



MEMORANDUM

TO: TRANSPORTATION COMMISSION
FR: FRANZ LOEWENHERZ 425-452-4077
**RE: 2008 PEDESTRIAN AND BICYCLE TRANSPORTATION PLAN
(DRAFT NETWORK PLAN AND PROJECT LISTS)**
DA: APRIL 3, 2008

Direction Needed from Commission

At the March 27 Transportation Commission meeting staff is seeking review and additional comments on the draft network plan and project lists that you received prior to your March 6 workshop. Your review and comments at this meeting will assist staff in identifying necessary modifications to the pedestrian, bicycle, and trail project lists.

At the April 10 Transportation Commission meeting, staff is planning to return to the Commission for review and possible endorsement of the network plan and project list. On April 10 staff will also introduce the preliminary prioritization framework. In May, staff intend to return to the Commission with a prioritized project list for Commission consideration and possible action.

Please note the above schedule is presented as a suggested approach and should not be regarded as definitive; staff look to the Commission for guidance on recommended modifications to the project timeline.

March 6th Workshop

On March 6, Bellevue staff met with the Transportation Commission in a workshop format. The workshop allowed staff to review in detail the public input received on the September 2007 network plan and suggested revisions to the draft pedestrian, bicycle, and trail project lists.

At the March 6 workshop, the Commission expressed interest in receiving additional information from staff to assist them in their review of the facility recommendations outlined in the pedestrian, bicycle, and trail project lists. At the request of the Commission, the following items are included as attachments to this memo:

1) *Census Data*: The Commission observed that non-motorized activity is influenced by demographic factors such as household, age characteristics, and residential patterns. Enclosed is the City's report on findings from Census 2000. It should be noted that the City, in particular downtown, has undergone a great deal of change since 2000. This report is also available online at: http://www.bellevuewa.gov/census_2000.htm

2. *Destination Data*: The Commission observed that non-motorized activity is influenced by proximity to key walking and cycling destinations. Enclosed are maps depicting the project recommendations overlaid with the following geographic data-sets: (i) bus stops, (ii) government buildings, (iii) community centers; (iv) schools; (v) parks; and, (vi) the cross-city bicycle corridors.

3. *District Data*: The Commission requested staff consider grouping the network plan and project recommendations into districts within the city. Staff agrees that this would be a good way to organize the discussion around specific projects, and has suggested designating the city for purposes of this discussion into four areas: (i) west of I-405, north of I-90 (basically downtown),

(ii) north of NE 8th, east of I-405, (iii) south of NE 8th, east of I-405, north of I-90; and (iv) south of I-90. Enclosed is the project list report reorganized into these four districts. Please note that the project descriptions and numbers are exactly the same as the previous document that you received prior to the March 6 workshop; the projects have just been re-organized to coincide with the sub-districts described above.

There are two other attachments: (i) Attachment A includes staff's response to Commissioner Joel Glass's email on the network plan, which was received on March 6; and, (ii) Attachment B includes additional public comments received on the March 6 draft network plan and project list.

We would ask that the Commission review the attached documents and be prepared to begin a discussion of the overall network plan and specific projects at the April 3 meeting. Our approach at the April 3 meeting will be to review the project list on a district-by-district basis. Commissioners are encouraged to bring forward any specific projects they wish to discuss (similar to the questions submitted by Commissioner Glass on March 6).

If any commissioners have questions or comments on these documents prior to the April 3 meeting please let me know.

APPENDIX A

STAFF RESPONSE TO COMMISSIONER JOEL GLASS

Trails

- 1. Coal Creek Park, what happened to the connection from Coal Creek Parkway to Coal Creek Park to the west. The trail has been diverted. Put it back!**

The trail on the west side of Coal Creek Parkway in the area of the existing small gravel parking area has been eliminated because crossing Coal Creek Parkway at this location is unsafe. An existing sidewalk on the east side of Coal Creek Parkway leads pedestrians to the preferred crossing at Forest Drive where a new trail connection into the west side of Coal Creek Park will be completed in summer 2008.

- 2. Lower Summit, there is a trail that ends/starts at a cul-de-sac in the lower part of the Summit a block up from 63rd Street. It would be nice if there was a connection nearby just to the east.**

This suggestion is very helpful to increasing pedestrian connectivity and City staff suggest including this recommendation in the revised project list. The new project (# TBD) would be identified as a Type C trail facility. The project description would read: Construct stairs linking 155th Ave to Lakemont/Highlands Greenbelt.

- 3. Upper Summit, the "Old Pedestrian System" in gray show a trail that was never built. It would have connected the upper part of the Summit to the Lakemont trails.**

The project was eliminated as result of a legal settlement agreement between the City of Bellevue and the Summit community of South Bellevue. The agreement precludes the City from developing the area depicted in gray.

- 4. Upper Summit, connect the trail noted above in item 3 to L417.2**

This project is not feasible given the legal settlement agreement between the City of Bellevue and the Summit community of South Bellevue.

- 5. Cougar Mt, connect 164th just south of Cougar Mt. Way to the Cougar Mt trails to the north by SE6 6th St and 166th Way.**

The connection exists via the existing sidewalk system.

- 6. Cougar Mt. extend L471 to a trail in the park, right now it looks like it goes nowhere.**

The City is presently working to include the L-471 pedestrian connection through the property that is being redeveloped along this corridor. King County has indicated that it intends to connect to the L-471 pedestrian facility after this connection is established.

- 7. Lakemont, extend L470.2 to the Lakemont trail system...like the "old" grey line did**

This suggestion is very helpful to increasing pedestrian connectivity and City staff suggest including this recommendation in the revised project list as an extension of L-470.2.

- 8. Eastgate, Extend L423 to the north and south. Connect to the trail on 152nd Place to the south and SE 35th PI to the North.**

This suggestion is very helpful to increasing pedestrian connectivity and City staff suggest including this recommendation in the revised project list as an extension of L-423 to the north. To the south, the connection would be addressed vis-à-vis the proposed S-811 pedestrian connection.

9. **Spirit Ridge, Add back the Spirit Ridge trail that connects Spirit ridge trail to Robinswood, by the Boeing security entrance, and now behind Microsoft and by COB park**

The location in question (see vicinity map at right) is presently a semi-formal trail (it moved slightly north from its previous location to allow for construction staging during the Schnitzer NW redevelopment). The City's agreement with Boeing, is to have a shared road with sidewalks constructed to facilitate this pedestrian connection. The connection is expected to be in place in Summer 2008. The City is also beginning to work on a Master Plan for the new park that will look at improving pedestrian connections to and throughout the site.



10. **Kelsey Creek, it would be nice if there was more connectivity between L473 and L440.2.**

This suggestion is very helpful and City staff suggest including this recommendation to improve the connection between L-473 and L-440.2 in the revised line work on the trail map.

11. **College Hill, connect L440.3 to the trail to east.**

This suggestion is very helpful and City staff suggest including this recommendation to extend the L-440.3 trail connection to the east in the revised line work on the trail map.

Bike Projects

1. **B201....confused??? My ideal would be bike shoulders Type B over a separate path. This could be a good commuter route. Paths often have conflicts with driveways and secondary streets. Existing path is worthless.**

Bellevue staff and Bridle Trails residents discussed the importance of maintaining 140th Ave NE as a north-south corridor linking bicyclists and other non-motorized users between Redmond and I-90. Improving this corridor for cyclists is even more important if the proposed bicycle facility on 132nd Avenue is removed from the list.

These staff/community discussions confirmed that there was limited public support for a bike shoulder on this corridor. The majority of public input indicated that if the City intends to develop a facility on the east-side of 140th Ave NE that it mirrors the appearance of the off-street path on the west-side of the street.

These staff/community discussions resulted in the following staff recommendation; restating the B-201.1 project description as: *Add a 6 to 10 foot-wide off street path on the east side of 140th Ave NE from NE 40th Street to NE 60th Street that is generally consistent in character to the existing pathway on the west-side of 140th between NE 40th and NE 60th.* Some

Bridle Trails residents would like this recommendation further modified to a maximum 6 foot width.

2. 223.2- what's there now? what are we connecting to?

Project 223.2 has the following recommendation: *Add a 5 foot-wide bike lane on the east side of 92nd Avenue NE from northern city limits to Lake Washington Blvd NE.* The following are current conditions along 92nd Ave NE: (i) north of NE 8th Street there are shared shoulders on both sides of the street; (ii) south of NE 8th Street there is a sidewalk on the east side of the street. This proposed improvement of creating a bicycle climbing lane would improve connections from downtown Bellevue to Clyde Hill and further north to the SR-520 trail.

3. 225.2 extend coal creek trail to Lake wa blvd or west side of I-405

Project 225.2 has the following project recommendation: *Add a 10-14 foot-wide off street path along the west side of Coal Creek Parkway from 124th Avenue SE to the southern city limits.* The recommendation stops short of I-405 because an off-street pathway is presently in place from 124th Ave SE to I-405.

4. 229.2 could be reduced to include the north side only. the south side is generally pretty steep down grade and bike lane maybe not necessary

Project 229.2 has the following project recommendation: *Add a 5 foot-wide bike lane on the north side of SE 60th Street from 168th Place SE to eastern city limits.* This recommendation is consistent with the suggestion to improve the north side only.

5. 237.1 & 237.2 duplicate work?

The project recommendations for B-237.1 & B-237.2 are:

- B-237.1: Add a 10 to 14 foot wide off-street path on the north side of NE 12th Street from 100th Avenue NE to 124th Avenue NE.
- B-237.2: Add a 5 foot-wide bike lane on the south side of NE 12th Street from 100th Avenue NE to 112th Avenue NE.

As indicated, the recommendations result in different types of facilities for the NE 12th corridor: an off-street path on the north side and a bike lane on the south side.

6. B244 need to make sure to fix pot holes and utility lids are flush on north side...going down.

Staff is recommending eliminating project B-244 from the project list. The project description for B-244 was: Add a 5 foot-wide bike lane on both sides of SE 36th Street from Factoria Boulevard SE to 148th Avenue SE.

Staff recommend that the B-244 project, and other projects previously identified along the I-90 frontage, be merged into one project recommendation identified as project B-256. Project B-256 represents the missing link in the I-90 trail system component of the Mountains to Sound Greenway. B-256 is identified as follows:

A paved multiuse trail of 10-feet or greater paved width is proposed beginning at the current end of the trail at Factoria Blvd and running eastward along the north side of SE 36th Street to the curve near the southwest quadrant's ramps of the 148th-150th Aves interchange, and then following a new independent alignment to the 150th/SE 37th St intersection at 150th Ave SE.

Eastward from 150th Ave SE the trail would follow SE 37th (which here serves as an I-90 frontage road) to the Sunset Pedestrian Bridge where cyclists will cross to the north side of I-90 and make use of the Sunset Trail to West Lake Sammamish Parkway. The old, easternmost segment of the Sunset Trail is narrow and has substandard switch-backed alignment and other tight curves and needs and should be upgraded.

It is recommended that construction of the recommended MTSG I-90 trail links such as the segment along SE 36th St should not eliminate existing on-street bicycle facilities; the latter should be maintained, and improved where improvement is needed, such as in the vicinity of the 148th-150th Aves interchange as SE 36th St curves to become SE 37th St.

Additional coordination between the City of Bellevue, WSDOT, King County, and the Greenway Trust is required to study this route.

7. I like B245.1 or 245.3 over 245.3 bike lines over path.

The three project recommendations along Main Street in downtown Bellevue are identified as follows:

- B-245.1: Add a 5 foot-wide bike lane on the north side of Main Street from Bellevue Way NE to 116th Avenue NE.
- B-245.2: Add a 10 to 14 foot wide off-street path on the south side of Main Street from Bellevue Way NE to 116th Avenue NE
- B-245.3: Add a wide bike shoulder on both sides of Main St from 100th Ave NE to Bellevue Way NE.

Each of these three facility recommendations address missing links for three different segments of Main Street. Bike lanes are seen as most feasible on the north side of Main Street from Bellevue Way NE to 116th Avenue NE. The other facility recommendations along this corridor aim to address bicycle connections in an off-street path configuration (on the south side of the street) and as a bike shoulder along Old Main.

8. 252...seems difficult on steep part of SE 60th, reduce to north side only on the eastern end near Coal Creek to reduce cost?

Project 252 has the following project recommendation:

*Add a 5 foot-wide bike lane on both sides of SE 60th Street from Lake Washington Boulevard/112th Avenue SE to Coal Creek Parkway. This project is partially funded by CIP# W/B-72: SE 60th Street/Lake Washington Blvd to Coal Creek Parkway that will allow the city to design and construct the first phase of the project, which includes five foot bike lanes and curb, gutter and six foot sidewalks, where missing, to provide continuous improvements along the south side from Lake Washington Boulevard to 119th Avenue SE and the north side of SE 60th Street from 119th Avenue SE to 129th Avenue SE. Funding for the second phase of the project will be determined at a later date. The second phase of design and construction will take place on the north side from Lake Washington Boulevard to 119th Avenue SE and the south side from 119th Avenue SE to Coal Creek Parkway. **Partially funded; Phase 1 (south side from Lake Washington Blvd to 119th Ave SE; north side from 119th Ave SE to 129th Ave SE); (2009-2011)*

The suggestion to reduce the bike lane to the north side only on the eastern end near Coal Creek is very helpful to reducing the project cost and City staff suggest including this recommendation in the project description.

APPENDIX B
PUBLIC COMMENTS

From: Berens, Mary Kate
Sent: Monday, March 24, 2008 12:14 PM
To: John Roche
Cc: Jack Creighton; Loewenherz, Franz
Subject: RE: Compton Green easements and Ped/Bike Plan
Thank you, all is well, and our second daughter is happy and healthy and growing fast!

As to your concern about the accuracy of the letter from Compton Green residents and the process that the homeowner's association went through to send that letter, that is not an issue for the City. We take public comment on planning efforts from all sources. You are free through your own public comment to correct any inaccuracies that you perceive. As I tried to communicate in my original email to you however, the status of the easements in CG is not central to the policy recommendation being made through the Ped-Bike plan regarding equestrian trails. That is, the recommendation would remain as it is regardless of how the easements are characterized (public or private).

We will have to agree to disagree on whether the status of those easements is "complicated" or not, as I have characterized them. As I have said in previous meetings and emails, the City is not taking a formal position on how a court might interpret those easements. Instead, we will respond to concerns about individual trails and easements through the code enforcement approach outlined in the memorandum that has been the subject of many of our discussions.

Also, in response to your second email to me dated Sunday at 5:59pm, I decline to take a legal position with respect to fee ownership if the roads and streets in the Compton Green plat. That would require research regarding the nature and scope of the dedication contained in the plat, and frequently the scope of dedication hinges on the precise language used in the plat. Numerous cases have been spawned by road dedications, and I would not want to make any characterization without researching the same.

Thank you,
Kate Berens

Kate Berens | Deputy City Attorney
City of Bellevue

From: John Roche [mailto:rochejj@iinet.com]
Sent: Sunday, March 23, 2008 1:03 PM
To: Berens, Mary Kate
Cc: Jack Creighton
Subject: Re: Compton Green easements and Ped/Bike Plan
Hello Mary Kate:

Welcome back and I hope everything with you is good.

Thank you for your e-mail reply.

I appreciate your reply to have the sentence removed. It is the right thing to do.

However, the report continues to keep the letter from the association in the report, which itself mischaracterizes the legal status of the trail easements.

The letter has not had any approval by the homeowners. There was never a discussion or vote on such action. It completely comes to the City by a small group of property owners who have closed easements and selfish interests at stake. There was no approval for Ms. Poole to send the

letter. If that is not correct the CGHOA should be able to provide meeting notices and minutes with such approval.

You characterize the easements CG easements as complicated. I do not see them as complicated. They were required by the County for plat approval upon conditions set forth by the County and the CGHOA was a required element to plat approval for the maintenance of them to keep them in good repair.

The City has not to date disputed anything I have presented or brought information to the table to show the facts other than what I have shown. I have connected all the dots from one document to the next to the law which was applicable.

John Roche

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

From: MKBerens@bellevuewa.gov

To: rochejj@inet.com

Cc: CHelland@bellevuewa.gov ; FLoewenherz@bellevuewa.gov

Sent: Wednesday, March 19, 2008 12:28 PM

Subject: Compton Green easements and Ped/Bike Plan

Mr. Roche,

I understand that you have raised some concerns about the characterization of the bridle trails easements within Compton Green in a draft document created by the City related to public comments on the Ped/Bike plan. In particular, you were concerned about the following sentence in the draft document:

The trail projects are on land privately owned with easements to the Compton Green Homeowners Association or on portions of land owed by the association

I have spoken with Franz Loewenherz about this document. The characterization of the Compton Green easements is not a factor in the substance of the recommendations that are being made with respect to equestrian easements in Bridle Trails. In order to avoid creating confusion or focusing attention on an issue that is not central to the policy discussions surrounding the Ped/Bike plan, the above sentence will be removed from the report when it is made final.

As we have discussed, the nature of the bridle trails easements throughout this neighborhood are complicated. The Ped/Bike plan process is one focused on determining the City's future and existing trail connections and priorities, it is not the process through which the City makes any legal conclusions or assertions about the status of the various easements within Bridle Trails.

Should you have questions in the future about the City's role in enforcing clear passage across existing easements and trails in this area, please refer to the August memorandum that you and I have discussed at length several times. As always, if you are concerned about passage across any existing easement, the city will respond to those concerns through the code enforcement/complaint process.

Please feel free to let me know if you have any additional questions or concerns.

Kate Berens

Mary Kate Berens
Deputy City Attorney
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PO Box 90012 | 450 110th Ave NE
Bellevue, Washington 98009

From: Tom Hildebrandt [mailto:t.hildebrandt@comcast.net]

Sent: Wednesday, March 19, 2008 11:38 PM

To: Loewenherz, Franz

Subject: Bike corridors map

Thank you for the updated bike corridors map. At least Bellevue *has* bicycle corridors, which is more than I can say for my hometown, Mercer Island.

Even so, I have some feedback on the recently-published map: Some routes are good, others are more like fond wishes. The maxim, "Build it and they will come" does not necessarily apply to bicycles. The problem is that a vehicle that weighs 200lbs and has an average power output of 1/4 hp will tend to shun steep hills like the plague. Even gentle hills are less to be desired than a route that is almost flat.

As a rule-of-thumb, I urge you (and the rest of the Transportation Department) to allocate "traditional watercourse routes" for bicycle travel. That may require restricting auto traffic in places where it has traditionally been given precedence. Think of it as encouraging bicycle travel and "traffic calming" in one package. Here is my detailed evaluation (based on a lot of riding around Bellevue):

NS-1: Most cyclists avoid the steep hill on 108th from Enatai Park by using 109th or 110th and then crossing over. The hill past BHS on 108th is one I rarely attempt. It is much more comfortable for me to travel on Bellevue Way or 112th Avenue. I used to take 108th southbound from the downtown, but the two consecutive stop signs (!) at the top of that little cutoff made the route undesirable. I now continue southbound on Bellevue Way all the way to 112th or 113th.

NS-1, Main to NE 12th: MEANder is a 4-letter word. The jog over to 106th is pointless. A cyclist has to lose altitude to get over to 106th and then gain it back at the other end, not to mention the extra 4 blocks travelled. I use 108th for N-S travel a lot and it works fine. When the bus bays on 108th are empty, they make first-rate bike lanes.

NS-1, General comments: It appears that NS-1 is trying to avoid the two main auto routes through downtown. In doing so, it creates a route that is almost unusable by bikes. On-street bike lanes on Bellevue Way and 112th are the real answer. I use both auto routes for cycling almost daily and there's no problem really, but bike lanes would be nice.

Lake Washington Loop: I see that you now have the trail coming out to 112th south of NE 6th. Good. That was a bad arrangement before NE 6th was usurped for transit access.

BNSF rail corridor: Yes, yes, yes! I can hardly wait! There will be some interesting problems at the grade crossings. Please try to give cyclists the right-of-way. Tunnels are another option.

Somerset-Redmond Connection: A natural bicycle highway. Lane widths are bit shy between NE 8th and Bel-Red Road, but the rest of it is pretty nice for cycling. I'm surprised that 156th is not also on your map. Traffic counts are low and grades are slight. It is only north of NE 8th that cars are a problem. The intent again seems to be to route bikes away from cars. Wrong approach. Provide facilities so that cars and bikes can comfortably share the natural, gently-graded routes.

WLSF: I hope that my recommendation to supply wide shoulders on both sides of the roadway was followed, and that a separated ped-bike trail was avoided. But clearly, I don't go that way very often.

EW-2: NE 12th works as far east as 116th. Then it looks like cyclists take flight and don't touch down again until 130th. What?!? I usually follow Bel-Red Road all the way out. Please re-draw EW-2 to FOLLOW Bel-Red all the way to NE 40th. It's a de facto bike route; you may as well make it an official one.

Richards Road to Kamber Road is an important SW to NE connector, and it is not on your map. Newport Way is also a very serviceable east-west route.

The desire to segregate bikes and cars is at an extreme at the western end of EW-5. The grades on SE 60th street are extreme. Any sane cyclist will go via the I-405 bike trail and Coal Creek Parkway instead. I don't like the narrow curb lanes and high traffic speeds on Coal Creek Parkway, but those can both be fixed -- more cheaply than blasting a tunnel underneath Newcastle Ridge.

Thanks for listening.
Thomas H. Hildebrandt
6880 W Mercer Way
Mercer Island

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

From: Jim Adcock [<mailto:jimad@msn.com>]
Sent: Wednesday, March 19, 2008 2:59 PM
To: Loewenherz, Franz
Cc: info@mtsgreenway.org
Subject: Updated Bellevue Bike Corridors Map March 2007

The newly updated bike corridors map March 2007 identifies a route "EW-4 Mountain to Sound Greenway". A week or two ago I reviewed this route in an East-to-West direction.

I was able to successfully navigate East-to-West because I found a "2003" City of Bellevue Bicycle Route "Take Map" at the east end of the red line as show on the March 2007 bike corridors map. However, I was surprised to see during that navigation that there DID NOT seem to be a complete, uninterrupted, intelligible set of "MTS" road markers along the route. IE if the "2003 Maps" hadn't been in stock at the east end of the route, I would have not been able to navigate EW-4. In fact, to my eyes, City of Bellevue seems to be using "Mountain to Sound Greenway" as a catch-all phrase to designate all Eastgate area destinations, including for example BCC, which I personally would not consider part of the "Mountain to Sound Greenway" trail.

Last summer I tried to navigate the route designated EW-4 in the West to East direction, there was no "2003" Take Maps at the west end of the trail [the dispenser was empty] and I found that I could not navigate EW-4 just based on the "MTS" road markers City of Bellevue has placed.

So, to my mind, EW-4 is not yet to date in a working condition.

I imagine a scenario, someday, where an athletic grandfather and grandchild might want to bike Mountains to Sound, Snoqualmie Pass to Puget Sound in Seattle, presumably taking several days, in order to say "They Did It!" I would like them to be able to do this without getting lost in Bellevue, nor run over on a section that doesn't have sidewalks or other traffic separation.

This would make Mountains to Sound a major regional trail, similar to the Cascade Trail, or the Ravenna Schlucht in Germany, that becomes global famous, draws tourist trade, and is a source of local and national pride.

To my taste this is not possible yet, because to my eyes the Bellevue Section still remains incomplete.

Sincerely,

James L. Adcock
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425-562-0217
jimad@msn.com

From: Mark C. Whitaker [mailto:kd7kun@yahoo.com]
Sent: Wednesday, March 19, 2008 2:43 PM
To: Loewenherz, Franz
Subject: Bike corridors
Franz,

I may be coming into this process a little late; I haven't been able to keep track of what is going on with the Bike/Ped plan due to year-end work and some personal health issues.

I applaud the layout on the Bike Corridors map dated 3/17/08; but, I would like to suggest that some additional corridors be looked at as well. Primarily I am thinking of 148th NE and 156th NE as being truly essential corridors. The corridor along 140th is a good idea (and, considering that there is a good start in place for that corridor, it makes sense to continue); but there is more high density housing along 148th and 156th than along 140th, additionally there are major shopping locations along those same corridors and a major employer (Microsoft) located right along those same corridors.

There is an added attractiveness to that 148th and 156th corridors in that not only is there high density housing along there but the terrain is relatively flat going South from Old Redmond Road to Bell-Red Road (156th remains relatively flat further South to NE 8th). Since these are both heavy traffic areas there would need to be some significant upgrades in adding bike lanes (and this would have to be done in conjunction with the cooperation of Redmond); but I see this as possibly the most bang-for-the-buck corridors in making it easier for the residents and workers to have a safe way of biking to their job or shopping. I would have to add though, that it would be necessary for the shopping centers to provide a place to securely lock up bicycles (and bike trailers) to entice people to use this alternative method of transportation.

Thank you for your consideration of my comments.

Mark C. Whitaker

From: John Roche [mailto:rochejj@iinet.com]
Sent: Wednesday, March 12, 2008 8:06 PM
To: Loewenherz, Franz
Cc: Jack Creighton; Helland, Carol
Subject: CGHOA Letter to Franz: Not dated

I would like to make note to you regarding the letter you received from Mary Lynn Poole of the CGHOA. No date attached. There has never been a CGHOA membership approval of that letter. If that is incorrect please have the CGHOA provide evidence to that effect.

While there was some notice on the 2-13-08 meeting, the notice was only for information and discussion. No where in the notice was there any suggestion that a vote would be taken to approve or disapprove the plan. (If you need a copy of the notice please let me know.) It was intended only as discussion meeting. There were no proxies issued in this regard (that is a requirement in the community affairs and in this instance was not given as an option.) The letter sent to the City had no proper approval by the membership. It should be disregarded at least and not included in the report.

The CGHOA letter clearly states only 30 properties were represented out of 120 properties total. 25%. (the City report says 40; That's incorrect and conflicts with the CGHOA undated letter and requires change to be truthful.)

The easements belong to over 4000 properties who would benefit from City involvement. All these property owners did not get notice of such a meeting or vote to approve/disapprove or have more discussions on these legally owned easement improvements by the City.

30 property owners disapproving of the City efforts is a 10th of a % (.01) of the property owners entitled to use the easement trails of Compton Green. The letter is misleading in that it suggests the trail easement are to the benefit "ONLY" of the Compton Green Homeowners. I am forwarding this to the CGHOA. If they can not or will not dispute the information I have set out here, and allow me to respond, then that needs to be acknowledged by the City. The report needs to accurate to the t's. It is a State required Transportation plan. Right? This report, with false information can not be distributed to for vote by the Transportation Commission or the City Council. I respectfully request this letter be included and forwarded to both the Transportation Commission and the City Council.

I asked the association, Holly Wheadon, for a copy of the sign in sheet she asked everyone to sign. To date I have not received it. Many of the 30 properties represented are owners with closed trails and only protecting their own selfish interests at the expense of us, the rightful owners of these dedicated trail easements. The board of CGHOA does not protect the trail easements but rather protects those with closed trail easements. You can clearly see that in the notice they sent out to the community and those that attended with closed trails.

Again I would like to repeat, the information in the plan as it relates to the ownership and user interests is inaccurate and misleading.

We ask that it be stricken from the report. It conflicts with what the City has previously determined to be the legal status of the dedicated easements and so clearly conveyed to me.

Thank you

John Roche

From: John Roche [mailto:rochejj@iinet.com]
Sent: Tuesday, March 11, 2008 9:09 AM
To: Helland, Carol
Cc: Loewenherz, Franz

Subject: Fw: Ped-Bike Program Update: March 6 Tran. Comm. presentation added
I asked in a previous e-mail what needs to be done to correct the misinformation contained in the report. If this misinformation remains I would be suspect to the correctness of the other parts of

the report. It would appear the COB looks forward to participation by the public and if something is brought to the attention which is wrong then action should be taken to correct it or explain why it is correct.

It has been well discussed that the trail easements of Compton Green belong to the sections of landowners and not just the CGHOA. That is all property owners from 116th to the west, 148th to the east, 8th street to the south and 40th street to the north. Over 4000 property owners which also includes the City of Bellevue (50+), King County (14+) and State of Washington (1).

Also any property owned by the CGHOA is subject to the easement which requires to allow people and horses to cross it. It is not property that can be fenced off from use. It mostly contains public drainage facilities.

Thank you for your attention to this matter. I look forward to a reply.

John Roche

From: Bill.Farmer@CH2M.com [mailto:Bill.Farmer@CH2M.com]
Sent: Friday, March 07, 2008 1:06 PM
To: Loewenherz, Franz
Subject: Ped/Bike Plan - Bike Parking

Hi Franz - Looked through the ped/bike plan website and didn't see a way to send general comments. Cool interactive map for the projects already identified. This comment formalizes my other email requesting bike parking facilities be located around the downtown Bellevue area. Covered parking is desirable for protecting our valuable bikes from the elements. Secure parking is desirable for obvious reasons; at times we have had problems with our office-wide, shared bike fleet taking flight. The Rider Services Building at the Bellevue Transit Center is a good start and I understand that is likely a more complex site given ownership issues, etc. Other candidate sites that come to mind include Bellevue Square Mall, the Downtown Park, Hidden Valley Park, City Hall, Meydenbauer Beach, Post Office, and Galleria. Regards, Bill Farmer

Bill Farmer, PE
CH2M HILL, Seattle Office
425-233-3551

From: Hansennp@aol.com [mailto:Hansennp@aol.com]
Sent: Thursday, March 06, 2008 2:43 PM
To: O'Neill, Kevin
Cc: dkapela@msn.com; nancy.bennett@soundtransit.org; loretta@mstarlabs.com; bugsyk1@hotmail.com; Loewenherz, Franz; Sparrman, Goran; Noble, Phil
Subject: Re: FW: Draft Response to Bridle Trails Community Club

Kevin, As we discussed yesterday, I am sending some clarifications regarding our community understanding after reviewing the Transportation Staff response from our meeting in early February. Specifically, regarding Arterial Street item 2 and 3 Ped/Bike designs on 140th Ave NE and NE 40th.

Item 2/ 140th Ave. NE from NE 40th to NE 60th - The community's desire is to provide a 6 foot (not 10 foot) wide multi usage asphalt path on the east side of the road. This will then mirror the existing multi usage path 6 foot wide design on the west side of 140th Ave. NE. It is important that both sides include a approximately 3 foot landscaped area between the edge of the road and the path.

140th Ave. NE from NE 24th to NE 40th - Our understanding is that the bicycle facilities on the west side of the road would be provided without expanding the roadway by remarking the white fog line for bicycle use up to 1 and 1/2 feet. Out of over 5000 feet (about one mile) only about 4300 feet has up to 2 feet or less of existing shoulder. The other remaining 700 feet is alongside two houses and is utilized for parking and turning into the development.

Item 3/ NE 40th Walkway from 140th Ave. NE to 145th Ave. NE - The intent of the community was to investigate a potential lower cost plan that would also meet community needs. It is our understanding that this project is one of 4 Bellevue wide walkway projects to be considered for funding in the current CIP. If a less expensive design is appropriate it is thought that it would increase the chance for funding. Especially if it meets community needs. We do feel that whatever the design, that it needs to be consistent over the complete length. As you know this was a voted Neighborhood Enhancement Project that was canceled due to costs exceeding the NEP budget of \$150,000.

Although there is a 5 foot existing shoulder on the south side of NE 40th, it is currently used for pedestrian and bike facility since there is none on the north side of the street. Therefore it should not be labeled as bike only until the walkway is built on the north side of NE 40th.

If you have any questions, please give me a call on 861-7333

From: John Roche [mailto:rochejj@iinet.com]
Sent: Wednesday, March 05, 2008 7:29 PM
To: Helland, Carol
Cc: Loewenherz, Franz; savebridletrails@hotmail.com; Cherry Crest Saddle Club; rochejj@iinet.com; Jack Creighton
Subject: Ped / Bike Plan

Ms. Helland:

I'm just following up on my e-mail of yesterday.

Just some thoughts regarding COB statements regarding "easements across private property".

We have a street at the front of our property. The dedication states "dedicate the streets to the use of the public forever". We own the underlying land which is private property except for the public easement across the top of it.

This is different than let's say a public park which the COB actually owns the land under it. But yet they are both considered public.

The Transportation report says issues regarding easements going over private property is a factor in the decision process.

As illustrated by the above, although there may be a private property right there also may have a public/ quasi public/ private/ quasi private easement across the top of it.

The dedicated trail easements of Compton Green certainly fall into some category of the above. However they do not fall in the category that they only belong to the Compton Green property owners.

At a minimum they belong to the four square miles of property owners bordered by 116 Ave NE to the west, 148th Ave NE to the east, NE 8th Street to the south and NE 40th Street to the North. It

must be noted that the COB owns over 50 properties in this dedication and is a grantee of these dedicated trail easements.

Council Member Noble owns an actual right to these Compton Green trail easements. He does not live in Compton Green. That can not be disputed and if so disputed please do so.

Ms. Helland; I think it's very important for you to weigh in on this. This report can not go public with false information or at a minimum with information which is misleading. Reading the report as an outsider, let's just say a Cherry Crester, regarding the Compton Green dedicated trails easements would make me think the dedicated trail easements are only for the Compton Greeners and I could not walk there. That is not accurate and I believe you have stated that previously.

Is any of this wrong? We would appreciate if any of the involved parties would reply. That including Jack Creighton, President of the CGHOA.

Thank you for your attention to this very serious legal interpretation of dedicated easements in Bridle Trails, specifically, the dedicated trail easements of Compton Green.

P.S. There seems to be an issue about what all the dedications / easements are in the general Bridle Trails sub area. A suggestion would be to form a committee or such to discuss, evaluate and decide what the legal status, according to the COB is on all these questionable dedicated right of way / trail easements are.

I look forward to a reply.

Thank you

John Roche

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

From: Loretta Lopez [<mailto:loretta@mstarlabs.com>]

Sent: Wednesday, March 05, 2008 1:38 PM

To: Loewenherz, Franz

Cc: O'Neill, Kevin; Neil Fenichel

Subject: Ped Bike Plan/Comment/Project L454

Dear Franz,

This message is to request removal of Project L54, Glengrove Connection, from the Ped/Bike Plan.

There is an easement on our property for the purpose of a bridle trail. We keep the trail open and allow the use of the trail. We will continue to do so.

We are not interested in selling our property to the City. We do not want the City to institute eminent domain proceedings.

Please forward our request to the Transportation Commission. Please let me know that you have received this message. Thank you.

Loretta Lopez
Neil Fenichel
13419 NE 33rd Lane
Bellevue Wa 98005

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

From: [Cherry Crest Saddle Club](#)

To: [Franz Loewenherz](#)

Sent: Tuesday, March 04, 2008 1:21 PM

Subject: Re: City of Bellevue Public Records Request (PRR08-39-R) / Compton Green Meeting Presentation Follow-Up

Thanks Franz:

This is a good way to get info.

Your information on page 6 is not accurate and is misleading to the public and surrounding area property owners who have a legal property interest in the easements of Compton Green. The easements of Compton Green in no way belong "Only" to the Compton Green Homeowners Association.

How can this information be corrected or retracted from this report?

I have not read the rest but wanted to get back to immediately on what I found to be incorrect.

John Roche

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

From: FLoewenherz@bellevuewa.gov

To: rochejj@iinet.com ; KThurstonson@bellevuewa.gov

Cc: savebridletrails@hotmail.com ; ccsaddle@nwlinc.com ; KONeill@bellevuewa.gov

Sent: Tuesday, March 04, 2008 12:44 PM

Subject: RE: City of Bellevue Public Records Request (PRR08-39-R) / Compton Green Meeting Presentation Follow-Up

The public comments on the Draft Network Plan are available at:

http://www.bellevuewa.gov/pdf/Transportation/Public_Involvement_Report_Part_Two.pdf