets, etc. This would enable people to avoid heavy-traffic raods, which makes it safer for riders AND drivers. I don't ever like to see cyclists riding on 148th, for example, but people don't seem to know about safer routes. I also want to comment that I answered the questions about frequency honestly, based on the past months worth of riding. Keep in mind, please, that February riding habits are very atypical for most people because of inclement weather. A month from now, I'll start commuting to work by bike and in summer I'll be riding every day. Thanks for doing this!
Wide, paved clearly marked bicycle lanes or trails. Driver awareness of sharing the road w/bicycles. Cyclist education on rules of the road.
WIDE,CLEARLY MARKED BICYCLE LANES.bICYCLE RACKS AT FREQUENT CENTRAL LOCATIONS. look AT amsterdam or copenhagen.
Wider bike lanes with safe intersection for bikes. Large streets/arterials are intimidating on a bike.
Wider bike lanes, or creating a 'buffer' between road and bike lane of at least 1 feet.
wider footpaths to share bikeriders and walkers (perhaps with a line dividing use for bicyclists and walkers like other cities have). OR an off trail bike path that begins by a transit hub, such as downtown bellevue transit center, and bypasses footpaths and roads such as the one by I-405.
Wider sidewalks that accommodate bikes and pedestrians. In some countries (ex. Finland), there are paths separate from the road for pedestrians, rollerbladers and bicyclists.

Wider sidewalsk or desgnated bike lanes. Better lighting in dark areas for cyclist's sake. Better driver awareness of laws/ rules/ conduct. Program (through work and school) encouraging cycling instead of drivng.
Would love to see more dedicated bicycle paths unattached to roads
you have lovely bike lanes...that just end, with no connector. lights that are weight-enforced, that force us to run them if we're the only vehicle at the light. Cars mistakenly believe we belong on the sidewalk (i get screamed that all the time).
Add bike paths connecting quiet residential streets instead of along streets with heavy traffic - Encourage empolyers to provide / subsidize shower facilities - Publicity for bicycle commuters (e.g. cyclist of the month on the web, in newspapers)
Add bike lanes for all the large axes. Today if you bike on the road, cars insult you. if you drive on the walkway, people insult you. Besides certain road with bike lanes, it is very difficult to have a pleasant bike ride.

Pedestrian Survey - Question 9: If you are concerned with safety problems at specific locations, please give a detailed description of the location including the road name.

Safety Concern One	Safety Concern Two	Safety Concern Three
100th Ave NE - Drivers run lights and stop signs and encroach upon ped crosswalks at high speeds		
102nd Ave NE & NE 8th St	Bellevue Way SE & 112th ave SE	SE 8th & Bellevue Way
106th Ave SE and SE 34th St 98004		
108th Ave SE - incomplete sidewalks and poor lighting		
110th Ave NE by NE 4th	12th St E of Bellevue Way	Bel-Red and 152nd
116th in downtown Bellevue, cars routinely go over the speed limit and the sidewalk becomes less pedestrian friendly in these areas. The sidewalks are close to the roads so cars are more threatening.	Bellevue drivers (?) do not alway allow pedestrians the right of way at intersections and crosswalks. This happens downtown and the suburbs.	NE 8th from 140th to downtown.
120th Ave NE between Northup way and NE 8th Street -- NO sidewalks at all!		
123rd Ave&56th st-cars don't stop at crosswalk	123rd Ave-cars exceeding speed limit	
124 Ave NE south of NE 8th st. Poor lighting.		
132nd in bridle trails		
134th Ave NE / NE 24th	NE 24th and 130th Ave NE	NE 1st and 100th(Bvue Park)
140th AVE NE/Odle Trail Entrance. About half the drivers stop when I am in the crosswalk. Signage and visibility are very good. Driver attention is not on pedestrians		
148 Ave SE/SE 8th St.		
148th Avenue heavy traffic & speeding	148th Avenue drivers make right turns w/o looking for pedestrians	148th Avenue drivers enter and exit business w/o looking for pedestrians
150th around Eastgate Elementary	Newport way	148th ave to Highland Drive
150th Ave SE & SEth 47th Street - No sidewalk, very dark		
152nd Ave SE near Eastgate Elem School: missing sidewalk; only thin paved path.	Sidewalk conditions horrible thru the unincorporated parts of KC that pass thru South Bellevue south of Newport Way	
156th 5-way stop east of State Patrol - a lot of people do not stop at this all-way stop intersection - been nearly hit there many times.		
164th		
164th and Lake Hills Blvd.	Lake Hills Greenbelt Crossing at Lake Hills Blvd.	
173rd Ave NE		

173rd between 24th & Northup	NorthupWay	
24th between 140th and 148th. In front of ROSS shopping center. No sidewalk with curb cuts for wheelchairs. No safe way to get into shopping center	enforcement of tickets when cars to do not wait for pedestrians to cross streets.	
24th Street between 112th Ave NE and Bellevue way has inconsistent sidewalks.	Neighborhood (Bellewood farms) does not have sidewalks but is hilly and has turns in the road.	
4 way stop intersection at 98th Ave NE & 24th ST	Cross walk from QFC to Lamb's Ear on 102nd Ave NE	Drivers not yielding to pedestrians crossing street at intersection of NE 8th & Bellevue Way
8th and 106th	8th and bellevue way	
8th Ave - drivers not paying attention to pedestrians		
all downtown intersections; all main corridors have heavy traffic;	too much dense traffic, and downtown is terrible!!!	Main St; Bellevue Way; Bel Red; 108th; 112th; 100th - all crowded and polluted
All high traffic roads in Bellevue with sidewalks adjacent to cars moving at 25-35mph.		
All intersections that do not have the countdown signals	Bellevue Way SE and Main	
All of downtown has safety concerns because inattentive motorists		
any where in dowtown corridor		
around Eastgate Elementry School and on Newport Way between 148th SE and Tyee School	on 150th Ave SE, up the hill from Eastgate Elementry School	on 148th ave SE up from Albertsons to Somerset neighborhood
being attacked by dogs whose owners do not obey leash law	being run over my mountain bikers driving in inappropriate ways in inappropriate places	
Bell Wy /Main intersection	NE 8th / 112 Ave NE intersection	Bell Wy at NE 24th St
Bellevue Galleria- Ped Corridor		
Bellevue Way	Main Street	
Bellevue Way	Downtown Bellevue	Factoria Area
Bellevue Way & 112th SE	SE 30th St. & 110th SE	
Bellevue Way & 32nd PL	520 on ramps to travel to Kirkland	response when reports made
Bellevue Way & Main Streeet	Bellevue Way & NE 8th	116th NE & NE 8th
Bellevue Way & Main Street	Bellevue Way & NE 8th	NE8th & 108th
Bellevue Way & NE 12th. B'way right lane north becomes Right turn only, & middle lane becomes right lane. Cars on 12th turning right (north) onto Bway often misjudge where oncoming traffic is from	Bellevue way, east side of street, near 20th & 21st. Blackberry vines hang over sidewalk. In dark they're hard to see and could hit eyes if run into them unaware.	
Bellevue Way & NE 1st; light is way too long, making cars taking a left onto Bellevue Way nearly run over peds in the crosswalk	NE 4th between 108th and Bellevue Way: no crosswalks. all peds jaywalk because the block is so long, and cars don't slow down.	

Bellevue Way & NE 8th	Bellevue Way & NE 4th	Bellevue Way & NE 12th
Bellevue Way @ NE 8th & NE 10th. Mall Traffic people are crazy, always running reds, in the middle of the intersection after the light changes, etc.		
Bellevue Way 520 exit ramp - affects joggers, cyclists and walkers	NE 30th & NE 31st Place intersection - no lighting	
Bellevue Way and 8th - Drivers frequently take right turns w/out considering pedestrians		
Bellevue Way between Main and 12th		
Bellevue way over the 520 to Redmond	Bellevue way in general NARROW SIDEWALK	
Bellevue Way sidewalks too narrow		
Bel-Red road, east of 140th, unlit path dips out of view of traffic and feels unsafe	NE 8th freeway on/off ramps where there are no crosswalk 'stripes' and drivers rarely stop for pedestrians, this one is especially difficult considering that NE 8th is such a main Bellevue Corridor	MIssing Sidewalks in Dwtn Bellevue because of construction/poor planning, it seems many times you have to cross mid block because the sidewalk is out on that side.
Bel-Red/130th Ave NE	150th Ave SE/SE 38th St	Eastgate Wy/SE 35th Pl; NE8/112th
Bicycle riders are aggressive against walkers	Bicycle riders are aggressive in street traffic	bicycle riders do not obey traffic rules
Cars coming out of parking garages!!!!	Cars coming out of parking lots!!!	
Cars running red at 112th SE at S Bellevue Park & Ride	Cars cutting corner too fast at 108th Ave SE & SE 28th PL - Poor visibility around corner - Many near misses	
COALCREEK.FROM 60TH TO FACTORIA BLVD.THE SIDE WALK IS NARROW AND THE BIKE LANE SHOULD DEFFINATELY BE SEPARATE FROM THE STREET.	60TH STREET BETWEEN 125TH ANE SE AND COALCREEK. A WIDE SIDEWALK FOR PEOPLE TO GET UPAND DOWN THE HILL AND CONNECT WITH COALCREEK TO GET TO FACTORIA.	
Complete sidewalk system		
corner of ne 28th st and 100 th street. Sharp corner with no sidewalks. Cars drive around blind corner quickly and kids are walking to school. It needs a sidewalk.		
Cross Walk at NE 1ST AND 100TH	Cross Walk at Clyde Beach Park	
Crossing east on south sidewalk of 156th Ave & Northup. Drivers seldom check whether someone is on the sidewalk; they check left for traffic and drive on.	No crosswalk on NE 8th on Overlake Church (between 140th and 148th) to cross the street and catch and eastbound bus. I'm not setting a good example for my kid carrying him and running across street	Many sidewalks in downtown, like Main St and NE 8th between BTC and Lincoln Square (roughly), are narrow and right against the street, with a wall or fence trapping pedestrians close to heavy traffic

Crossroads areas	Bell Square Garage	
crosswalk main street and 153rd place ne		
crosswalk needed at SE22nd ST and 150th Ave SE. This is a busy intersection for pedestrian travel between Robinswood Play Fields.		
Downtown - drivers running red lights		
Downtown Blve Construction	Lack of Alternate services e.g. bus, affordable parking	width of sidewalks/lack of non-commercial less hectic walkways/paths
driver inattention to peds in Overlake Hospital/Lake Bellevue area		
drivers running lights	drivers talking on cell phones and turning right on red at the same time	walk lights too short
Drivers speed on Main between 148th and 140th, though the recent speed traps have helped a lot.	Vandalism along walking trails (gang graffiti) near Sammamish HS	
drivers turnig right on streets not watching for pedestrians		
Eastbound right turns onto NE 8th from 100th to Bellevue Way. Drivers frequently on cell phones. Drivers do not look for/see pedestrians.	Missing sidewalk on East side of 102nd between 8th and 10th. Encourages walking in the roadway.	
factoria boulevard from I-90 to SE 41st Pl		
few lighted roads for peds with little traffic		
Forest Drive - speeding cars, don't stop at crosswalk signs		
From Auto Row to Lake Hills Connector		
From SE 8th to SE 13th on the north end of Woodridge there is no sidewalk on the E. side of the road, forcing us to cross a busy road at one of two blind corners. Ok if I can run.	This problem (above) prevents me from walking with a stroller, and prevents my visiting mother walking anywhere.	Traffic is still way too fast along above stretch and with streett narrowed and no place to walk it is more dangerous than before!
hard to cross Bellevue Way	construction blocks me from walking by Bellevue Galleria	side street off Bellevue way
Heavy traffic on Bel-Red	Few crossings on back of Microsoft/Bel-Red	
i-405 exit 9 no crosswalk or sign	SE 60 and Lake Wash. cars do not stop for peds in crosswalks	Cars drive on shoulders very close to peds
in downtown - drivers do not look for pedestrians when making right hand turns		
inadequate sidewalks through arterials	cars parked on bike and sidewalks which could be an ADA violation	lack of income diversity: more pedestrians in low income, high crime areas
intersection NE 8th & Northup		

Intersection of 108th NE/SE and Main - cars speeding straight through on 108th, where it is turn only (south direction) and not looking for pedestrians when turning.		
Intersection of Main & 116th	Main St. Bridge over I-405	
intersection of NE 173rd ave and Northup	intersection of NE 173rd ave and NE 24th st	
Intersection of NE 8th and 106th ave		
Intersection traffic enforcement at 116th and NE 8th.	Intersetion tfaffic enforcement on 112th NE at NE 2nd and NE 4th.	Speculation: Walking everyday I can't help but notice the same teenagers are continuosly reckless and cars over five years old are stopped more often than the newer highender cars.
Kirkland - Bellevue ped connections		
lack of shoulder/sidewalks along W.Lk Samammish	lack of shoulder/sidewalks along SE 34th	lack of shoulder/sidewalks anywhere near Vasa Park
lack of sidewalk SE 34th St		
Lakemont Ave	Crossing at Lewis Creek Park	Crossing at Forest Drive and SE 63rd Street
LIGHTING	BEING FOLLOWED	CROSSING
lighting	sidewalks/areas free of cars	crime
Lighting on designated trails during dark times	Having those half high posts that are not lite well during the dark/dusk time	Ran into one and caused serious injury becuase I could not see those darn posts at night
Lk. Hills Blvd. Green Belt Trail		
Long lights on 156th Street Walkers wait up to five minutes to cross		
Main and 105/106th No side walk on south (?) side		
Main st & 108th		
Main Street - side walk too small by Footzone	Bellevue Way - Light timing poor & drivers not considerate of pedestrians. Drivers more aware in DT Seattle	Construction Noise DT takes away from pleasure of walking.
Main Street at 143rd	140th Ave NE at NE 5th	
Main Street between 162 and 164th NE: No sidewalks make this very dangerous for pedestrains and bicylists.		
Main Street Old Bellevue crosswalks		
Many places have no sidewalks at all (residential neighborhoods)	sidewalks too close to street (almost all sidewalks) a median would be nice	
missing sidewalks along Main between 106th & 104th	no sidewalks in Surrey Downs neighborhood, especially at entrances from Main St.	impatient drivers who don't want to wait for peds at high traffic intersections
More places to cross	More street lights 16th Ave SE	More street lights 108th Ave

most exits of QFC downtown bordering the apartments		
narrow sidewalk on NW side of BelRed between 148 and YMCA		
NE 12th St between 164th Ave NE & 170th Ave NE - Speeding traffic, poor lighting	Need improvements to crosswalk on NE 20th St between Ivanhoe Parks	Need better lighting at crosswalk on NE 8th St at 165th/166th Ave NE
NE 16th & 100th Ave NE: BC high school kids drive way too fast	need sidewalk on both sides of street, NE 16th and 98th Ave where BC, Chinook school are located	pedestrian crossings at NE 8th and 112th Ave NE, many times cars do not see pedestrians
NE 40th St between 140th adn 148th NE		
NE 4th &108th, crosswalks often ignored by drivers	NE 8th & 108th, crosswalks often ignored by drivers	
NE 8 and 168 PL NE - cars speeding/not stopping for pedestrians.	Standing water at NE 8 and 164 NE	Northup Way - east of 156 NE
NE 8th	NE 4th	
NE 8th - crossing in downtown area very dangerous because of inconsiderate drivers not heading pedestrians in crosswalks	All pedestrian crossings in downtown corridor: drivers generally do not yield to pedestrians - too busy on cell phones.	
NE 8th & 108th Ave NE - Cars on 8th constantly block intersection/crosswalk and also try to take their free right without paying attention to pedestrians in crosswalk		
NE 8th & 1-405 overpass		
NE 8th & 98th (Park Road)	NE 8th & 405 (112th, 116th)	All 405 crossings
NE 8th and 405 intersections do not have crosswalks for pedestrians and visibility is poor for both pedestrians and drivers	crosswalk at NE 10th by regional library does not have flashing lights so many cars do not stop. when some do, others do not making a dangerous situation.	many, many cars block sidewalks in downtown bellevue at exits to parking lots forcing pedestrians to go into the street. they also do this at intersections. i encounter this EVERY time i walk.
NE 8th and 4th 405 overpasses and surrounding intersections	Bellevue Way and 112th Ave Intersection	Factoria blvd and NE 36th intersection
ne 8th and Bellevue way	main and Bellevue way	ne 4th and 108th
NE 8th and Bellevue Way		
NE 8th and Hwy conect		
NE 8th St / Park Rd W/B drivers ignore peds in crosswalk	NE 10th St too many closures	LK WA Blvd 96xx block speeding drivers
NE 8th Street crossing 405, Yikes!		
need to have trash cans out of the way on the sidewalks		
Newport Way		
Newport Way		
Newport Way between Coal Creek Parkway and Lake Hills		

Newport Way from 150th to Somerset entrance. Would love to walk to the community center, but there are no sidewalks, barely a curb, and cars go fast.	148th to Highland Drive.	
Newport Way from Issaquah to Newport Library	150th from Newport Way to Albertsons	
Newport Way from Tyee Middle School to Lakemont Blvd		
Newport Way near the library always seems like an unpleasant and dangerous place for people, esp. children, to be walking. A trail through the woods is needed.		
NewportWay & SE 150th- Need Sidewalks!!!! Community center & Library are close but no sidewalk is there. Very unsafe! Intersection at SE Newport Way and SE 150th needs turn lanes (left hand turns)	Please connect the sidewalks on Newport Way SE from 150th to those by Somerset	Sidewalk on SEe 150th ST don't go all the way to SE 38th or all the way up hill to Somerset which would improve walkability
no light at major crosswalk Lake Hills at greenbelt just west of library across from pool-need a stoplight or blinking light-lots of fast drivers	Other street lights out on Lake Hills	
No lights in SE Shoreland Drive	No sidewalks in SE Shoreland Drive	
No side walk - Along 112/108th ave to Kirkland near business park and I-405. This is a nice route to walk and run on and has absolutly no sidewalks down the steep hill.		
No sidewalk for a portion of the route between NE 24th and 112th AVE NE at Hidden Valley Park		
No sidewalk on my street		
no sidewalk under 405 at BSC	Poor lighting on 116th (northup-south)	raised sidewalks in old bellevue
No sidewalk, not much shoulder on Newport Way in many places		
no sidewalks	through road, too much traffic	speeding
No sidewalks on 156th south of Newport way.		
None		
Northup near 168th - dark overhanging trees and bushes	Wilburton Hill--trail signs for lake to lake trail simply end at Botanical garden and put you on a street without a sidewalk	
Northup Way has no sidewalk and narrow road from NE 116th to NE 108th St	Cars do not stop for peds at Northup Way & NE 24th St	Cars go thru red light arrow at Northup Way & NE 116th St
On-demand 'yield' crossing on 156th just south of Northrup	520 westbound overpass	

pedestrian crossings at the major downtown intersections		
Peds in cross-walks too late		
school zones - Stevenson Elem		
se 16th w of B-vue way to 104th		
SE 26th Street has no sidewalk		
SE 2nd between 108th and 109th - no lighting - safety issue	Few sidewalks in Surrey Downs	
SE 34th Street above West Lake Samm. Pkwy.	West Lake Samm. Pkwy.	
SE Newport Way between 150th Ave SE and Somerset: No Safe Walkway or Sidewalk	150th Ave SE to SE 38th Street: No Safe Walkway or Sidewalk	152nd Ave SE to SE 44th Place: Very Unsafe Walkway - too narrow and uneven
Sidewalk too narrow on NE 12th between 112th and 116th	Drivers going in and out of parking lots don't see walkers*	
Sidewalk width on 12th St NE 405 overpass	Uneven sidewalk near fireplug on 10th St NE between 10th Ave NE and 11th Ave NE	
Sidewalks around Eastgate Elementary		
sidewalks blocked by construction projects in downtown Bellevue	too short 'walk' lights at signals	drivers turning who don't pay attention to pedestrians
Small or Lack of Sidewalks on Main Street near Aaron Brothers on the Southside, and the Strip Plaza on the North Side	Main / 108th, Main 104th, 4th/108th - Drivers not waiting for pedestrians to cross (Have avoided near misses on many occasions)	Signage and occasional blocked sidewalks with no alternative other than to walk around the zone in the road.
some sidewalks are not raised from the roads, 100th Ave NE	Difficult to walk along Bellevue Way because of amount of Traffic	
South bound 148 from Eastgate Plaza to Sommerset - no sidewalk all the way for pedestrians	Along Newport Way - no sidewalk to get to the community center, Library, Eastgate Elementary - all high pedestrian traffic areas	150th behind Eastgage elementary and southbound to Whispering heights - a very busy road with school bus stops but no consistent sidewalk. A lot of pedestrian trafic and no safe palce to walk.
South side of NE 8th St betw. 116th and 120th Aves NE	NE 40th Street between 140th and 148th Avenues NE	Crossing I-405 anywhere in the vicinity of Downtown
Speed of traffic on 118th Ave SE	Short left turn lane from SE 8th (west) to 118th Ave SE (south)	No bike lanes on Bel-Red Rd
Speed on 101st Ave SE between Main St and SE 3rd	Traffic congestion on Main St between Bellevue Way and 100th Ave	Left turns onto Main St from 101st SE
Speeding traffic on Lk. Washington Blvd. south of Newcastel Beach Park		
Street crossing at 150th and Eastgate Way, pedestrian crossing light is not long enough to safely cross at a normal rate walking		
streetlight 1/2 way down SE 3rd Pl. on north side obscured by trees		

Streets in east gate that are not a part of Bellevue that need side walks or bike shoulders		
The downtown core does not have sufficient safe sidewalks. In the core(Main to 12t h and 100th Ave thru 112th Ave there should be some form of barriers between walkers and cars.	Drivers too busy doing other things than watching the road are a hazard. Enforce rules against distracted drivers.	The cars are too close to pedestrians on narrow sidewalk. Put barriers along the curb.
The sidewalks on our walk to downtown are missing as on 109th Ave SE, 108th Ave SE and parts of Main Street	The sidewalks are also exceedingly narrow so that two people cannot even walk side by side and you feel like a car could easily clip you with their mirror	The traffic on 109th AVe SE goes much much faster than the 25 mph speed limit and this safety danger is compounded by the lack of sidewalks
Too much construction to walk on sidewalks		
traffic /116th west on Northup to 108th no sidewalk/traffic		
traffic near Belllevue Square mall	traffic on NE 8th east	total lack of neighborhood st lighting
traffic yielding right of way	lights/signs in crosswalks	timing of lights
transients-slough		
Walkers vs Bikes		
Walking on West Lake Sammamish. Doesn't feel safe and no sidewalks.		
WB NE 8th to NB 108th drivers taking free right without stopping before entering crosswalk. I've been nearly hit 3 times.	Drivers taking free right turns without looking for pedestians throughout Bellevue, but especially downtown.	Drivers distracted by cell phones.
West exit from Bellevue Square Mall onto 100th Ave SE. Very dangerous to walk along that sidewalk.	Lack of sidewalk along Main St. east of 106th ave	Lack of sidewalk along ne 8th east of 116th ave
West side of NE 4th & 110th Ave NE - the north/south signal (at the NW corner) is hard to see for pedestrians on the SW corner. Overall, the signal prompt switch (button) is at ab odd location.	No crosswalk on the SE side of the eastern I-405 & NE 4th Street intersection.	
west side of north bellevue way is too narrow from N E17th to Northtowne Shopping Ctr	N E Corner of 98th N E & NE 24th around corner visibilty to see walkers serious condition!!	dangerous slanted sidewalk east side of N E 100th at junction of N E 24th St especially when wet. Could slide into street traffic.
Worry about crime, poor lighting, and lack of on foot or bike police East of 405	NE 8th St. intersections near 405 are very dangerous	

Pedestrian Survey – Question 10: Please provide any comments or suggestions to us on what we can do to encourage more people in Bellevue to walk jog or run in Bellevue.

In general, the conditions of sidewalks/paths are good in the Downtown area. The problem we have encountered many times is drivers who do not look for or notice or yield to pedestrians crossing at proper areas. Drivers repeatedly will 'out run' walkers to make a turn in front of you. I have not seen any enforcement of traffic violations.
More sidewalks are nice. They are just now installing several on the major thoroughfares in our neighborhood. At the same time, I wish the city would consider exploring alternative sidewalk designs. Seattle has installed a pilot project, Street Edge Alternatives, that creates walking spaces, adds a lot of appeal to a street, and also greatly reduces stormwater runoff. http://www.seattle.gov/util/About_SPU/Drainage_&_Sewer_System/Natural_Drainage_Systems/Street_Edge_Alternatives/index.asp Something like it would make the streets much more appealing places for people to walk, I think. I live a few blocks from the Lakehills Greenbelt. The Greenbelt is wonderful. I do not consider myself much of a walker by nature--I just don't really like it very much--but come the weekend I often find myself strolling or jogging around Larsen Lake or walking down to the Lakehills branch of the library. I can't begin to say how much the trail and wetland add to the quality of the neighborhood. I feel that public funds (save for those that go to libraries and schools) have seldom been better spent. Should there be the possibility of doing similar projects in other neighborhoods, I think they would do a great toward encouraging people to walk or jog.
(1) Require new development to have sidewalks. Real sidewalks, not the idiot thing you have at the bank on the NE corner of 8th and 110th. Example: 110th and Main by Toys R Us. (2) Don't block sidewalks for construction indefinitely. Example: Ida Terrace blocked the sidewalk for 4 years! The construction W of the new city hall had the sidewalk blocked on BOTH SIDES two weekends. (3) Pay attention to where continuity shifts in sidewalks and crossings. (4) Have someone test the crossing signals. You're doing better at installing 'smart' signals which alert the pedestrian but you could do better. Automatic signals--like Main and Bellevue Way--are best. Did ANYONE in city government EVER try to walk from the old city hall to the new city hall? I am certain you did not. Cars rule in Bellevue. Pedestrians are a second thought at best.
1) Create hotline phone number or email where problems can be reported and tracked. I've contacted the *5* times regarding standing water at NE 8 and 164 NE and not once has the city replied - I get the feeling you don't love me anymore! 2) Cross walk enforcement in neighborhoods. *Most* cars do not stop when pedestrians are waiting to cross NE 8 at 168 PL NE. I think speeding cut-through commuters are the biggest factor. 3) Cross walk enforcement downtown. Cars tend not obey the cross walk lane requirements, which is very nerve racking.
1) Please paint crosswalks on the pavement at the I-405 on/off ramps on NE 8th St. There are standing 'pedestrian crossing' signs, but drivers at the on/off ramps often have to watch for merging traffic and miss the signs (I can't blame them as I often do the same when I drive). Painted crosswalks will draw more attention to the pedestrian. Better yet, install on the pavement lights that flash when the pedestrian is crossing (lights activated when the pedetrian pushes a button). Bellevue has this kind of crosswalk on 156th Ave NE near Crossroads Mall, and on 102nd Ave by QFC. I think they work great. 2) Also, on NE 8th St, between 116th and 120th, the south sidewalk disappears at Frontline Auto. This makes walking very inconvenient. 3) If downtown Bellevue has a free-ride zone where people can take the bus for a short distance for free, that would encourage more walking and less driving. 4)Lastly, I live just half a mile north of the Bellevue Botanical Garden, but I can't really walk there directly. There are a couple of apartment complexes and office parks between my place and the garden, and there's a chain-link fence between two apartment complexes that blocks my way. The fence has a gate, but I was told that the fire departmen has it locked. I wish I could just walk through the parking lots of these apartment complexes and office parks to get to the garden. Instead, I have to go around the block (a route of 1.5 miles), and that's more than I'd like to walk. So I still drive to the garden.
1) The 'downtown core' (mall) is very congested. It would be wonderful to integrate with the light rail projects and improve grade separated transit. Especially on the 405 Southbound to Renton. 2) Provide a bike/jogging trail to get safely over the 405 into Redmond near Bellevue way.

1. Encourage drivers in bellevue to 'see' pedestrians/bikers, with penalties for blocking crosswalks, not 'sharing the road'. 2. Create a more cohesive pedestrian corridor through downtown bellevue, enforce the creation of sidewalks during construction projects. 3. Post better maps of trail systems, the Kelsey creek/ wetlands trails are great, but you can get very lost and I think it's intimidating.
A few years ago, I called the Bellevue Police Department to complain about the peope running red lights, zipping through crosswalks without any seeming care or thought; near-catastrophic T-bone accidents due to this behavior. I spoke with a Lt. Hershey. And you know what he said? In summary, he admitted there is a problem (well, DUH!) and said it is because the lights are too long for people to wait for the next cycle; thus, they run red lights. The question I had was WHAT IS THE BELLEVUE POLICE DEPARTMENT DOING ABOUT THIS OBVIOUS FATAL SCOFFLAW. He merely commented on the possible reasons for people running the red lights! I mean, did I feel 'heard'??? I think not! I wanted ACTION and he was giving me some song-and-dance about the psychological reasons citizens have to excuse their thoughtless, rude and more importantly, DANGEROUS behavior! Take a page from Seattle and start putting in cameras at the major intersections and start adding to the enforcement of the laws that are already on the books! I know there is SOME enforcement. I see the motorcycle cops hidden at some intersections but you know as well as I that intersections are the NUMBER ONE most dangerous place on our roads and highways and we ought to start treating them with more emphasis immediately.
A sidewalk on Eastgate by I90. It would allow people to walk to Factoria. A sidewalk on the south side of Kamber Road. It starts and stops and people do not go to the other side. Lake Hills Conector between SE8th and 140th. It would be a great connection between Kelsey park and Mercer Slough. Also would encourage Samamish kids to walk home on.
Actually, I would love to participate in a green way. I have managed properties for over 12 years and now sell real estate to home with my son. I know all areas and even though we are not Trossachs we are not using vital areas or incorporating and rewarding those that due use public transportation. The last time I went to Jury duty two girls teenage girls and a teenage boy we all kissing at a bus stop, people smoking and spitting. If you truly want 'the people' off the road 'the people need to be supported rewarded and if not cited. More bike cops and just stand and point at Bellevue Way and when coming off the off ramp from Seattle to Bellevue my goodness I got a ticket from a motorcycle cop going 2 miles over on a block by a tree 25 speed limit slowing down with brakes but people going 75 on Bellevue way are okay? There is something wrong with this. Now that wolves are around my son volunteers to walk people's dogs and now a concern. The eagles in our trees are not protected and the buffer is not helped with noise from 520. There are many people that help with this. I would volunteer or do whatever would help! Thanks for your time, Trish and Tan
ADD MORE PARKS WHEN THE OPPORTUNITY ARISES.
Add more trails and connections between neighborhoods, schools and shopping centers. One new area would be to add a trail system that follows Kelsey Creek from Larson Lake northward to NE 8th. A link from that trail to Bellewood school would be attractive as well. There has been some past discussions about a trail crossing the Kelsey Creek Center if it is redeveloped. Also a study was made by the City to look at alternate mitigation if the creek at the Center is not opened. The project on 145th PL south of SE 8sth is a good addition of pedestrian walkways. Completing the walkways and bike lanes from SE 8th to BCC would be an important link for the Ped/Bike Plan. Another area to clarify on the Ped Plan is the Lake to Lake trail from 140th west to Kelsey Creek Park. There is a sign post at SE5th(?) pointing west. Some of the Parks maps show the trail follows the Lake Hills Connector westward. One of these should be the preferred connection. Another area for clarification is the access link from the Lake to Lake trail on the east side of Sammamish HS south to the south edge of the High School property. A fence and planting were just added to block that route. I'm sure this was in response to the adjacent homeowner. However that route has been used by students and local residents for many years. It is clear from the grading in that area that the original intent was to continue the trail system south from that point. An attractive alternate would be to have the Lake to Lake trail system cross the Sammamish HS property on the south side and make a direct link to the trail on 140th SE. Another area of adding sidewalks are the neighborhoods around Lake Hills school. I think a number of sidewalks were added due to the West Lake Hills Investment

Strategy Study. Another area to include in the plan is the access from SEth 18th to the Phantom Lake park. Keeping or identifying the future development of that link would provide pedestrian access from the large neighborhood to the west of 156th to the park and the Greenbelt. It also provides another link to farmers market at the SE16th/156th corner. There is a pocket park located about SE 18th and 146th SE. The plan should clarify the future use of this park and pedestian access for the neighborhood. I don't know how much the park is used by the neighborhood residents.
Add MUCH MORE on-street parking in downtown, which provides a necessary buffer between pedestrians and auto traffic. When was the last YOU walked on NE 8th, especially during weekday work hours? It's brutal.
Add sidewalks and bike lanes to Northup Way between 108th and 116th. It is very dangerous to walk this stretch but people do all the time. I have to go this way at night to get home from the Park & Ride since I do not drive.
add sidewalks where there are none. widen the narrow ones like on the East side of 100th between 8th & 10th.
add timers to crossing signals. build more sidewalks
aDDITION OF MORE CROSSWALKS AND ENFORCEMENT OF STOP SIGNS. bANNING OF USE OF CELLPHONES WHILE DRIVING
All of downtown needs better enforcement of autos at intersections (not yielding for peds). Many MISSING sidewalks throughout the city. Shared parking resource in downtown so that walking is encouraged.
Always need to trim trees and bushes more often. Now need to clean up after the storms! = leaves, small limbs, trigs, sand on roads and sidewalks. Add more clicking-ped.Xing.buttons for blind; and put both buttons on same pole.
As Main St. in Old Bellevue continues to experience an increase vehicle traffic it is only a matter of time before a pedestrian trying to cross the walkways is hit and potentially killed. I live overlooking main street and cars are going too fast and almost never stop at the cross walks unless a pedestrian is actually in the street. Part of the reason is that it's difficult to see the crosswalks as people are focused on the stop lights but it is also clear that vehicles are using Main St. to cut through to 520 and may not be familiar with the cross walks. In the short term I think lighted crosswalks are absolutely necessary to avoid a serious vehicle/pedestrian accident and hopefully a long term solution can be found to reduce the amount of cut through traffic in Old Bellevue.
As traffic flows increase, the use of more flashing pedestrian crossings (flashers in pavement) would be helpful.
Auto Row to Lake Hills Connector - missing continuous sidewalk in a very heavy traffic/high speed area near kelsey creek park.
Before and after a normal 8 am - 5 pm work day, there are few roads to run/walk on in the winter months (short daylight hours) that are lit at night/morning that are not choked full of cars and exhaust fumes.
Bellevue drivers don't always see pedestrians, whether it's due to increased congestion, trying to make it through a light, etc. And, pedestrians don't always allow for this, or they assume the cars will stop because pedestrians have right-of-way. Everyone needs to look.
Bellevue has done a good job since the 1996 plan of doing the easy tasks, and almost nothing at all on those areas where the greatest risks and barriers exist. Downtown is still a pedestrian disaster area - building skybridges is effectively the same as raising the white flag over pedestrians. Stronger and more vocal support of the BNSF trail would be a good step, as would a real implementation plan with costs and timelines in the final plan. Please do not cave in to local pressures as you did on West Lake Sammamish Parkway. That project alone is reason to question the sincerity of this planning effort.
Bellevue has lots of wonderful places to walk run or jog. Maybe downtown park and other parks and poss inside malls put up a map/sign of Bellevue so visitors can see all the wonderful places parks & trails to visit.

Bellevue is landlocked! There's no where to go but up if we want to develop our tax base and improve access via bikes, walking, mass transit, etc. I'm glad to see what's happening with DT Bellevue but it glaringly lacks affordability for a diverse group, it's family un-friendly. We need the zoning changes and desification in the 'burbs but not crafted for a mono-culture of wealthy and childless singles/couples. Let's take this city the direction of Vancouver BC and most of Europe: thriving, vibrant cities that make EVERYONE want to get out on the streets, walking, biking, socializing and getting to know their neighbor. Cars are social death but a necessary evil for my line of work (mobile, on-call work).
Bellevue is not a pedestrian friendly city. The city core must be made more walker friendly. Narrow sidewalks should either be made wider or should have protection to keep the cars away from walkers. Walk down the east side of 100th Ave between Main and NE 8th St and see if you feel safe. Don't use the excuse that there isn't room. Even rails along the curb would help.
Better law enforcement of vehicular traffic--drivers extremely rude to walkers and/or bikers.
Better lighting, water fountains
Better maintenance of surfaces. Remove/cut back sight distance restricting shrubs which often overhang the sidewalk as well (Typical bad example are the shrubs along NE 8th fronting the Baetell's and QFC Vilklage driveways -- especially the westernmost driveway near 100th Ave NE. Also Ciity should cut back shrubs (or require the propoerty owner, as appropriate)that overhang long segmenbts of sidewalk -- especially along 5-ftobsolete-standard narrow sidewalks in commercialareas: Example: sidewalk on east side of 100th Ave NE along Bell Square frontage. Need much more enforcement of unsafe driver behavior toward pedestrians at intersections due to cell phone/one-hand turnings, illegally over-tinted front side windows (no eye contact with driver possible), abused right-turns-on-red, red-light-running drivers, failing to yield to peds. in crosswalk
Better street lighting in areas not around the mall.
Bicycle rider enforcement is the key. Those guys will run over anyone that is on 'their' pathway or on sidewalk or on street crossing. They are rude and agressive toward pedestrians and toward auto traffic and no traffic law enforcement is ever directed against them. How about a 'special enforcement taskforce' to get them to act civilized. They are mostly young men and some women who are unaware of the rights of others. Some training would be an important part of getting bicycle riding up to civilized standards.
Both Kirkland and Bellevue have good routes for runners and walkers. However, at the city line(s), improvements are needed. Specifically, Lake WA Boulevard NE/Bellevue Way and 166th Ave NE both need pedestrian corridors. Other than that, the more trails the better! Thanks for the opportunity to make input.
Build more sidewalks with planter strips and landscaping to provide a barrier between the pedestrian and cars, especially when there isn't a parking lane.
City blocks are too big- more walkways are needed. Streets are too wide with too many lanes- it is impossible to cross streets around Bellevue Square, etc. The pedestrian needs to be put before the driver.
Close all streets in Downtown Bellevue for cars. Make it a Pedestrian Zone just like all major cities in Europe.
Coal Creek Park was recently acquired by Bellevue and the trail through there should be upgraded, connections to neighborhoods should be added and safe pedestrian crossing of Coal Creek Parkway should be considered. This connection from the I-90 pathways and those on Cougar Mtn should be enhanced.
'Complete the Streets!' - it's stunningly short sighted to build roads the only accomodate cars. We need bicycle paths and sidewalks, everywhere - not just roads for cars.
connect neighborhoods to commercial areas; i.e. the west side of somerset is not connected to the nearby factoria area directly
Connecting the parks and increasing the signage that tells where the trails are. Also, making the sidewalks connect to more locations and contunue through areas would be helpful.
Continue to build out connected trails
Continue to improve pedestrian corridors making them wider, tree-shaded and visually attractive.

Continue to make significant investment in pedestrian facilities to complete connections and provide improved access to transit services.
Continuous system
cover the pedestrian walkway from the transit center to Bellevue Square.
Create more 'blinking' cross walks so that cars can easily see/know when there are pedestrians present. A real problem in the Winter Months when it's dark by 4PM. Create a standard size sidewalk throughout the city without obstacles, and enough of a shoulder to maintain a safe distance from vehicles.
Create more Sidewalks!!! We can not walk from our house to our neighborhood: school(Eastgate), library(Newport), Gym(SBCC), Friends house (Highland Drive). We are becoming increasingly irritated that we have to drive everywhere except towards Lakemont. We are considering moving back to Seattle - we are so annoyed to have to drive to our so called 'neighborhood' destinations. I have to tell my 5 year old who wants to walk to the library and school that it is too scary along side the roads to walk.
Creating more walkways away from the speeding traffic would be really helpful. Because there is no on-street parking in Bellevue, there is no sheild between pedestrians and traffic. An off-street alternative for pedestrians would be safer.
Decrease height to two feet or eliminate shrubs within 40 feet of all intersections of streets and pedestrian crossings, also driveway exits. Cars cannot see pedestrians approaching the corner when they consider exits or free right turns, and pedestrians cannot see cars in advance. Please don't consider ped/bike paths as one - bikes move much too fast to be mingled with pedestrians on a path.
Downtown Bellevue is built for cars going in and out of the mall. Please work to slow traffic down and make drivers more aware of pedestrians at intersections or when arriving/leaving parking lots. I have close calls with drivers almost daily in this town, just walking to the bank or to get lunch. Drivers are not aware and they don't appear to care so much. Please work to educate drivers.
Downtown Bellevue is not pleasant for leisure walking(other than downtown park). The design is totally dominated by cars, it is too noisy, there is no green and not enough park space, greenway, cafes and unique shopping. There needs to be an improved plan to make downtown a pleasant place to live and not just a shopping destination by car.
Downtown Bellevue needs separate pedestrian cycles at the traffic signals. The current 3-second ped cycle is outrageous (and probably a violation of the Americans with Diabilities Act)and a clear indication that pedestrians are not valued in our Downtown -- only cars! It takes forever to walk anywhere in the Downtown, with multiple waits to get across each and every intersection. For that reason, I am routinely discouraged from walking anywhere at lunch time or after work -- it takes too long. And this attitude undoubtedly hurts our local mechants.
Driver education re: pedestrian right of way.
Drivers in Bellevue seem to ignore pedestrians in crosswalks both at traffic signals and other designated crosswalks. I've found it at most intersections and crosswalks throughout the city!
Educate them on the trails and greenbelts. They are wonderful!!!!!!
Encourage people to walk by making it cool to do so. Reward people to go walking to school and work. Set up a program to reward walkers to work. Like Redmond Town Center does. More cross walks, more safty features, more sidewalks.
Enforce traffic laws. Create stiffer penalties for drivers who do not yield to pedestrians, use cell phones while driving, and speed. Create pedestrian signal that actually stop traffic for pedestrians. Our current system is designed for drivers not pedestrians. Our current system encourages people to use their cars.
Enforcement of speed limits and reasonable turning procedures for residential streets. (i.e. Don't cut corners too sharp or too fast - especially on blind corners)

Excessive speed of aggressive drivers on Lakemont is unbelievable. People routinely drive well over the posted speed limit and I seldom see a traffic enforcement officer. Crossing the crosswalk at Lewis Creek Park across Lakemont is really crazy. I would LOVE to see the city reduce the posted speed limit on Forest and Lakemont to 25 MPH. With heavy pedestrian (school) traffic and joggers, dog walkers, and others, it should in my opinion be lowered. We need to share the road - and if drivers won't slow down, then they need to be slowed down through a combination of lowered speed limits and aggressive enforcement through traffic police of speeders.
Fill in the missing sidewalks so you do not need to walk in the road for part of the distance. Add the missing connections between trails.
Fix the trails remove pot holes and trim bushes
FOLLOW PORTLAND'S LEAD AND CHARGE OVER $200.00 FOR NOT STOPPING FOR PEDESTRIANS WITH RIGHT-OF-WAY AT CITY CROSSWALKS. WHEN PEOPLE FEEL SAFER AT CITY INTERSECTIONS PARTICULARLY EAST OF BELLEVUE WAY BETWEEN NE 8TH AND SE 8TH, YOU'LL SEE MORE WALKERS.
For downtown walking-Wide even and clean sidewalks with occasional benches and pots or curbside flowers or shrubs and keep them maintained. For downtown jogging and running-a private gym with a good treadmill.
For the 2nd year in a row, I have seen where pedestrians have been hit and severely injured while crossing the streets (named in my safety concerns) IN THE MARKED CROSSWALK. These are at junctions of City walking trails that are used heavily by youth walking to and from Odle MS and Sammamish HS. I hope that these two crosswalks are slated for installation of the on demand street level lighting. In the meantime, would it be possible to at least paint the poles of the crosswalk signs with the same bright safety yellow paint? Most of the signs are above the head of the average pedestrian and there are often other objects obscuring the drivers' vision--light poles, trees, trail signs and posts, and so on. I saw where this was done in the Shorline area and it draws the sight of the driver all the way to the pavement, GREATLY increasing the likelihood that you see a pedestrian standing nearby. It would be a simple and inexpensive improvement.
Get docents to volunteer taking people into the woods on walks
Get the bicycles off the sidewalks or provide wider divided sidewalks.
Get the motor vehicles away from the people. A five inch high curb with a 2-3 inch diameter tree and some decorative plantings will do nothing to stop a +2,500 lb motor vehicle from killing or maiming a human on a sidewalk e.g. 140th Ave NE from Main St to NE 8th. Look at what European countries do to separate the motor vehicle from pedestrians.
Greenways (wide so they feel safe) are great - like near the bluberry farm on 148th. I have bad knees so I cannot run on sidewalks - I only use the pathways that are gravel or bark. Keep up the great work on making improvements - it is appreciated!
Have homeowners trim their shrubs and trees. In our neighborhood (Somerset), trees hang so low you have to duck to avoid them and shrubs sometimes have taken over half of the sidewalk.
Have more bikeways that can also be used for walkers and runners. We live in Somerset and greatly enjoy the few trails that are around this area. Well designed and well maintained--thanks.
have more off street parking as well as under ground parking. walking down a bustling street can be fun. currently if feels like there are two types in belleve, those not surrounded by steel and those behind the wheel.
Have more street-level things to look at, like the Lodge at Bellevue Sq. with all the construction, STOP closing sidewalks!!!! make sure you make a workaround!!!
Have sidewalks everywhere
Having long continuous paths without car traffic for both pedestrians and cyclists
Hello, I have trouble walking to the Bellevue Transit Center as EVERY street from the park to BTC is blocked on one side or the other with a CONSTRUCTION project, debri, sidewalk blocked, can't walk, forced to cross the street. it is really hard to walk

I am in a wheelchair, and I use the sidewalks frequently, but sometimes they are so poorly maintained (particularly the ramps) that it is hard to get around. Also, in general, drivers are not kind about blocking off wheelchair ramps and pedestrian crossings at intersections
I am not sure how to improve the long wait at intersections if cars are also using the roads, but maybe having more overhead walkways or underground tunnels would be an option to consider.
I believe the City is doing a pretty good job keeping Bellevue pedestrian friendly. We're growing very rapidly and the signals/signage is growing with it.
I don't know. I've been trying to encourage everyone I know to walk more often, with little success.
I feel Bellevue does a really good job making the downtown corridor and park areas easily accessible for walkers. It is quite comfortable moving into and out of downtown Bellevue for entertainment, shopping and errands on foot. My household does as much on foot as possible. This is due to good sidewalks, good signals at intersections. What we have to do is enforce drivers to allow us to walk during the walk signal - it seems up to the pedestrian to make sure they are noticed in the cross-walk.
I like to see the signs indicating walking routes posted, i.e.near the post office @NE 1oth and I believe it is NE 102nd & SE 6th. I've seen others. This encourages me to walk those pathways. I believe this idea could be expanded around the city to encourage others to walk.
I live in Enatai and would love to have my son walk or ride his bike to school however the sidewalk is in poor shape, it starts on one side of the raod and then switches, forcing him to cross 104th which can be busy, people speed, etc. There is no bike lane and in many places along 104th, between SE 10th and Enatai Elementary, it is lumpy and sloped which is potentially dangerous for kids that are young and new bike riders. I run with my dog and baby jogger and frequently run in the road rather than on the sidewalks for the same reasons. I would have preferred that they had made bike/walk lanes rather than raised sidewalks.
I love the greenbelts and other walking trails in Bellevue. It's one of the many things I like about living here. My suggestion is do a better job of making people aware of all these wonderful paths, trails, etc. Awareness, outreach, better/more maps, readily available maps (eg online), etc.
I love the greenway near 156th in SE Bellevue, between SE 8th and SE 16th. Bellevue should maintain these sorts of areas and add more!
I prefer walking locations that feel very public but are as far away from cars as possible (for instance, the corridor that runs between the transit-center and the mall). Having to cross a major street at a crosswalk every block or so is no big deal, but being in an approved place that is away from cars and doesn't feel like an alley for the majority of the trip is a big plus.
I run for fitness and have almost had accidents when cars leave driveways without looking.
I see grafiti all over the place along the trails on Lake to Lake trail, it doesn't inspire confidence in safty when walking in those area's. It would be really nice to see police on the trails.
I see people walking in my neighborhood all the time (since 1990). I'm not a big fan of the sidewalks added in the neighborhood, but we could use more stop signs to slow traffic down (not speed bumps!). The traffic control islands and speed bumps added to 130th Ave NE did not slow down traffic but make it less safe for me during my bicycle commute to and from work due to the decreased lane width and the tendency of cars to crowd bikes. Did the city consider cyclists, too? Even though my wife and I walk several miles a week, we also ride bikes. Rip it out!
I think using more separation (i.e vegetation) along arterials makes pedestrains feel safer and the experience more enjoyable. Also, adding rests stops with bench, water, and trash cans might help people walk longer and the City a little cleaner.
i used to work on 120th ave ne in bellevue and sometimes walked to get lunch or run errands but it was the worst walk because there are NO sidewalks on most of that stretch of the road between Northup way and NE 8th street! visibility was always blocked by parked semi-trucks, it was noisy and stinky, and most unpleasant.

i walk a lot around the eastside... the biggest thing i see in bellevue is a need for alternative use pathways for pedestrians, cyclists, etc to get them away from the traffic... traffic isn't a hinderance to walking... it just isn't pleasant: the sound of cars, the smell, etc. Small, well lit greenways through bellevue would greatly enhance the perception of walking and or running in Bellevue and could in turn greatly reduce traffic. Link greenways to major transportation hubs and encourage people coming into town for work to take the bus and/or lightrail, and then walk or bike the last little bit to work...
I walk daily to and from work and I have notices to safety concerns no street light on 108th and many children and adults walk along 108th from Main to Bellevue Way. Also 108th needs cross walks before and after school many children cross the street while the High school young drivers ares leaving school.. it is scary to watch. Also along the the 'Super blocks' we need more crosswalks.
I walk on the Ped Corridor every day. The bricks in the Galleria area need attention. There are many raised or missing ones. In February 2006, I tripped over one and tore the meniscus in my left knee. I ended up having surgery in April. I am not sure if the area is the City's responsibility.
I WOULD LIKE TO SEE WIDER SIDE WALKS IN BELLEVUE; WITHOUT OBSTRUCTIONS OF PLANTERS AND ELECTRIC BOXES INFRINGING ON THAT SPACE FOR WALKING. IF WE TRULEY WANT MORE PEOPLE TO WALK AND RIDE BIKES WE NEED TO MAKE THOSE SIDE WALKS AND BIKE PATHS AS DIRECT AS POSIBLE. A RECENT WALKWAY WAS PUT ON 119TH IN NEWPORT HILLS THAT JOGS IN FOR THE MAIL DELIVERY. COULD THE LANE HAVE BEEN WIDER ALL THE WAY DOWN THE HILL? MAKING THE WALKWAY STRAIGHT INSTEAD OF JAGGED? I THINK THE JAGGED SIDEWALK WAS A COSTLY EXPERIMENT TO BELLEVUE. SPEND A LITTLE MORE AND DO IT RIGHT THE FIRST TIME.THINK OF BIKES/ WHEELCHAIRS/CHILDREN ON BIKES HAVING TO WEAVE BACK AND FORTH ALL THE WAY DOWN THE HILL. FOR WOMEN/CHILDREN BIKE RIDERS YOU WANT A DIRECT ROUTE FROM YOUR NEIGHBORHOOD AND THROUGH DOWN TOWN BELLEVUE WITHOUT TALL BRUSH AND TREES OBSTRUCTING YOUR VIEW OF THE STREET FOR SAFETY REASONS. PREFERABLY PAVED AND NEXT TO THE SIDE WALK/ CHILDREN CAN RIDE BIKES WHILE PARENTS WALK. ETC. THE FLASHING LIGHTS THAT ARE PLACED IN THE STREETS FOR THE CROSSWALKS ARE GREAT.THE DRIVERS SEE THEM BEFORE YOU SEE THE PERSON CROSSING.
I would like to take the bus to work everyday - but to do so means walking across the Mercer Slew park. Its not the distance - its the visibility, as in there is no lighting across the park. Its not the smartest of safest choice for a single female walking alone through a dark park...I've seen a number of transients under I90 and near the P&R. However, no lighting is also totally understandable since lights would disturb the wildlife. Its a conundrum, but I sure do wish there was a way to make the crossing of the park safer after dark. Maybe have regular patrols (ie bike cops) in the park during commute hours?
I would like to walk more, to the park or Arboretum but with the low lighting on street I'm concerned about crime.
I would walk more in Bellevue if there were more trails with easy parking near the trail head
If the City is developed around the concept of being able to walk, jog and or run, more people will. If only the developers and the City could work hand in hand to create a City where walking would be the preferred mode of transportation, because the infrastructure to support cars for the amount of new development would be impossible, and will ruin Bellevue.
If you provide the space for walking and jogging, people will utilize it. The Burke-Gilman is a perfect example of this.
If you really want to encourage people to jog or run, you should consider adding bike lanes when and where practical. Running on sidewalks can be dangerous sometimes for reasons too numerous to write here.
Improve lighting in neighborhoods. Work with BPD to reduce speeding on residential streets.
Improve our system continuity, esp. so its possible to walk safely along arterial streets to reach community destinations from our neighbhoods. Low volume neighborhood streets should be a lower priority.
improve pipeline quality, coal creek trails

Improve sidewalks between residential areas and business areas/schools. Add speedbumps and median style speed reducers in high traffic residential areas.
Improve signage at crosswalks. Claearly state that autos are to stop when crosswalk is occupied.
Improve the condition of the sidewalks - make sure residents do not leave garbage cans blocking the sidewals or park their cars across the sidewalks. Better crossing on Bellevue Wayt to Mercer Slough and the Winters House. More parking near the Mercer Slough for runners and walkers (the lot is always full). Join the end of the sidewalk at SE 30th and 105th Ave SE to Enatai Beach Park - a very dangerous stretch of roads there with buses passing and ditches and steep drop offs on each side of the road. More pedestrian crossings particularly near parks.
Improved traffic control - more traffic police presence Remove planter boxes at 4 way stop at 98th Ave NE & 24th ST - these are a vision impediment to cars pulling up to the intersection. They can't see the other cars and/or peds crossing the street.
In busy downtown areas, signs like 'Watch for walkers!' or overhead blinking lights that indicate 'heavy pedestrian area'. Generally, Bellevue is a wonderful place to walk. My main concern is speeders and those who make free right hand turns when a pedestrian is crossing in front of them. Really scary!
In general, it is as unpleasant experience to walk many sidewalks because of the heavy traffic and the many traffic lights. All those car can be intimidating. One suggestion would be to create alternative trails along quieter streets or between buildings were there are no streets.
in our immediate area the sidewwalks have water running over them from the uphill side. They are mossy and slippery. Some of the sidewalks are uneven, probably by tree roots. Some cement is falling apart, top layer coming off, rocks showing.
Incorporate bike lanes on roadways. Widen sidewalks so bikes and pedestrians can use them together, as cars in downtown bellevue seem to think they have right of way, and I feel unsafe riding my bike on the roadways. A special offroad bike path like they have in Minneapolis, milwaukee etc would be nice to bike to work.
increase bus schedule, if there were more busses running downtown I would walk more often to the next bus stop and utilize public transportation
Interesting that the different governments encourage walking,not using car. There are no sidewalks to walk on, and the public transportation is very, very poor. I can not believe that a city as large as Bellevue does not have safer sidewalks or crosswalks to cross the street. 148th is an example of poor areas to cross the street.
It is far too long of a wait for pedestrians at traffic signals. It's a huge disincentive to walk/run in the Bellevue downtown area.
It would be really useful to be able to get a map of the minor thru-neighborhood pathways. There are actually a lot of them, but it's only by trial and error that they're found, and usually you only know about those in your immediate neighborhood.
Large intersections should have signals set so that all ways can cross at one time. Often pedestrians really want to get to the corner which is diagonal to theirs. So they wait a long time for the first signal and then a long time for the next. An example of this is the intersection near the transit center.
Make certain that Parks and trail areas are lighted at night and that visible patrolling is done either by volunteer police people or the BPD itself.
Make it more expensive to drive.
Make major intersections more pedistrian dominant, Bellevue way and NE 8th is car orientated and cripples a work out if trying to run through downtown Bellevue. Improve crosswalk identification on side streets so that the chances of being hit are deminished, even though slightly significantly.
Make pedestrians the priority instead of the cars. Make businesses cater to pedestrians instead of passengers. Make better sidewalks. Make sidewalks more interesting with better lighting. Put cars on the perimeter and make pedestrian-only lanes. Been to Europe? Street after street of pedestrian-only shopping. When is Bellevue going to WAKE UP? Stop putting parking lots in front of every store!!!~ And put up some bike racks while you're at it!! Been to

Portland lately??? Anything wrong with a trolley on Bellevue Way & on 4th??
Make sure all walking paths are clear of large bushes so people feel safe. Repair/fix/replace all non-working street lights - many in eastgate. Without street lights is it unwelcoming to walk in the dark and many of our months have darking evenings when most people are returning from work.
make the sidewalks connect, so that you can walk all around the South Bellevue/Eastgate neighborhoods on a sidewalk.
Many streets in the City of Bellevue were developed before sidewalks were standard, and were annexed into the city through the years. A regular program of adding sidewalks in these neighborhoods would be helpful. Also, because residential neighborhoods were often developed in 'chunks', pedestrian access between them is sometimes difficult. My kids have friends in an adjacent development, but in order to get there, they have to walk out of our neighborhood, on to a major (35 mph speed limit) arterial, then walk into the next neighborhood. If there were some sort of cut-through, the length would be shortened from nearly a mile to half a mile, and it would all be on quiet neighborhood streets. I don't know how the city, though, can retro-fit these sorts of cut-throughs after development has long been complete. The City has done well in downtown Bellevue to improve the pedestrian environment. Crossroads is also much better than it was, and if the proposed changes to the Crossroads Mall (and surround park/community) go through, I believe it will be even better. The greenbelt system that the City has put into place is stellar. We walk on a City path near our neighborhood on a regular basis, plus use other paths (such as Weowna Park) for recreation on a regular basis.
Massive coordinated campaign to educate drivers. There is plenty of material but it is not getting in front of the driving public. Must re-create a mindset here that has disappeared over the last 10 years. I used to be able to simply approach a crosswalk and look at traffic and people would stop. No more. This is a tragic loss.
Media campaign on how to cut back on gas consumption, slow pollution and increase exercise and health benefits. Provide incentives (discounts to sporting goods stores, jamba juice, etc.) to those that walk or bike to work, school, etc. Work with businesses to discourage the need for cars at work. Meetings that require travel to be held on certain days only, provide shower facilities. Combine this with incentives (tax or otherwise). Run a series of articles about those who are already doing their part to reduce car use. The city can hold 'fun runs/walks' that benefit a non-profit. Get High School kids involved in a campaign to increase awareness.
Mixed use & density. I seldom walk to work, although I often walk longer distances in downtown Seattle. This is because there's nothing interesting between home and work to walk along: big campuses, long sidewalks along roads, big buildings that are either offices, or stores that are behind a big parking lot.
More frequent bus routes over the weekends. Maybe use smaller buses that are cheaper to run? Encourage semi-covered streetside caf,-restaruant areas along green-zoned pedestrian walkways.
More green paths in downtown.
more intersections where the walk sign is on for all crossings. It cuts down on walk time significantly.
More lighting aroudn the trails. I think you have adequatly provided benches and doggie bags, however lighting need improvments, if I can, soloar power lighting...
More opportunities to cross street safely.

More paved paths or trails that are not so isolated for jogging would be great - I use the Phantom Lake path all the time for jogging. It's visible to the road so I feel pretty safe running by myself. Other paths are too desolate so walking alone or running alone doesn't feel safe to me. Better intersections for walking - don't have a solution for this but I walk a lot (average 30-40 miles/week and run on average another 33 miles/week) and have been nearly hit by people who do not stop at stop signs, or at lights when turning right - they cruise through, looking to the left to see if traffic is coming and don't look for pedestrians. I walk defensively and try to never step into the road even with a walk sign until I am sure traffic sees me or is stopping but I've still had several near-misses. Walk signs turn too fast - I walk fast and still am just barely across the mid-point when the walk sign turns to flashing red. Stop lights (especially along 148th) take forever to turn to walk. I realize traffic flow is important, but don't say you are trying to encourage more walking when everything is geared to making life easier for cars. Even when no cars are coming the light will stay green for the traffic on 148th, so sometimes after standing there a long time to cross, I will just cross without the walk sign. Folks in cars are in too big a hurry and act like having to wait for you to cross the road is a real burden to them and many are often too busy on their cell phones to pay attention. Cell phone usage should not be allowed while driving!
more sidewalk planting or art with cameras to watch them
More sidewalks and trails More enforcement of crosswalks and driving over lines on side of road Paved trails better for all season walking
More sidewalks need to be put in and some need to be widened and repaired.
more sidewalks!
More sidewalks. Make drivers aware of crosswalk rules
More soft-surface trails. I know it's hard because paving a trail improves it for cycling and other recreational use but it does make it worse for pedestrians.
more walk or bike only paths like the Lake Hills set of trails. They are TERRIFIC and well used by all types, ethnic groups, and ages of people. The biggest change you could make is for neighborhoods to have facilities within a mile radius. I used to jog or walk the dog all the time to the Lake Hills shopping center when QFC was there. Now it's uphill, farther, and a major intersection to cross so I drive. Suburban design is the problem.
most destinations in bellevue are not within walking distance of poeples homes. This is the single largest impediment to walking, and it's the main reason why I'll choose to drive at almost any opportunity. Pedestrians seem to be an afterthought in many parts of bellevue, as indicated by lack of sidewalks and intersections which make pedestrians push a button to get a walk signal. The rounded corners that are present at many intersections allow cars to take turns at a very high speed - this makes intersections in bellevue 'feel' more dangerous than those in seattle.
My biggest desire is for more off-road trails, either paved or with gravel.
My BLV neighborhood needs shoulders and lighting to make walking in the dark safe. I light up and wear reflective clothing (so did the dog!) but drivers don't expect to see us. The city did put street lights on my block at my request last year, but more are needed.
My concern relates to those who use wheelchairs and the ease for them to get around, which may not be the intent of this survey. I wish the downtown Bellevue park had a paved path to accommodate wheelchairs--this may apply to other parks as well.
My family lives on Bellevue Way, street with heavy traffic and narrow or non existing sidewalks. Since I have two small kids, I really feel very uncomfortable when we have to take a walk from whatever reason (usually that is a walk to Enatai elementary). Then, 108 Ave SE, next to Enatai school, is also missing sidewalks, and I would like to see something done about it.
My greatist safety concern is at intersections. Cars turning right at intersections not looking or paying attentions or taliking on cell phones. I think the new countdown timers at intersections improve safety.
My Wife and I try to walk everyday and have for last 4 years. I'm amazed at how poor drivers react to people at cross walks. We stand at the crosswalk next to the crossing sign and watch 10 to 15 cars go by. We think ticketing violators for a few months in a row would cure this. Lights installed at crosswalks, like Kirkland would also be helpful even though some people

don't stop when we use those on 100th Ave by the Boys and Girls club
Narrow sidewalks next to heavy traffic are unpleasant. Drivers do not stop for pedestrians in the cross walks. More trails and greenways - I drive 1.5 miles to nearest trail to walk or run on. Pedestrian malls like at NE 6th are very helpful and pleasant. Install All direction pedestrian crossing signal cycles at major downtown intersections. Make signals automatically have a walk signal at downtown intersections, like in Seattle. I commute to work nearly every day by walking, run three times a week on trails, and walk to downtown for entertainment. I typically walk or run more than 20 miles a week in the city.
Need a more complete system, particularly on arterial streets. Currently have lots of locations where there are disconnected segments of sidewalks - need to fill in the missing pieces.
Need more dedicated sidewalks. Not shared bike/ pedestrian lanes.
Need to establish, publish and train Bikes rides and walkers to remain on their own side of a path
Not enough bellevue streets have sidewalks. The trail system in greenbelts in Bellevue is great, but could always use more.
Off-road is always more pleasant than on-road! This is a pretty area, but when you are next to the street your breathing fumes and listening to cars. Also, bus routes to parks.
One thing I get really frustrated with is that when I shop at QFC I have to move my car across the street to shop at See's, Pasta and Co, etc..The parking situation in Bellevue doesn't encourage walking from site to site. One has to move her car literally yards to access another retail operation. One of the most pedestrian friendly city I know is Portland. It is so pleasant to spend a day walking around...wide sidewalks and great signage. More foliage/green in downtown Bellevue would be a fabulous improvement. Street trees. Please don't ever take down the sequoia on 8th...I've loved that since I was a little girl. More deciduous trees on the main thoroughfares would be lovely...great look for the future.
Our neighborhood area has been begging for sidewalks for years, but we do not have the population to get the votes for the improvement monies. 173rd Ave NE is split between Bellevue and Redmond--the Redmond part has at least some sidewalk, but the Bellevue part from NE 19th place to Northup Way is a crapshoot for walking.
Overall, most urban areas have excellent sidewalks and safe crossings. However, the rapidly rising urban core of Bellevue needs more pedestrian-only streets. As a start, consider 103rd Ave NE immediately north of Bellevue Square, NE 6th St to the east of Bellevue Square, and 102nd Ave NE & NE 1st PL to the south of Downtown Park. These locations offer excellent opportunties for arcade-style streets with shopping, restaurants, and entertainment and NO traffic. European city cores offer this kind of 'peaceful center' with tremendous success. With the support of local businesses, these streets can be open and friendly to pedestrians and licensed street vendors during the day, and open to local truck delivery early in the morning. Several other streets in Bellevue can also be considered for this pedestrian and commerce-friendly improvement. To deal with Bellevue's sprawl, additional pedestrian overpasses over 405, 520, North Bellevue Way, and NE 8th St would be extremely helpful. To simply cross these thoroughfares, everyone chooses to drive because there are few safe alternatives. As these traffic corridors cannot afford the additional congestion of street-level pedestrian crossings, Bellevue should plan elevated crossings for cyclists and pedestrians.
People making free rights do so without regard to the pedestrian traffic, and often almost collide with walkers. They look for auto traffic, but they do not look for people.
People need to be self-motivated, I don't think you can do much. People do need to feel safe, so it would be good for drivers to be aware of pedestrians and they need to pay atttention and get off their cell phones! I am more afraid of drivers than anything else. I walk a lot and have had close calls in sidewalks with the WALK sign on for me, especially drivers taking a 'free' right turn when the WALK signal is on. Somtimes it seems saver to jaywalk, at least a car can only get you from 2 directions in the middle of the block.

Please continue to maintain existing greenspace and even consider adding more greenspace trails. One of the most atractive characteristics of Bellevue is its interspersed forested greenspaces. These sections of pine trees with their trails (Sound to Mountains Greenway, East Lake Sammamish Trail, etc.) help make Bellevue an attractrive place to live and not just another concrete suburb. You might consider promoting further use of them with fun runs, etc.
Please find funding to continue the sidewalk along SE 34th Street between West Lake Sammamish Parkway and Eastgate. This road is very narrow at the steepest part of the hill, when cars are accelerating - and walkers are forced to walk in the street due to the lack of sidewalk. Also, it's past time to improve West Lake Sammamish Parkway, as has been discussed for years - with nothing accomplished to date.
Please make available in print, or preferrably, online, detailed maps of the paths/trails in Bellevue.
Please spend the monies on efforts that effect the most people not the effect the least. Spend on moving more people rather than less..
Promote using buses, vanpools or carpools which would force people to walk during the day to get around.
Provide connections through the otherwise large superblocks, especially in and around comemrcial activity centers such as downtown and Factoria.
Provide more greenbelts that are marked and have maps/directions available. Better transit system without as many transfers... so it doesn't take as much time to from one place to another by walking/biking & riding the bus.
provide more sidewalks; more business areas close to residential neighborhoods worth walking to, even small cafes or small stores; easy pedestrian access to parks with paths, again more sidewalks;
Provide pedestrian crossing bridge across NE 8th at high traffic volume locations. Biggest reason that I avoid going too far from my office at lunch is because I'm not interested in being hit by a car because a driver failed to stop before making a right hand turn. I have never seen a problem like this as pronounced in any other city I've traveled in, including LA.
Provide scenic walk maps of area--like a beach park route Bridle Trails area does not have sidewalks this makes it hard to walk with children (there are trails, but that is maintained by the residence)
provide the walkways and trails and they will come
Remind drivers to stay behind the *FIRST* line and leave the crosswalk clear, even if turning. Remind drivers to not block the sidewalk while exiting parking lots. 'Camps' of increasing intensity from barely-mobile (let's walk a few loops around Bellevue Square mall) to active (a 5 mile jog sounds like a good start) to get the out-of-shape gradually into shape.
Require construction projects to provide sidewalks/paths. If they can do in New York City and downtown Seattle, Bellevue can do it.
restroom facilities would be nice in greenbelt areas
right turns on red by drivers who don't pay attention to pedestrians and cyclists in crosswalks are a big, big problem.
Runners look for a loop where they can run at least 2, and preferable 3 or 4 miles without encountering a major intersection or obstruction (think of the loop around the mercer slough including the office park to the north). Runners are not all that fond of concrete sidewalks and some reasonably good 'running' routes have been impaired by the development of all concrete sidewalks (concrete is a much 'harder' surface than asphault or other materials and creates or aggravates injuries). Bellevue Way (particularly between downtown and say Kirkland) could be a fantastic boulevard, but as it is the walking areas are too close to the roadway to make pedestrians feel very comfortable (or for pedestrians to carry on a conversation ...). Trails that cut through neighborhoods (think Medina's Points Trail from SR520 north past the golf course) are great for long distance walking and it would be wonderful if a few of these trails radiated from downtown out to the neighborhoods to the north and south. Such trails would encourage people to walk downtown.

Safe sidewalks are very important. There's too much focus on downtown Bellevue and not enough attention to the outskirts. 116th needs something besides car dealers if you want to encourage people to walk into town. Give us something to walk through besides parking lots. We used to have the library and city hall, but you have turned your back on us.
See above.
Seek out poorly marked or unmarked crossings and malfunctioning walk signals. Coordinate reporting with other cities and towns. 2 of the 3 worst pedestrian intersections and for me are in Redmond because I live in NE Bellevue.
Separate sidewalks or walking/riding paths are the biggest thing for me.
Separate walkers/bikers from fast moving car traffic where posible.
Set aside separate sidewalk improvement budget. Say 3% of transportation dept budget to start with to show City's desire to overcome city's perceived disdain of sidewalks. Ie narrow downtown streets. No side walk on part of north side of Main Street between 106th & 108th. Giving up the Bob McKormick Park Way to developers at Bellevue Way & NE 12Th Get different to start. Have parks Dept be more involved in design. They do some maintenance now.
Shrubery (trees, bushes, etc.) and signs obscure sight lines at intersections for both pedestrians and drivers. The city needs to do some serious review of this problem and do something about it.
Sidewalks along entire frontage of Eastgate Elemenetary School would add to safety of children and community members. Sinc Eastgate will be remodeled during June 2008 - August 2009, the City of Bellevue improvements could be constrcution at the same time.
Sidewalks and speed humps on 109th Ave. Redesigned sidewalks on Main street in Bellevue between 108th Ave and Bellevue Way
Sidewalks especially around schools, I feel, are extremely important.
SIDEWALKS. I understand that sidewalks were not required in the older housing developments, but with increased traffic and population that has created an unwelcoming walking environment. And major arteries, such as Newport Way, lack sidewalks. Bellevue needs to create long term planning for adding sidewalks.
signals are too long and the walk signal sometimes has to run through a cycle before it illuminates
Sponsor naturalist led walks in Bellevue parks. This is already being done in some areas, mostly on weekends. Midweek walks for seniors might be popular.
Sponsor Running and Walking Events. In 1999, the City of Bellevue sponsored a 15K race which 'featured' the city's trails. Something similar would make runners and walkers more aware of our trail system.
Standardize the order of traffic at intersections. Some have left-turn lanes first, some have one direction first, very frustrating.
stop the rain and flatten the city :)
take steps to make walking more acceptable/enjoyable perhaps start affinity group to help foster clean/safe - provide symbols of participation - encourage new residents to get involved in the community on the street - provide volunteer opportunities
The biggest problem with being a pedestrian is crossing the street. Whenever I approach an intersection I have to wait until the next green cycle of the light, regardless of what colour it is when I approach. The signals place no priority on pedestrians. There seems to be little (if any) consistency on how long the signal flashes before turning red. Walking takes long enough as it is. Having to wait for long periods of time at each crossing makes it excruciating. The other unacceptable thing is intersections where we can't cross directly, but have to take THREE corsswalks instead. Bellevue needs more pedestrian bridges, with stairs to cut down on costs. Yes, you'd still need crosswalks and signals for individuals who can't use stairs, but it would be such a large improvement for the rest of us.

the city is not very centralized, and walking is a chore, because often, places we want to be are too spread out to just walk. I understand that now that the city has developed so much, it's hard to change that, but maybe we could add some more bus routing, to make it easier for people to be where they want to be over large distances. I know that my neighborhood, cherry crest/bridle trails could use some public transportation. I know that is up to King county, but maybe it could be encouraged by Bellevue. It's very hard to get on a bus here, since you have to go all the way to 20th street, about a mile for most of us, and even those choices are poor. We're not a dead end neighborhood, and could pass some local all day transportation through to kirkland. Right now, I'm concerned that the entire neighborhood is built on the idea that cars are the only option for transportation, when really, the population has not been exposed to effective public transportation. I think that Public transportation and pedestrian traffic have to go together in Bellevue because of the fact that it developed spread out and distanced.
the crosswalk on Main Street at 151 (or 152nd) needs new paint. CArs don't/won't stop there for pedestrians.
The DT culture in Bellevue is very different than parts of DT Seattle (Pioneer Square to Lower Queen Anne). Walking in DT Seattle goes hand in hand w/convenient bus routes or stops along the shopping core. Now that I work in Bellevue, I don't take a quick bus or taxi to Nordstrom, I drive. Activities also make walking more condusive. The DT Bellevue Music series is nice, but in Seattle, the culture is a 24/7 event. DT Bellevue just isn't there yet. In DT Seattle I'd stay and walk to First Thursday events, the symphony, Paramount theatre, shopping , etc. Oh, awnings along sidewalks provided by businesses downtown helps walkers & joggers. This is nil unless you're on the block at the New Lincoln complex(McCormick's, Maggiano's)
the lights for pedestrians always come after the lighst for cars and are really shorts. So it takes a while to walk and you have to stop smelling the car gas all the time.... also a lot of streets are missing side walks, all of them should have a side walk
The lights take forever to change, especially at 4-way intersections in downtown. This should be quicker. More sidewalks, please.
The main difficulties are high speeds, red light running and driveways. Drivers crossing 8th often run the light because (not an excuse) of the long cycle times on 8th. Driveways are troublesome along 8th because of the speed that traffic is going, vehicles have to pull way out to see oncoming traffic and many drivers aren't looking for pedestrians. One possible option is to shorten light cycle times on 8th, and continue to encourage bell. sq traffic to other arterials.
The parks in Bellevue are just fantastic and are maintained so well it is astounding. Having access to more greenbelt walking areas or simply joining parks with safe sidewalks and street crossing greatly improves walking areas. For example, I like to walk from Ivanhoe park down Northup to the little park on the right and then down further and cross Northup at 173rd, then walk the trails of Tamoshanter park, then up NE 24th and cross the street to the wooded trails that go to Ardmore park and then back around to NE 24th to Unigard and then back down to Ivanhoe. It's a great walk, but no crosswalk on Northup or NE 24th and walking along 173rd to Tamoshanter park is very scary--no sidewalk and very little shoulder with cars barreling down from Northup. Just finding natural connections between greenways and parks is an easy, fun step to make more popular walking areas. The Wilburton Lake to Lake trail was a severe disappointment last Sunday. It just ended! No signs to tell you what to do or where to go. Proper signage makes all the difference and accurate mileages help make decisions. Walking is pretty good in Bellevue, but it can be better.
The sidewalks are great, but there are no substantial trails for long distance running. I am a daily long distance runner, if is was possible that would add a lot I think. The parks are great, but so small. That is really the only thing i can think that would improve it, because it is already great. I run 5 miles every morning on sidewalks and walk to and from work.
The signal timing at most intersections is not pedestrian friendly. Very long waits to cross intersections, especially at NE 4th & 110th, NE 4th & 108th, and NE 4th & 112th. Crossing NE 8th & 116th is very dangerous - it should be a grade separated crossing for peds. Too often the sidewalks are missing and closed during construction - something that is very rare in large cities like Seattle, Chicago, and NY.

The single biggest problem is the incredibly pedestrian UNFRIENDLY traffic lights. The light at NE8th and 106th ave NE, should be in the guiness book of records for longest wait time to cross for pedestrians (several minutes) and then the 'walk' sign is only on for 10 seconds (barely enough to make it halfway). It's just horrible and must be fixed, makes the city totally unwalkable.
The trails in Bellevue are amazing and make me very happy to live here. (we live between phantom lake and weowna park). I don't think that there is enough publicity regarding the trails. I remember a 'Biking Around Bellevue' map. It would be good to see that around again, and perhaps a similiar one targeted at walkers/runners. There is some graffti on the history/informational signs around Larsen Lake/blueberry farm and where the trails continues on to Kelsey Creek Park. Please replace the top plastic layer which has been damaged. What about a picnic tables and a playground structure at Lake Hills Greenbelt park. It would encourage more people to walk/run to it and play. Thank you for promoting healthy lifestyles! Does Bellevue host an annual run or hike?
The trails in my area are interrupted frequently, and the signage between segments is poor.
the trash containers/yard wastes containers need to be off the side walk.... someone in a wheelchair can NOT get by on the skinny side walk(if you can even call it that) that we have on our streets. Something needs to be done.
There are a few small trail connections that would really improve the pedestrian connectivity in our area of Bellevue. Specifically around the Somerset East open space near the Eaglesmere neighborhood. 1) a trail could be built through the open space that connects Highland drive to 145 Ave. SE (which is a cul-de-sac in Eaglesmere.) 2) A trail could be built that connects a currently unused portion of the south Bellevue openspace that runs parrallel to the cul-de-sac of S.E. 52nd (which is an offshoot of Highland Drive) to the Somerset East openspace. This would require an easement across the back of 2-3 lots, but it would would connect Eaglesmere and the other surrounding communities to the South Bellevue Openspace. 3) There is also an opportunity for a trail to connect the Horizon View neighborhood to 145th Ave SE through an unbuilt lot that lies between 145th Place SE and 145th Ave SE. This lot lies just on the other side of the City and County border, but has been in use by pedestrians and wild life for the last 30 + years - until it was recently fenced off. This may be out of your jurisdiction, but my understanding is that this area will be annexed in the next 5 years and so it could at least be on your radar. Please feel free to call with any questions or clarifications.
There needs to be shower facilities at work to get me to walk/jog/run to work.
There really needs to be a safe sidewalk linking Eastgate Elem, S. Blve Comm Center and Newport Way Library.
ticket drivers who don't yield to peds in crosswalks or who speed. Lower speed limits.
Time the signals on the Downtown Pedestrian corridor for average walkers. Most people have to wait at every crossing unless running.
Too much dog feces on sidewalks - place singage/collection bags along popular sidewalks. It is too disgusting to use the sidewalks when there is this problem in Lakemont.
Traffic signals are prioritized for vehicles at pedestrian's expense. For example, some lights require pedestrians to wait through two green light cycles before the walk sign lights. Most pedestrians ignore this and walk when the light is green even though the walk sign is red. Also, some interesections don't align the cross walks with the side walks so that cars can turn without having to wait for pedestrians to cross.
Trails and walkways are the most important. As a runner, I'm thankful for all the trails Bellevue already has, and have run most of them. There are many good east-west trail systems, but I've yet to find any great north-south routes. Like many runners and walkers, I like to be away from traffic noise as much as possible. I've found it helps to be even, say, 50 feet from the street. A path through downtown would be great.
Walk in the City yourself, more than a few blocks, and specially outside of downtown. Walk long distances, cross freeways, along arterials, through neighborhoods, across streets and intersections. The walking conditions are OK in some areas, none existant in others. We have to share the transportation corridors with traffic and transit, who do not always take us into consideration. Construction areas typically do not show much consideration for pedestrians. There are lots of construction areas in Bellevue.

Walking anywhere in Downtown Bellevue is crowded and polluted. The traffic is terrible; lights are long; car pollution is terrible. the City is making BAD decisions for our citizens - over building the city, increasing all the problems that cities try to avoid: pollution, traffic, crowding, noise, expensive housing, crime, etc. Bellevue has had a great legacy. You are ruining that legacy if only to bring profits to those very few 'developers' in Bellevue now. Walking has become more unpleasant in Bellevue - becuase City Hall is promoting growth - without concern for our familes or our children's future here.
Walking on 40th is life threatening. Come on out and give it a try. A hill, tons of commuters, no sidewalks, no walkway, no police around, apts, senior apts and private homes on both sides.
Walking on the east side of 116th NE between NE 8th and NE 12th can be scarey when drivers pulling in and out of the parking areas do not see or stop for pedistrians.
Walking or jogging downtown is improving a little with the ped corridor and Lincoln Square ped activity, but the drivers are just ridiculous. They're not used to peds, get annoyed, and are either rude, or downright dangerous. It's just not a friendly environment as a pedestrian, and there seems to be zero police presence downtown to stop the countless redlight runners.
Walking paths with lights.
Walking to work is great! I would love to be able to do it for the rest of my career, but if my wife and I are going to buy a condo/home, we probably won't be able to afford one within walking distance of work.
We find that there are great trails in Bellevue and many good walking areas. Keep up the good work.
We like walking on soft trails, not hard sidewalks. Getting more pleasant trails would be good.
We live on the top of a hill that has no much in the way of sidewalks and my wife has a leg injury that reduces her ability to walk up and down hills. Thus to go for a walk we have to drive five miles to the blueberry greenbelt in Bellevue. And even that walk is a little too short for our tastes and we get attacked by dogs off leash more than is pleasant. We'd rather have closer options, and we would like to have leash laws ENFORCED! so that we are not bitten or attacked by dogs while on our walk.
We need more maps to help people find their way. Better signage for pedestrian safety would be nice as well.
We need more pedestrian-only corridors in downtown Bellevue, such as the one between Meydenbauer Center and Bellevue Square. Pedestrians have to wait too long at intersections in downtown Bellevue -- the traffic lights are geared for vehicle convenience, not pedestrian convenience. I don't know of any north-south pedestrian-only corridor in downtown Bellevue -- are you planning for one?
We need sidewalks in all neighborhoods.
Well it's so hilly here that it get's to be a bit tiring, but my bigest consern is a lack of cross walks or time to get across in down town bellevue. And the construction right now in that area has severly limited the number of sidewalks.
When the pedestrian pushes the ped-activated crosswalks, their action should have priority over the completion of a full cycle of turnlanes and cross traffic. Some intersections can take over 5 minutes before the walker symbol illuminates. This encourages jaywalking and makes it unfavorable for walking.
wide sidewalks- best lighting possible for drivers to see peds.
With the expansion of the south Bellevue recreation center there is an increase of usage of the facility. It would be great if the sidewalks could be extended from where they currently end at Sommerset to the new center along Newport way.
Woodridge loop trail is super nice, well maintained and CONNECTS to Richards Road. SE 8th is the pits for walkers. Getting from Woodridge to downtown is risky business and should be avoided as it is now. I'm fit enough to walk to Bell Sq. but don't because of the I-405 barrier.
Would like more off-road trails for walking/biking in West Bellevue

You could offer incentives such as prizes or attendance at a free lunch for walking to work, similar to those offered by Metro (I think?) and Sound Transit for biking to work in May. Offer a reduction in City utilities if you can show that you use your car less than so many miles/month (100?). Include photographs of attractive pedestrian trails or paths in the Bellevue Reporter. Publish a map of the public but less visible pedestrian paths within the city, such as the brick lined path between the US Bank parking lot and 110th Ave NE. Make a brochure showing a walking trail connecting public art in the downtown area of Bellevue. For future sidewalks, require developers to separate sidewalks from the vehicle traffic with a landscaped strip or vegetated buffer. It doesn't have to be very wide or raised (like a berm) but just something so cars are more than an arm's length away.
You have to make it safe in downtown Bellevue. It is not. I work here and live in Lake Hills. Drivers are obnoxious and careless. I lived in Redmond for 5 years and never had the kinds of problems that I have in Bellevue. In Redmond, they put out cones warning drivers, in Kirkland they have flags that pedestrians can use and most drivers will stop. In Bellevue, the drivers try to run me over even when I am in a crosswalk. Sometimes, I have to defend myself by hitting their car so they will even see me and realize that they have to give way for a pedestrian. Sometimes, the other pedestrians cheer me when I do this. So, maybe you need a multi-pronged approach: education campaign for drivers, police enforcement (especially in downtown), faster responding walk signals at lights (they seem to be designed for cars, not pedestrians), better indicators that pedestrians are in crosswalks (e.g. the flashing lights by QFC downtown and the one by Crossroads Mall), and more pedestrian only routes.