



MEMORANDUM

TO: TRANSPORTATION COMMISSION
FR: FRANZ LOEWENHERZ 425-452-4077
**RE: 2007 PEDESTRIAN AND BICYCLE TRANSPORTATION PLAN
 (UPDATE ON PUBLIC COMMENTS)**
DA: NOVEMBER 29, 2007

Direction Needed from Commission

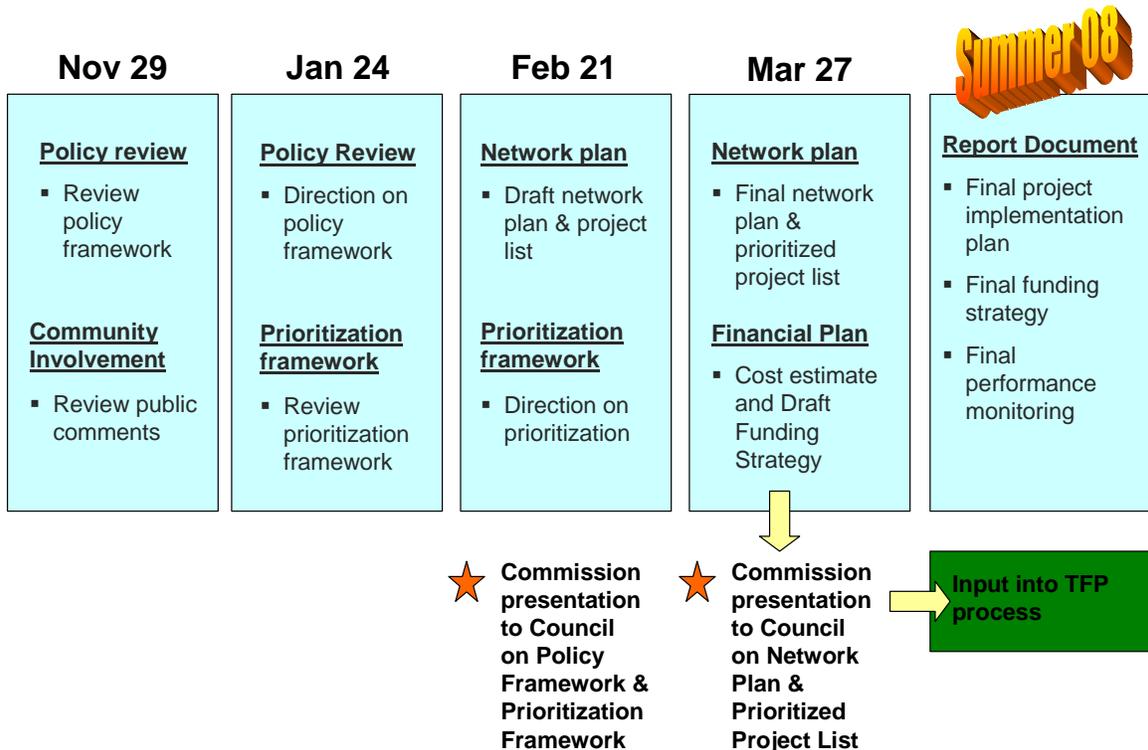
Staff is briefing the Commission on

- Public input on the draft network plan; and,
- Bridle Trails Community Club engagement efforts.

Introduction

As noted in the Proposed Transportation Commission Decision Points graphic below (amended based on Commission direction received on October 25), on November 29 the commission will continue your review of the update of the Pedestrian and Bicycle Transportation Plan. As noted, as part of that meeting we will be reviewing the community input received to date.

PROPOSED TRANSPORTATION COMMISSION DECISION POINTS



Community Input

After months of public input, including focus groups and online surveys, the city has drafted potential updates and improvements to the network of bike and pedestrian-friendly paths, lanes and trails in Bellevue. The draft network plan report includes 188 miles of bikeway, 85 miles of sidewalk, and 25 miles of trail facilities. It's aimed at supporting pedestrians and bicyclists with varying levels of experience.

The city is making use of an interactive mapping system <http://www.bellevuewa.gov/pedbike/> that allows the public to view and comment on proposals to improve Bellevue's network of bikeways, sidewalks, and trails.

Following the September 27 Transportation Commission meeting, staff launched an extensive outreach effort aimed at diverse audiences; including presentations and open houses at the following community events:

- **Oct. 2 at 6:30 p.m.**, East Bellevue Community Council, Lake Hills Community Clubhouse, 15230 Lake Hills Blvd.
- **Oct. 4 at 8:30 a.m.**, Network on Aging, Room 1E-120, Bellevue City Hall, 450 110th Ave. N.E.
- **Oct. 8 at 10 a.m.**, North Bellevue Senior Center lunch room, 4063 148th Ave. N.E.
- **Oct. 9 at 6 p.m.**, Parks and Community Services Board, Room 1E-113, Bellevue City Hall, 450 110th Ave. N.E.
- **Oct. 15 at noon**, Spanish-speaking residents (in collaboration with Sea-Mar Community Health Center), North Bellevue Community Center lunchroom, 4063 148th Ave. N.E.
- **Oct. 16 at 10:30 a.m.**, Crossroads Bellevue Open House, Mini City Hall, 15600 N.E. 8th St.
- **Oct. 17 at 10:30 a.m.**, Marketplace @ Factoria Open House, 4075 Factoria Blvd. S.E.
- **Oct. 22 at 10:30 a.m.**, Russian-speaking residents, Circle of Friends, 121 107th Ave. N.E.
- **Oct. 22 at 6 p.m.**, City Council, Room 1E-113, Bellevue City Hall, 450 110th Ave. N.E.
- **Oct. 23 at 6:45 p.m.**, Eastside Runners Group, Kirkland Kingsgate Library, 12315 N.E. 143rd, Kirkland
- **Oct. 25 at 5:30 p.m.**, Transportation Commission, Room 1E-113, Bellevue City Hall, 450 110th Ave. N.E.
- **Nov. 7 at 10 a.m.**, Mandarin-speaking residents (in collaboration with Chinese Information and Service Center), North Bellevue Community Center lunchroom, 4063 148th Ave. N.E.

Public comments on the draft network plan are being accepted until March 27 when the Transportation Commission is scheduled to discuss and approve a final recommended network plan. The plan, in its entirety, is anticipated to be completed in Summer 2008.

Appendix A includes the public comments received through the interactive mapping system, comment cards, emails, and letters as of November 20.

Appendix B includes the memo staff drafted to representatives of the Bridle Trails Community Club on staff's preliminary thoughts on potential revisions to Bridle Trails projects referenced in Bellevue's Pedestrian and Bicycle Draft Network Plan.

APPENDIX A
PUBLIC COMMENTS

INTERACTIVE MAP COMMENTS

- **B07-001:** Add a 5 foot-wide bike lane on both sides of NE 16th Street from NE 12th Street to 120th Avenue NE

B07-001	I suppose this means actually building NE 16th St as well?
B07-001	We desperately need a safe way for bikes to get over 405 from downtown Bellevue.
B07-001	Yes, Please include this bike path. There have been too many weekends where I am walking with my young (4 & 6 yrs) children and somebody comes flying down the sidewalk over the NE12th I-405 overpass. I love the idea of the bike path here and my kids do as well.

- **B07-002:** Add 10-14 foot-wide off street path along both sides of NE 16th Street from 120th Avenue NE to 130th Avenue NE

B07-002	If we're NEVER going to widen Bel-Red, or put a bike lane on it, then some sort of way to get easily from downtown to Crossroads by bike has to be developed. (NE 8th is too up/down; 520 bike trail goes too far north). This is I guess as good as we're going to get.
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- **B07-004:** Add a wide bike shoulder on both sides of 120th Avenue NE from Bel-Red Road to Northup Way

B07-004	Good idea. While you're at it, could you make a smoother crossing at the multiple old railroad tracks on this road? It's almost bad enough now to bust a tire!
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- **B07-005:** Add a 5 foot-wide bike lane on both sides of NE 156th Avenue from NE 8th Street to Lake Hills Boulevard

B07-005	If there's not going to be any parking, then this would be OK. This street, however, is pretty bike-able right now. The only reason to add the lanes would be to encourage young cyclists to ride to St. Louise or the Jewish Day School.
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- **B07-009:** Add a 10-14 foot-wide off street path along SR-520 connecting NE Points Drive to Northup Way over the Bellevue Way Interchange area just north of SR-520

B07-009	This looks interesting, but make sure the eastern entrance has a good connection for westbound bike traffic on Northup Way.
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- **B07-010:** Add a wide bike shoulder on both sides of 156th Avenue SE from SE 28th Street to SE Eastgate Way

B07-010	While I feel like I am performing a valuable neighborhood/community service by providing traffic calming by riding this stretch, there are other cyclists who might find this section to be scary to ride. The curve coming up from Eastgate visually looks very narrow and cars are afraid to pass bikes there, and it's a little uncomfortable for the cyclist, too. Unfortunately, the way the lights are timed means that you'll nearly always have 2-6 cars passing right at this bend. Having a little extra room would be nice for everyone. And not having street parking on 156th would be really nice for cyclists. Again, I feel like I'm performing traffic calming for the neighborhood as I ride a safe (more than open car door length) distance from the parked cars, but motorists
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	often are upset at having to cross the center line to get around me on my bike.
B07-010	This will be a great enhancement to this route. It is not safe to ride this street northbound in the area around the State Patrol office. It goes from 4 lanes to 2 lanes with a median, and you are climbing a slight grade, so you are at risk.

- **B-105:** Add a 10-14 foot-wide off street path on along the Eastgate Trail from 156th Avenue SE to SE Eastgate Way.

B-105	This would be VERY helpful. I always end up riding on the sidewalk through here. not a good ting. Need to connect the trails.
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- **B-114.2:** Add a 10-14 foot-wide off street path on the east side of 112th Avenue SE from SE 8th Street to 113th Avenue SE (I-90 trail).

B-114.2	Great idea.
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- **B-121.2:** Add a 10-14 foot-wide off street path along the Burlington Northern Bike Path from the southern city limit to the northern city limit.

B-121.2	This will be the most exciting addition of them all. I hope the trail goes across the Wilburton tressle. I'll use it to commute to work in Bellevue very often.
B-121.2	This is a critical corridor for north/southbound bike traffic. It's about time we put a trail here. It would be great to design an onramp next to Northup Way to connect with bikes coming down the 24 th St hill from the 520 bike path.
B-121.2	Great plan. I am all for it. Be sure to have lots of acess points so that users can incorporate the trail into their routes. Thanks.
B-121.2	I am in favor of all paved off-street bike trails, especially ones that would have easy connections to other paved off-street bike trails like the Sammamish River Trail/Burke Gilman Trail

- **B-201.1:** Add a 10-14 foot wide off street path on the west side of 140th Avene NE from NE 40th Street to NE 60th Street. Add a 10-14 foot wide off street path on the east side of 140th Avenue NE from NE 40th Street to the golf course (201.3) as well

B-201.1	The link here said "type C Bike shoulder with fog line" is more preferable here instead of an "off street path". The "type C" is a great idea here.
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- **B-202:** Add a 5 foot-wide bike lane on both sides of NE 24th Street from Bel-Red Road to 172nd Ave NE

B-202	Existing shoulder here is OK; the biggest problem (consideration for bike lane) is that the shoulder disappears on the north side of the street west of 173 rd by the greenbelt, and bikes are forced out into traffic, typically without the motorist being aware of why the bike is suddenly popping out in front of him/her.
B-202	This is really needed
B-202	Good project but B307 and B202 need to connected. I realize it is Redmond but we should work with them to make sure there is a safe link between the two.

- **B-203:** Add a 5 foot-wide bike lane on both sides of Bel-Red Road from NE 40th Street to 156th Avenue NE

B-203	Bike lane going downhill on Bel-Red not direly needed: bikes are moving pretty fast because of the downhill and existing shoulder works. Uphill, though, the bike lane is direly needed. The bike lane starts half-way up the hill, with a sign, "bike route begins" as if we all helicoptered in somehow on to the street. Bel Red is a relatively nice direct, gradual uphill from the Lake road and Marymoor, and frequently used by cyclists, both recreational, and commuters to Microsoft. Having bike lanes on the uphill direction is sorely needed.
B-203	Very excited about good bikelanes on Bel-Red road between 40 th & 156 th — current "bike lane" is dangerously narrow and sidewalk is too busy with peds to be used as an alternative.

- **B-204.1:** Add a wide bike shoulder on both sides of 172nd Avenue NE/173rd Avenue NE from NE 19th Place to Northup Way where not complete

B-204.1	As a daily rider of 173 rd , anything to make this road more bicycle friendly is highly appreciated. This is a relatively non-hilly/low-traffic route, so it is used fairly frequently by commuting cyclists heading to Microsoft or Group Health.
B-204.1	This stretch of road needs improvements for bikers. I ride it often.

- **B-205:** Through an extensive public involvement process city staff and the community identified a recommended alternative that will provide:
 - Ten-foot vehicle travel lanes in each direction
 - Four-foot continuous, paved shoulder on the east side of the parkway. While the east side does not call for formal bike lane markings, it can be used by faster cyclists traveling northbound, or by pedestrians to access one of the five proposed mid-block crossing locations, or 3 proposed intersection crossing locations. This east side four-foot continuous paved shoulder would be signed for no parking.
 - Ten-foot multi-use path on the west side of the parkway. Portions of the west side path will be separated from the vehicle travel lanes by two to five foot landscape planting.
 - Five mid-block crossings, and three intersection crossings.
 - A new traffic signal at West Lake Sammamish Parkway and SE 34th Street.

B-205	Yes, yes, yes. I hope we can get it done in my lifetime. One suggestion If this project can not be done "soon" we should look into improving the northbound shoulder. It does not have to be an extensive revision. There are already places where the shoulder is rideable enough to allow a biker to pull over and give auto traffic more room. However there are places where riding beyond the fog line or pulling off the road to stop, is impossible because there is only gravel or a ditch. For the short term we should seriously look into what it would take to make this route safer. I ride around Lake Samm. Quite often but I NEVER go north along the lake for safety reasons (except in Redmond and south of Vasa Park). A minimal paved shoulder would make a big difference.
B-205	Thank you for moving this project forward and for funding design. Now we need to find the rest of the funding to get it built.
B-205	If we can keep parked cars off of the shoulder, this will be a wonderful improvement to WSLP. Right now, I can not ride north on WSLP. After this improvement, it will be my available direction for riding around the lake. There are fewer potential conflicts with cars (no scary intersections like the one at Northup/WSLP), and it is easier to get through Issaquah as a series of right turns rather than a series of scary lefts near high-traffic Costco (etc.)

B-205	This is now a dangerous spot, with the road being several inches higher than the bike land shoulder. I was riding this summer with a gal who broke her elbow as her wheel contacted the street edge and she went into a big crash.
B-205	This section of roadway is well past due for bicycle friendly enhancements. Thanks for considering this safety issue.
B-205	This is already a hair-raising intersection for cyclists. Motorists will not be looking for bicycles coming the wrong way. By insisting on having bicycles ride on the wrong side of the street, we will have many (fatal?) accidents at this intersection. How will the City protect bicyclists at this location? How will they *force* motorists to look in the non-intuitive direction?
B-205	As someone who lives above West Lake Sammamish (187 th Avenue NE) and a regular biker I strongly support the idea of a dedicated bike path on Lake Sammamish Parkway. I strongly encourage cooperation with the City of Redmond to come up with a comprehensive solution that would connect Lake Sammamish Parkway north to Marymoor and Microsoft campus. There are many bikers who ride that route for commuting.
B-205	Lets see if we can get this done while I am still alive. It is long overdue.
B-205	NO! This is not what was agreed upon in the project planning meetings and this is not acceptable. There was to be a smaller bike lane on the east side of the street of a maxium of 3 feet. After all the time and energy the community put into this it's a disgrace that you have vaialb it without notification or imput from us. I demand that this be brought up to the Bellevue City Council and to the neighbors again for a vote if a change is to be made. This is totally unacceptable.
B-205	The description noted is inconsistent with the recommendations that came out of the series of meetings held as part of the planning process. The recommendation was a 10-14' bike lane on the east side of the street and a shoulder on the west side. The shoulder on the west side was a significant aspect of the project – one that represented a compromise between the interests of the bike riders and the property owners. I trust this compromise hasn't been lost in the design process.
B-205	If this City goes forward with having a path (which I do not think is the best option for WLSP), it will have to think long and hard how it is going to have a safe transition from the Bellevue path to the safer Redmond bike lane on the other side of the street. What exactly are cyclists going to be expected to do? Are motorists going to be aware of bicycles crossing the street as they zip along? This is going to be highly dangerous.
B-205	This is long overdue. This is plenty of room in the right-of-way for this path and the parkway is very dangerous to cyclists at present. Please have the courage to do what is best for all the citizens of the City of Bellevue and let us all use this lovely parkway in safety.
B-205	Riding in a bike lane on Lake Sam Parkway as it exists now is hair raising at best. An off street lane would be wonderful and long overdue on this popular bike route. At the very least, put the lane on one side as it may be hard to I two, separate lanes.
B-205	This sounds incredible! Sign me up!
B-205	The approved plan for the Pkwy calls for only a multi-use trail on one side of the facility, not on both. Please correct this OR NOTIFY THAT YOU ARE NOT CORRECTING IT.

B-205	<p>The Project B205.2 does not reflect the project that was approved three years ago. I'm assuming an arbitrary change to the long planning effort that was approved is not your intent and I would like an explanation.</p> <p>Entry onto and off the parkway while contending with the safety of bikers on a bike trail is a huge issue with a steep driveway coming directly onto the parkway and resulting in the loss of the existing and only available waiting area for automobiles.</p> <p>The project was approved for a bike trail on the west side of the parkway clearly recognizing the safety issues.</p> <p>I await your response.</p> <p>Thank you, Sharon and Patrick McGill</p>
B-205	<p>It was my understanding that one lane was to be added for bike traffic–NOT two as indicated in the above diagram. Bike traffic on the lake side of the road is REALLY unsafe. Common sense should dictate that access and egress problems for cars and pedestrians associated with the use of bike lanes in areas that are heavily used by turning traffic is an accident waiting to happen. Hundreds of heavily used driveways are located in this area. The lobby efforts of a few people who do not have to live with the daily available of unsafe bike lane locations should not rule the day. My family and friends love to bike ride. We are not opposed to bike lanes. We do, however, want safe bike lanes.</p>
B-205	<p>This should be the highest priority project for bike lanes. Some of the other projects such as SE Eastgate Way have enough room, they just aren't marked as bike lanes. The entire West Lake Sammamish Parkway needs to be repaved.</p>
B-205	<p>The bike path on both North and South sides of West Lake Samm. Pkwy is a requirement for safe bicycle passage on this road. Anything less is unsafe.</p>
B-205	<p>Great idea – Let's build it!</p>
B-205	<p>This roadway is way past due to receive bicycle friendly improvements – thank you for considering this safety issue</p>
B-205	<p>This intersection, across from the Little Store, is at this time already a hair-raising intersection for cyclists. Motorists will not be looking for bicycles coming the wrong way. By insisting on having bicycles ride on the wrong side of the street, we will have many accidents at this intersection, especially since this part is slightly downhill and cyclists tend to be moving pretty quickly through here. How will the City protect bicyclists at this location? How will they *force* motorists to look in the non-intuitive direction?</p>
B-205	<p>This link to the I-90 bike trail needs much better signage so pedestrians and bicyclists know that it exists.</p>

B-205	<p>I would like there to be bike lanes of 14' wide on one side of WLSP so it would work much like the Burke Gilman trail. My thought is as often as possible I the bike trail from the road. I just recently road the 50 mile loop,I-90 around the north end of Lake Washington and the Bellevue section of that ride is as dangerous as the worst of Seattle. I have lived on Lake Sammamish for 25 yrs and am disappointed in myself for not speaking more loudly at the planning sessions about the Parkway. The dinky bike lane that we have now does not give any available to the bikers and is very dangerous to be called a bike lane. We should welcome bicyclers from other areas to use a wonderful bike lane that we provide. Because we own on the Lake Rd does that mean we should only have cars. I meet people that are riding from West Seattle to Redmond. From the U-District to Redmond. Issaquah to Wallingford.</p> <p>Make it so that people feel safe on a bikeway and it will become popular. Is that the real problem? Now that I have my place on the lake it is hard to share it with the unknown?</p>
B-205	<p>This is a much larger expansion than was discussed earlier. The W Lk Sammamish Parkway will have to expand way past reasonable limits to I this. Steep driveways on both sides of the parkway will become impossible – especially on the lake side of the road.</p>
B-205	<p>A long overdue improvement to the Parkway for cyclists. It's dangerous to go northbound in the current configuration.</p>
B-205	<p>Regarding the “10-14 foot-wide off street path on both sides of West Lake Sammamish Parkway from Northup Way to Issaquah”. Noted that it is only on the west side from Northup – North, as per the “alternate plan”. Is there a change in the approved alternate plan to include pathways (and the ever contentious bike paths) on the east side of the parkway from Northup to the south end? I await your response. Thank you.</p>

- **B-217.1:** Add a 5 foot-wide bike lane on both sides of 140th Avenue NE from Bel-Red Road to NE 8th Street

B-217.1	<p>This small section of road is very dangerous right now. A bike lane would be VERY appreciated! I would rank this highest on any priority on my route.</p>
B-217.1	<p>This is an important addition. Currently this section of 140th is like the running of the bulls for bikers.</p>
B-217.1	<p>140th is an OK N/S bike route but this section is no fun. It's even worse between Bel-Red and NE 24th – but I think you're trying to solve that one with an off-street path.</p>

- **B-218:** Add a 5 foot-wide bike lane on both sides of 145th Place SE from SE 8th Street to SE 28th Street

B-218	<p>Completing bike lanes along this stretch would increase the viability of this route to BCC and the I-90/Eastgate area.</p>
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- **B-221.1:** Add a 5 foot-wide bike lane on both sides of 112th Avenue NE from Northup Way to NE 12th St

B-221.1	<p>Southbound side is a tough hill and cyclists would sure appreciate a lane while they slowly climb. The northbound side has a very wide shoulder however the pavement is very very bumpy. A bicycle simply coasting down the hill at speed is in for a scary ride on the rippled shoulder. Ideally the shoulder needs to be smoothed out before the bicycle lane is striped.</p>
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- **B-221.2:** Add a 5 foot-wide bike lane on both sides of 112th Avenue NE from NE 12th Street to NE 6th Street

B-221.2	I would make 112 th a priority over Bellevue Way, as it is already a recognized regional bike route.
B-221.2	Absolutely! This is a gap in one of the best north/south routes traversing Bellevue! This should be on the priority list. Tis a shame that the sidewalks have been redone in recent years and the opportunity was missed to include bicycle available.

- **B-224:** Add a 5 foot-wide bike lane to both sides of 108th Avenue SE from Bellevue Way to SE 34th Street

B-224	Given the (relatively) lower traffic and the width of the street, this seems like a (relatively) lower priority. Maybe bike lanes at the intersection of 108 th and Bellevue Way, south to the top of the rise by the Triangle Pool...
B-224	We ride this all the time, and it is a great corridor to the bike trail on I-90, and should be high priority among the improvements. I do feel that 108 th SE from Bellevue Way to Main Street could be improved for cyclists on one side of the street.
B-224	This is needed to link up with the I-90 corridor. Presently even though the roads are suburban bikes are forced into the road causing the cars to slow in order to pass safely.
B-224	Yes – bike lanes here are important, as it's the primary connection between downtown and I-90, and portions of the roadway surface are very narrow

- **B-225.2:** 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

B-225.2	Excellent idea. Coal Creek is frightening as a cyclist, and yet it is a logical connection to the trail along the Lake from a large part of south Bellevue
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- **B-228.1:** Add a 5 foot-wide bike lane on both sides of Factoria Boulevard and SE Newport Way from Coal Creek Parkway to 129th Place SE

B-228.1	Along with the proposed bike lanes on Newport Way, this really helps connect the dots and makes Newport Way even more bike-friendly.
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- **B-228.3:** Add a 5 foot-wide bike lane on both sides of SE Newport Way from east of SE Allen Road to the eastern city limits past Lakemont Boulevard SE

B-228.3	This is a great idea. The road has the lanes until Somerset, but then they drop off. Newport Way is already a well-used east/west route, and this will enhance it.
B-228.3	This projected bike lane route is also the long-term potential route for a major regional multi-use, off-street connection in the I-90, Mountains to Sound Greenway Trail system. Study at this stage should be expanded beyond ROW for bike lanes to explore ROW and combinations to accommodate a 10' wide separated trail. Coordination with current studies by City of Issaquah should be part of this exploration.

- **B-236:** Add a shared outside lane on both sides of Bel-Red Road from 124th Ave NE to Northup Way

B-236	I wish we could go back in time and have Bel-Red widened to bicycle-comfortable lanes in the first place. There is no question Bel-Red, because of its direct nature and low elevation profile, is the best way to Crossroads from downtown Bellevue, but the relatively narrow outside lane and high motor vehicle traffic speeds and volumes make this route available only to the toughest vehicular cyclists. It's really too bad.
B-236	Does 'shared' mean that the nice polite drivers are expected to 'share' the road with me on my bicycle?

- **B-237:** Add a 5 foot-wide bike lane on both sides of NE 12th Street from 100th Avenue NE to 124th Avenue NE

B-237	This is sorely needed. Please make sure the new NE 12 th St bridge over I-405 has sufficient space for bike lanes – space for bikes on the 10 th St bridge was left out due to limitations on construction near the hospital.
B-237	This is a great place to add a bike lane as the current road is not safe for bikes. When the rail/bike/ped path is installed we will need access from the road to the trail. Thanks
B-237	East/west bicycle traffic projects would be the highest priority for me. This project, along with improvements on Main and SE 8 th , would be my first picks for projects.
B-237	Much needed. Great addition. Thank you.

- **B-238:** Add a 5 foot-wide bike lane on both sides of Northup Way from Bellevue Way to 120th Avenue NE

B-238	This project will provide a missing link between the 520 trail and the Lake Washington trail. Northup is not safe for bike traffic, especially going eastbound.
B-238	This is a great plan and I cannot stress enough how much it is needed. Thanks.
B-238	Thanks! This is a dangerous stretch of road so I was hoping that bike lanes would be built soon.

- **B-239:** Add a 5 foot-wide bike lane on both sides of 164th Way SE, SE 44th Place, and 164th Avenue SE from SE Newport Way to Lakemont Boulevard SE

B-239	I think the shoulder is fine on 164 th , as it is quite wide.
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- **B-241:** Add a 5 foot-wide bike lane on both sides of Northup Way from 156th Avenue NE to West Lake Sammamish Parkway NE

B-241	The bike lane needs to be designed not to keep cyclists on the right leading up to NE 156 th from the intersection with Bel-Red. There's far too many right turning motor vehicles. The bike lane will need to make a transition and run between the go-straight lane and the turn-right lane. A bike lane on both sides of Northup will translate to more kids riding to Highland MS, Interlake HS, and Bellevue Youth Theater. Right now, going west(-ish) on Northup is too scary on the lawful side of the street.
B-241	An excellent project.
B-241	Good project. A lot of bikers use this route. The climb up the hill from the lake is long and slow. A wide, safe bike lane is needed going up the hill.

- **B-243:** Add a 5 foot-wide bike lane on both sides of Eastgate Way from Richards Road to 148th Avenue SE

B-243	If only cops would start ticketing UPS & Fedex drivers that _park_ blocking both the sidewalk and the bike lane, I might feel more comfortable riding on the roads.
B-243	I'm OK with just the road shoulders here. They are wide enough and well paved.
B-243	This is a good project that is essentially in place now with the widening of wide shoulders on Eastgate Way. However, a safe link between Eastgate Way and the I-90 bike path does not exist. From the west, it's necessary to get across 2 crosswalks at Factoria Blvd. and SE 36 th . Both of these currently allow right-on-red turns that lead to conflicts between bicyclists/pedestrians and right-turning traffic.(This is also a hazard for eastbound bike traffic getting on SE 36 th .) I would suggest that these traffic lights be changed to include a right-turning arrow that is controlled by pressing the pedestrian crosswalk sign.

- **B-244:** Add a 5 foot-wide bike lane on both sides of SE 36th Street from Factoria Boulevard SE to 148th Avenue SE

B-244	I'm OK with the road shoulders here. They are wide enough and well paved.
B-244	SE 36 th Street (north side) is the preferred route for a separated, off-street path that will complete a critical missing link in the Mountains to Sound Greenway cross-state and regional trail system along I-90. RATHER THAN LIMIT THIS CORRIDOR TO TWO BIKE LANES, it should be studied with the goal of providing a 10' separated path, plus one or two bike lanes. Preliminary study should look at public ROW, WSDOT plans and ownerships from Factoria Blvd. to the 148 th Street I-90 bike and ped overpass at a minimum.
B-224	Great idea ... much needed bicycle and ped trail needed to create major East-West non-motorized "corridor" and fill gaps for an I-90 Trail through Bellevue to Issaquah

- **B-245:** Add a 5 foot-wide bike lane on both sides of Main St from 100th Avenue NE to 116th Avenue NE

B-245	This is an incredibly good idea to improve east/west bicycle traffic. This, along with planned improvements on NE 12 th , are my top picks among the projects.
B-245	I am very curious of how this street can handle a 5 foot bike line added when there are 2 to 0 feet available in some places there now. I love the idea of a bike lane on main, I just do see how you can pull it off!
B-245	This is great. It's hard to get through downtown Bellevue on a bike right now.

- **B-247.1:** Add a 10-14 foot-wide off street path on both sides of Forest Drive SE from Coal Creek Parkway SE to a about SE 63rd Street

B-247.1	is a path on BOTH sides of the street really necessary?
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- **B-249.1:** Add a 5 foot-wide bike lane on both sides of Lake Washington Blvd SE from Lake Hurst to SE 60th Street where not complete

B-249.1	This is certainly a gap at a major intersection of bicycle facilities. Simply striping the lanes is an excellent solution. Note that southbound busses unload passengers on the freeway offramp. These passengers must then cross the bridge over the freeway. Separation of peds/bikes would be helpful as bikes are moving at a good speed coming down
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	the hill and will be coming head-on into peds walking to the park-n-ride lot.
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- **B-249.2:** Add a 5 foot-wide bike lane on both sides of 112th Ave SE from SE 60th Street to SE 64th Street

B-249.2	Bike lanes would be most helpful to bridge the gap here. There are bike lanes south and north of here but this section has no shoulder whatsoever. Northbound cars often backup 10 or so deep during the morning commute at the stopsign and there's no way for a bicycle to pass short of the narrow sidewalk.
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- **B-302:** Add a 10-14 foot-wide path on both sides of 132nd Avenue NE from NE 60th Street to NE 40th Street.

B-302	This project is directly in the equestrian area adjacent to Bridle Trails State Park along 132 nd Ave NE – an area used by riders crossing from the east side of 132 nd Ave NE to the west side in order to enter the park. Bicycle paths on both sides of this road will increase the danger to horses, riders, and pedestrians who now use the path along the east side of the road for walking and jogging. Also question whether Bellevue even has a “right of way” along the west side of 132 nd Ave NE. Bridle Trails State Park abuts the west side of 132 nd Ave NE.
B-302	This is a horse community with horses traveling along 132 nd to access Bridle Trails Park. A 14 foot multi use path is too large and not necessary on both sides of the street. Save the city's money and keep what is there.
B-302	What accommodations will be made for the equestrian access along 132 nd Ave.?
B-302	This is a good idea for a route to bypass BT park. Since it does not go into the park it would not interfere with horse/ped traffic there.
B-302	For the following reasons, I strongly oppose the plan to have 14-foot-wide paved pathways on either side on 132 nd Ave. NE from NE 40 th to NE 60 th streets: * There is already a perfectly adequate trail on the east side of 132 nd that is well matched to the area's natural character, and there is simply no need for another trail on the west side of the street * This kind of extensive paved surface will pose a safety risk for horseback riders, who are major users of this road corridor and adjacent Bridle Trails State Park * Installing a trail on the west side of 132 nd will necessitate cutting a very large number of large, old trees within the state park, a significant natural area * This project will create major impacts to the park and its users, and will be very expensive, requiring replacement of power lines on both sides of 132 nd , and yet it will provide no real additional public benefit
B-302	This will significantly and negatively impact the value of my property, as well as create a hazard for my children by making the roadway closer to our backyard. Why not take more land from Bridal Trails park where it will not directly impact landowners?
B-302	Why both sides? In other areas of Bellevue, you're doing one side only -- here, you can do that on the West side (the park side) and not disrupt private properties or the look and feel of the neighborhood as much.

B-302	Please take into consideration the needs of equestrians in this area. Asphalt is a poor choice for horse hooves!
B-302	What accommodations will be made for the equestrian access along 132nd Ave.?
B-302	132nd Ave. already has a paved or gravel sidewalk on the east side of the street. This area has many equestrians, in fact there are horse crossing signs already posted on this street. This type of sidewalk is not compatible with the design of the neighborhood. The proposed area has many varying grades and will be a huge cost to construct something the neighborhood doesn't want in the first place.
B-302	This section of 132nd already has paved and equestrian trails that serve the community quite adequately. Construction of this type of trail would encroach onto private and park property and is not needed or wanted at this time.
B-302	P.S. My previous comment pertains to Type A path between NE 60th to NE 40th on 132nd.

- **B-303:** Add a wide bike shoulder on both sides of NE 40th Street from 140th Avenue NE to 148th Avenue NE where not complete

B-303	This is a good idea here. It would make a good route that bypasses BT park.
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- **B-304:** Add a 10-14 foot-wide off street path on both sides of NE 40th Street from 132nd Avenue NE to 140th Avenue NE

B-304	This project is located on NE 40 th which is a dead end street and is very steep. Consequently, it has very little traffic serving about 15 houses. Recommend that this project be removed as it adds very little benefit with a substantial cost. Please advise how this got on the list in the first place. Norm Ansen 425-861-7333
B-304	A pedestrian/equestrian link between 132nd and 140th should be established in this area but the proposed 10-14' wide paved road is totally out of scale for this location. A narrower crushed rock trail would be more than adequate.

- **B-307:** Add a 5 foot-wide bike lane on both sides of NE 24th Street from 140th Avenue NE to 148th Avenue NE

B-307	Good project but B307 and B202 need to be connected. I realize it is Redmond but we should work with them to make sure there is a safe link between the two.
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- **B-315:** Add a 5 foot-wide bike lane on both sides of Eastgate Way from 148th Avenue SE to Phillips Hill Road (SE 35th Street)

B-315	This is a much needed improvement for cyclists. Getting through Eastgate safely on bicycle is one of the most difficult to do as it is now.
B-315	In the conceptual plan for completing the missing link in the regional I-90 trail system, this section of Eastgate Way is a preferred route to and from the Sunset Trail along the north side of I-90 from SE 150th eastward. This section should be studied for the potential of a 10' wide, multi-use trail separated from street traffic, from 150th to the Sunset Trail which does not appear to be shown.

- **B-316.2:** Add a 10-14 foot-wide off street path on the east side of 140th Avenue NE from NE 24th Street to Bel-Red Road

B-316.2	Anything to complete 140 th Ave as a safe N/S bicycle route. This would help make the connection to the 520 bike path, too.
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- **B-320.1:** Add a 10-14 foot-wide path on the north side of Lake Hills Connector from Main Street to 140th Avenue SE

B-320.1	Will this be paved?
B-320.1	Great addition – long overdue. I commute by cycle along the very narrow sidewalk now and with the long downhill it's too narrow for cyclists to pass pedestrians safely. Thank you.
B-320.1	This is an absolutely great plan! I bike to work in downtown Bellevue and I've noticed cars being very aggressive especially in the West-to-East direction of Lake Hills connector. Having a dedicated trail leading to downtown Bellevue is perfect!! Thanks for doing this! Best, Denis.

- **B-329.1:** Add a 10-14 foot-wide off street path to both sides of SE 8th Street from 114th Avenue SE to Lake Hills Connector

B-329.1	When planning the off-road bike path, it will help future safety is the path is wide enough for safe passing even is another bicycle is coming the other way. Also, avoid sharp turns and hidden sightlines to ensure adequate visibility.
B-329.1	While I am not a fan of off-street paths, east/west bicycle traffic projects would be the highest priority for me. This project, along with improvements on Main and NE 12 th , would be my first picks for projects.

- **B-329.2:** Add a 5 foot-wide bike lane on both sides of SE 8th Street from 114th Avenue SE to Lake Hills Connector

B-329.2	This will be a big improvement to help cyclists navigate through some dicey traffic sections. Whew.
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- **B-333.1:** Add a wide bike shoulder on both sides fo 100th Ave NE from NE 24th Street to NE 8th Street

B-333.1	Great idea, but ending it at NE 8 th is shortsighted. It should complete the distance to Main Street so one can continue along Lake WA Blvd NE into the points areas.
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- **B-333.2:** Add a 10-14 foot-wide off street path on 100th Avenue NE from Main Street to NE 8th Street

B-333.2	I can't imagine what your thinking about here. There are numerous curb cuts on both sides of 100 th Ave NE from Ne 4 th to NE 8 th that are very dangerous. This block is heavily used by traffic into the Bel Square parking garage as well as through traffic. It's not a good location for a combined bike and ped lane. What it really needs are wider sidewalks as does most of downtown Bellevue. Get rid of the "goat paths" that are only wide enough for one pedestrian.
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- **B-335:** Add a 5 foot-wide bike lane on both sides of 101 Avenue SE – 100th Avenue SE – 98th Avenue SE – SE 97th Place from Main Street to SE 16th Street

B-335	Good luck fitting them in, especially if you add sidewalks, too.
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- **B-338:** Add a wide outside lane on both sides of 108th Avenue NE from NE 12th Street to Main Street

B-338	Su Development will be adding an additional 1,000 rental units within the next 8 years, not to mention the additional residential projects coming on line within the next 2-4 years. We see a near term need for bike lanes/routes within downtown to encourage residents to bike/walk within the downtown limits rather than using their cars to run errands that for the most part are only a 3-4 block distance. Our residents complain biking and walking downtown is dangerous and inconvenient. They also suggest that more bike racks/protected bike areas are needed. We would like to support the bike/ped plan by assisting in the start-up of a shared bicycle plan. Su Development is exploring the cost associated with this and would like the City of Bellevue to move towards funding the 108 th Ave NE bike lane as a priority. As downtown Bellevue grows in population, alternative means of transportation within the district are necessary to the quality of life for residents who choose this urban lifestyle.
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- **B-342.1:** Add a 5 foot-wide bike lane on both sides of 114th Avenue NE, or Frontage Road from NE 6th Street to Main Street

B-342.1	Well used bicycle corridor and this section narrows to the point that cyclists my ride in the traffic lane. As there's a grade involved cyclists heading northbound are in the most need of a bicycle lane. Southbound cyclists are moving at/near the speed limit and there is less of a need for a dedicated bike lane at this location.
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- **B-342.2:** Add a 5 foot-wide bike lane on both sides of 114th Avenue NE, or Frontage Road from Main Street to SE 8th Street where not complete

B-342.2	This is a very good fit-and-finish project to clearly delineate the bike usage on this street.
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- **B-355:** Add a 5 foot-wide bike lane on both sides of 150th Avenue SE and SE 37th Street (I-90 South Frontage Road) from SE 38th Street to the I-90 tunnel (Eastgate Way)

B-355	The bikes need a safer way through the tunnel.
B-355	In searching for the most practical routes the fill the missing link in the regional I-90 mutli-use trail system, there is at least a short term need to cross I-90 from SE 36th at around 150th and provide trail along Eastgate Way to link to the Sunset Trail that goes east to West Lake Samm. While this tunnel plan for bikes only is the only crossing I see in the plan, it should be noted that even bicyclists find it an unnerving experience to use the tunnel and it would really be unsuitable for a bike/ped trail for less experienced road cyclists. Because there is already a portion of a bike/ped crossing at 148th SE., improving that crossing on an existing overpass to EAstgate Way would be preferable for many more users.

- **B-362:** Add a wide bike shoulder on Lake Washington Boulevard from Newcastle Beach Park to the southern city limits

B-362	This section is well striped now. However cars/contruction trucks will often park on the pavement and this will need to be mitigated somehow.
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- **B-373:** Add 5 foot-wide bike lanes on both sides of the downtown I-405 crossing from 112th Avenue NE to 116th Avenue NE

B-373	A noble effort crossing on NE 8 th . However a bike lane would be unsafe for bikes and will not reduce traffic congestion. A bridge over 405 would fix these problems. Better would be a bike/ped bridge across 405 at NE 15 th steet linking Bovee Park to the new rail/bike/ped path. A big thanks for all of your efforts!
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- **B-375:** Add a 5 foot-wide bike lane on both sides of Bellevue Way from NE 24th Street to NE 12th Street

B-375	Wow, this is an ambitious goal for a high traffic street. I would rather promote alternatives, like 100 th or 112 th , as primary bike routes.
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B-375	Badly needed! It is unsafe to cyclists and cars to share this road. This is a major addition and would likely get the most bang for the buck.
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B-375	This bike lane is desperately needed here. I hope that I am not duplicating comments but it needs to be built.
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B-375	This looks very promising! I am a Seattle resident who has been commuting to work by bike for 2 years. I recently began looking for new job opportunities and was frustrated at having to categorically ignore any job openings on the "Eastside" due to lack of SAFE cycling infrastructure on 520 and in Bellevue itself. Getting back into my car certainly isn't an option – that route being one of the more hellish car commutes around. These planned improvements are encouraging, however. Bellevue may become an attractive place to work after all! Keep up projects like these!
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- **B-376:** Add a 5 foot bike lane on both sides of Bellevue Way from Northup Way to NE 24th Street

B-376	This is a great idea. I can't say enough positive about it. It is really needed. Thanks again for your efforts.
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B-376	I have probably already commented on this but I cannot stress enough how necessary this plan is. Bellevue way is a bottle neck because of the limited options for crossing 520.
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- **B-382.2:** Add a 10-14 foot-wide off street path on the south side of NE Points Drive from the Yarrow Point city limit to Lake Washington Boulevard

B-382.2	This would mainly be used by walkers, so you could more economically make it a narrower sidewalk.
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- **B-383:** Add a wide outside lane on both sides of NE 2nd Street from 102nd Avenue SE to 114th Avenue NE

B-383	Great plan, like it. Typo of SE on 102 nd Ave should be NE, OK?
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- **B-390:** Add a 5 foot-wide bike lane on both sides of Northup Way/NE 20th Street from 124th Avenue NE to 140th Avenue NE

B-390	A good addition to this road.
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- **CR-3:** Add a 6 foot wide sidewalk and a 4 foot wide planter strip on both sides of 160th Avenue NE from Crossroads Park and Community Center to NE 8th Street

CR-3	You probably just missed your chance, as land-owners are just now pouring cement to raise the planter by the shops (on positive) there. But the other ¾ of project CR3 will help ped. Safety.
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- **L-417.2:** Add a 2-6 foot wide pedestrian walking trail called the Whispering Heights-Eagle Mere Trail connecting 152nd Place SE from SE 48th Street to 150th Avenue SE

L-417.2	I've been hoping that this trail would be created for some time, as it would be a natural way to connect the Whispering Heights trail network with Saddleback park and the Summit Trail, creating a loop around many neighborhoods. Currently I need to detour out to 151 st Ave SE in order to head back up to Saddleback Park.
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- **L-441:** Add a 2-6 foot wide pedestrian walking trail connecting Dusenberg and 116th Avenue NE to Bridle Trails State Park

L-441	For years, this neighborhood has been equestrian in nature--obvious from the fact that original development included so many houses with "horse" facilities. In these days of urban sprawl, the horse-lovers lifestyle is being squeezed into non-existence. It is imperative we preserve what few riding areas remain. And, it is imperative we not be driven to utilize unsafe access. Please remember that many horse enthusiasts are children. They (and the adults) deserve to be protected. I ask that safe and viable access for horses and pedestrians be taken into consideration for any of these park projects. I further ask that surrounding homeowners be asked to voluntarily open their easements, or at least to not actively block them. I ask the neighborhood homeowners to cooperate with Bridle Trail's friends in finding equitable solutions--as, in fact, many of existing easements do rightfully belong to the public.
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- **L-442:** Add an 8-12 foot wide multiple use gravel trail called the Pikes Peak Transmission Line connecting NE 24th Street to Bridle Trails State Park

L-442	Hurrah! This will be a valued addition to the neighborhood.
L-442	The proposed trail at this location may not use the private road that provides access from NE 24 th Street to 4 homes. The trail access is to the East of the lattice tower not along the existing private road. This is a liability as the road is private property and was not constructed with adequate visibility for a lot of foot traffic where our cars must back out of our driveway onto our private property.
L-442	The transmission line crosses over our property on NE 39 th street. Our property is between NE 39 th and is adjacent to Bridle Trails State Park. We have not given permission for a trail to come through our property. Some other path to Bridle Trails park will need to be found.
L-442	I believe similar East-West connectivity is missing on a long stretch of 132nd/134th Ave and 140th Ave. In case of fallen trees or forest fire many residents could be trapped. An EAWE road or Multiple Use Gravel Trail at NE 40th could be of help.

L-442	I regularly use and enjoy this trail on horseback. Unfortunately, the short connection between the trail directly into Bridle Trails State Park has been blocked off by the homeowner with a gate, although there are no structures in the way. The only way around this blockage into the park is a little known spur trail to the west of this point which is not currently noted on this map. It is accessed by riding/walking west on the paved road. It would be far safer if this trail would be reconnected, allowing safe and continuous access to the park and its connecting links to other regional trails.
L-442	There used to be equestrian access through to Bridle Trails and is now blocked. Horse property is dwindling because of lack of safe access to the trails. Please ask homeowners if there is some equitable way to allow equestrian access to the park.

- **L-445:** Add an 8-12 foot wide multiple use gravel trail called the Bellemeade to 134th Street Trail connecting 116th Avenue NE to 120th Avenue NE

L-445	Great addition to neighborhood walking choices!
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- **L-449:** Add an 8-12 foot wide multiple use gravel trail called the 132nd Avenue Corridor Trail connecting NE 24th Street to NE 36th Street

L-449	A multi use trail is a good idea here as it does not go to BT park.
L-449	I would like to remind the city of Bellevue of the equestrian nature of our neighborhoods, and ask that horses' and pedestrians' safe and viable access to the park be taken into consideration for this project. I also ask that homeowners be asked to voluntarily open their easements, or at least to not actively block them. Further, I request that the city of Bellevue ask homeowners to cooperate in finding an equitable solution to this problem since many of these easements do rightfully belong to the public.

- **L-451:** Add a 2-6 foot wide pedestrian walking trail system within Compton Green

L-451	A good connection for safe access to Bridle trails park. This trail would make a contiguous loop for riding and walking as well. I would definitely use this.
L-451	I would like to remind the city of Bellevue of the equestrian nature of our neighborhoods, and ask that horses' and pedestrians' safe and viable access to the park be taken into consideration for this project. I also ask that homeowners be asked to voluntarily open their easements, or at least to not actively block them. Further, I request that the city of Bellevue ask homeowners to cooperate in finding an equitable solution to this problem since many of these easements do rightfully belong to the public.
L-451	For years, this neighborhood has been equestrian in nature--obvious from the fact that original development included so many houses with "horse" facilities. In these days of urban sprawl, the horse-lovers lifestyle is being squeezed into non-existence. It is imperative we preserve what few riding areas remain. And, it is imperative we not be driven to utilize unsafe access. Please remember that many horse enthusiasts are children. They (and the adults) deserve to be protected. I ask that safe and viable access for horses and pedestrians be taken into consideration for any of these park projects. I further ask that surrounding homeowners be asked to voluntarily open their easements, or at least to not actively block them. I ask the neighborhood homeowners to cooperate with Bridle Trail's friends in finding equitable solutions--as, in fact, many of existing easements do rightfully belong to the public.

- **L-453:** Add a 2-6 foot wide pedestrian walking trail called the Pikes Peak Greenbelt Trail connecting NE 39th Street at 122nd Avenue NE to Pikes Peak

L-453	For years, this neighborhood has been equestrian in nature--obvious from the fact that original development included so many houses with "horse" facilities. In these days of urban sprawl, the horse-lovers lifestyle is being squeezed into non-existence. It is imperative we preserve what few riding areas remain. And, it is imperative we not be driven to utilize unsafe access. Please remember that many horse enthusiasts are children. They (and the adults) deserve to be protected. I ask that safe and viable access for horses and pedestrians be taken into consideration for any of these park projects. I further ask that surrounding homeowners be asked to voluntarily open their easements, or at least to not actively block them. I ask the neighborhood homeowners to cooperate with Bridle Trail's friends in finding equitable solutions--as, in fact, many of existing easements do rightfully belong to the public.
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- **L-454:** Add a 2-6 foot wide pedestrian walking trail called the Glengrove Connection connecting 134th Avenue NE to 135th Avenue NE also known as the Powerline Trail

L-454	This path from the powerline trail onto 33rd is currently the only way to use a portion of the powerline trail to access Bridle Trails State Park. This is due to the blocking of the powerline trail from 37th to 40th st., preventing safer access to the park via the Cantershire trail. This trail eases the amount of distance that horseback riders living south of this point have to ride along 134th.
L-454	I would like to remind the city of Bellevue of the equestrian nature of our neighborhoods, and ask that horses' and pedestrians' safe and viable access to the park be taken into consideration for this project. I also ask that homeowners be asked to voluntarily open their easements, or at least to not actively block them. Further, I request that the city of Bellevue ask homeowners to cooperate in finding an equitable solution to this problem since many of these easements do rightfully belong to the public.

- **L-458:** Add an 8-12 foot wide multiple use gravel trail called the NE 40th Street Trail running along the Powerline Corridor westward connecting 134th Avenue NE to 140th Avenue NE

L-458	This trail currently exists and is available to the public. Accordingly, please remove this project from consideration as it would be an unnecessary expense. Norm Hansen 425-861-7333
L-458	This multi use trail is a good idea. A bike rider could use this as a route around BT park. Since the trail does not go to BT park bike/horse intersections would be minimal.
L-458	Due to the blocking of the main powerline trail at this point by a homeowner, which prevents walkers and riders continuing on this trail south, this spur trail is a vital access to 134th (and then into Bridle Trails State Park) on foot or horseback. While this still requires travel along the busy road to reconnect with safer trails, it is a critical link for those coming from the east.
L-458	I would like to remind the city of Bellevue of the equestrian nature of our neighborhoods, and ask that horses' and pedestrians' safe and viable access to the park be taken into consideration for this project. I also ask that homeowners be asked to voluntarily open their easements, or at least to not actively block them. Further, I request that the city of Bellevue ask homeowners to cooperate in finding an equitable solution to this problem since many of these easements do rightfully belong to the public.

L-458	Would this multi-use trail include equestrians? We need our trails too!
L-458	For years, this neighborhood has been equestrian in nature--obvious from the fact that original development included so many houses with "horse" facilities. In these days of urban sprawl, the horse-lovers lifestyle is being squeezed into non-existence. It is imperative we preserve what few riding areas remain. And, it is imperative we not be driven to utilize unsafe access. Please remember that many horse enthusiasts are children. They (and the adults) deserve to be protected. I ask that safe and viable access for horses and pedestrians be taken into consideration for any of these park projects. I further ask that surrounding homeowners be asked to voluntarily open their easements, or at least to not actively block them. I ask the neighborhood homeowners to cooperate with Bridle Trail's friends in finding equitable solutions--as, in fact, many of existing easements do rightfully belong to the public.

- **L-460:** Add a 2-6 foot wide pedestrian walking trail called the NE 47th Street Trail connecting 132nd Avenue NE to the 135th Avenue NE Powerline Trail

L-460	For years, this neighborhood has been equestrian in nature--obvious from the fact that original development included so many houses with "horse" facilities. In these days of urban sprawl, the horse-lovers lifestyle is being squeezed into non-existence. It is imperative we preserve what few riding areas remain. And, it is imperative we not be driven to utilize unsafe access. Please remember that many horse enthusiasts are children. They (and the adults) deserve to be protected. I ask that safe and viable access for horses and pedestrians be taken into consideration for any of these park projects. I further ask that surrounding homeowners be asked to voluntarily open their easements, or at least to not actively block them. I ask the neighborhood homeowners to cooperate with Bridle Trail's friends in finding equitable solutions--as, in fact, many of existing easements do rightfully belong to the public.
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- **L-461:** Add a 2-6 foot wide pedestrian walking trail called the NE 50th Street Trail connecting 132nd Avenue NE to 135th Avenue NE Powerline Trail

L-461	I live on 50 th street and it is already paved for single lane traffic; will the plan add width or change the road somehow, or will it merely add signage for the trail?
L-461	See comment posted on NE 47 th St trail.
L-461	<p>Please no bikes!</p> <p>This is a small have for children, pedestrians and horses.</p> <p>One place where we don't need to see a flood of bike clubs.</p> <p>I live on East Lake Sammamish - the clubs are noisy, interrupt traffic and are not from our neighborhood.</p> <p>It would be a disaster to mix horses and bikes. My horse has reared in a situation where a biker with a headset did not stop soon enough.</p> <p>Please leave our quiet trails and roads as a pleasant neighborhood.</p>

L-461	For years, this neighborhood has been equestrian in nature--obvious from the fact that original development included so many houses with "horse" facilities. In these days of urban sprawl, the horse-lovers lifestyle is being squeezed into non-existence. It is imperative we preserve what few riding areas remain. And, it is imperative we not be driven to utilize unsafe access. Please remember that many horse enthusiasts are children. They (and the adults) deserve to be protected. I ask that safe and viable access for horses and pedestrians be taken into consideration for any of these park projects. I further ask that surrounding homeowners be asked to voluntarily open their easements, or at least to not actively block them. I ask the neighborhood homeowners to cooperate with Bridle Trail's friends in finding equitable solutions--as, in fact, many of existing easements do rightfully belong to the public.
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- **L-462:** Add a 2-6 foot wide pedestrian walking trail called the Canteshire Trail connecting 132nd Avenue NE to 140th Avenue NE

L-462	There is an existing trail, which is currently mostly unused, and quite beautiful because it feels like you in an a very rural, private area--not on a cookie cutter suburban "bike path." I don't see why you'd add this trail. It goes through people's front yards and driveways. And the current path is WONDERFUL- very uncharacteristic of most suburbs and is the type of path that really MAKES bridle trails and wonderful place to live. If you want to add a path, add a sidewalk on 60th... kids use this all the time to walk to school--and quite unsafe. I'd much prefer to see more done to make 132 nd a better place for pedestrians and cyclists... and keep people in a more public space than going through so many private homes and ruining privacy and rural atmosphere of bridle trails.
L-462	There is an existing trail. Power line easements are still private property and not a free-for-all for Bellevue to do what it likes. This has major impact on the area's character and property value. Why don't you add trails downtown..?
L-462	where exactly does this project leave 140 th and connect to 132 nd ?
L-462	I use this trail regularly to access Trails End and the powerline trail. It is a vital link in the trail corridor and provides safe access to the park.
L-462	The Cantershire trail is one of the most heavily used east/west trails providing to the Park. I have part of this trail as an easement across my property and pleased with how much traffic the trail receives, especially in the summer when days are longer. I've seen as many as 14 horses come by together and often see parents and kids walking their dogs along the trail. I feel that this trail is very important in providing access to the Park and should be kept open for equestrian/pedestrian usage.
L-462	Bad idea. Please no. I can't imagine an invasion of bicycle clubs swarming an area which is currently an oasis for pedestrians and horses and children. These streets are quiet. Please leave them that way.
L-462	I would like to remind the city of Bellevue of the equestrian nature of our neighborhoods, and ask that horses' and pedestrians' safe and viable access to the park be taken into consideration for this project. I also ask that homeowners be asked to voluntarily open their easements, or at least to not actively block them. Further, I request that the city of Bellevue ask homeowners to cooperate in finding an equitable solution to this problem since many of these easements do rightfully belong to the public.

L-462	This area has been access to the Park for the 60 years that I have been riding here and for safety of horses and pedestrians can only be maintained if homeowners open their easements or not actively block them. So many accesses have disappeared, let s not make this another one.
L-462	For years, this neighborhood has been equestrian in nature--obvious from the fact that original development included so many houses with "horse" facilities. In these days of urban sprawl, the horse-lovers lifestyle is being squeezed into non-existence. It is imperative we preserve what few riding areas remain. And, it is imperative we not be driven to utilize unsafe access. Please remember that many horse enthusiasts are children. They (and the adults) deserve to be protected. I ask ask that safe and viable access for horses and pedestrians be taken into consideration for any of these park projects. I further ask that surrounding homeowners be asked to voluntarily open their easements, or at least to not actively block them. I ask the neighborhood homeowners to cooperate with Bridle Trail's friends in finding equitable solutions--as, in fact, many of existing easements do rightfully belong to the public.

- **L-466:** Add a 2-6 foot wide pedestrian walking trail called the NE 34th Place Trail connecting 135th Avenue NE

L-466	Description is vague and does not meet any disclosure standards. There are a variety of trails in this area and the city does not need to get involved, change the area's character and affect property values.
L-466	The trails that you propose to use are already equestrian trails. They are currently being use by walkers, runners, and people on horseback. We have enjoyed our horse trails for years and that is one of the reasons this area is so unique. I would like the city to leave these trails as is. Why must horse loving people have to move out to the "boonies" to enjoy their sport? We want to perserve our trails the way they are!

- **M-618.2:** Add an 8-12 foot wide multiple use gravel trail called the 136th Avenue Powerline Corridor connecting Bel-Red Road to SE 3rd Place

M-618.2	A multiple use trail here is a good idea. The lake to lake trail goes through Kelsey creek. This trail should link up.
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- **M-623.2:** Add a 10-14 foot-wide off street path connecting Rockwood/East Highland from 140th Avenue NE to 141st Place NE, and from NE 14th Street to NE 12th Place (alignment)

M-623.2	This looks like it would run on my easement behind my house. First, could you confirm that. Second, how is the City going to make a 14 path from 10 feet of easement? What is the point of connecting 140 th with 141 st Place NE when one can just go out 141 st Place NE to 14 th ? Thanks.
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- **M-624:** Add a 10-14 foot-wide off street path connecting Rockwood to Highland from Bel-Red Road to NE 14th Street

M-624	That will be great. I wish it could be even longer like a bike path connecting Bellevue to Redmond.
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- **M-625.2:** Add a 10-14 foot-wide off street path connecting Highland Middle School to NE 8th Street

M-625.2	Wow! If this were done, this would be *great*! As someone who has regularly dropped off a kid at Highland and then taken off by bike, the scariest part of the entire ride to Seattle was the return on 156 th between NE 8 th and NE 16 th , particularly during the dark time of the year. Having a non-motorized by-pass of Crossroads would be much safer. My observation is that the path that connects Highland with Crossroads is heavily used by people walking for transportation (like carrying their lunch or shopping bags, not walking the dog), to reach shopping in Overlake or Crossroads, or maybe transit? This cut through for peds and bikes would be a great convenience for these people.
M-625.2	What is wrong with the current sidewalks on 148 th the connect Bel-Red Road and NE 8 th ? Kids walk and bike that walkway everyday.

- **M-626:** Add a 10-14 foot-wide off street path south of Highland Middle School connecting 148th Ave NE to 156th Ave NE

M-626	This project description is wrong if map is write? Seems to be trail is from 156 to 164 Streets. Good luck in getting Colonial Square Aptmnts to cooperate!!! I think there should be a street cut thru also, just south of this location (at Top Foods) to 164 Street.
M-626	GREAT!!!
M-626	I want to see this trail built all the way to 164 Street somehow! A crooked version now exists (by Top Foods), but the east end is not maintained.
M-626	Is there going to be a ped. Crossing signal at both ends, across those busey streets? Or an ped. Overpass? What would the street-name be if this path were a street?

- **M-628:** Multi-purpose trail on south side

M-628	Much as I like trails, this is not really needed. The bike lanes and sidewalks are adequate in this area (except more bikelanes needed 130 th – 140 th) and the nearby 520 bike path makes this unnecessary.
M-628	The NE 24th corridor has recently been improved with new sidewalks and bike lanes and adaqetly serves the needs of the community. This project would be a waste of taxpayer dollars and is not needed. Bike travel could be improved with a wider shoulder on the south side with a fog line from 130th Ave NE east to the botttom of the hill (136th?).

- **M-629:** Construct multi-purpose trail one side; Sign

M-629	Good idea. This is a dangerous area for pedestrians/ bikers because the road is narrow, curvy, shady and has no shoulder.
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- **M-631:** Add an 8-12 foot wide multiple use gravel trail called the 136th Avenue Powerline Corridor connecting NE 24th Street to NE 40th Street

M-631	This project is inappropriate since this route along the Puget Sound Energy powerline is an easment for power distribution only. It is also the back yards of private property and is valued by the residents as a privacy sanctuary. To obtain public easements would not only be an intrusion on private property rights but would be prohibitively expensive, since for many properties the land only market value can be approaching \$1,000,000. The Bridle Trails Subarea already has 28 miles of trails in Bridle Trails State park and I trails along this corridor is not needed. For access to Bridle Trails State Park the current trails from NE 24 th to NE 60 on 134 th /132 nd and the pathway on 140 th Ave. NE are more that adequate for access. Accordingly I am asking that this project be removed for further consideration. Please advise. Norm Hansen, 425-861-7333
M-631	Is this proposed trail stoping at 40 th Street, or does it stop at NE 60 th St?
M-631	This trail will affect property values along the trail, not to mention it is proposed on private property with power line easement. Absolutely unnecessary and I am sure this city has better things to do than force visitors onto our property...
M-631	This is an equestrian neighborhood. Bikes and horses do not mix. There are many trails available for bicyclists but not as many for the horse rider. There is simply no way that this will ever work. The place you are proposing for this trail runs right through my back yard (as well as my neighbors yards) and would be running right over my drainage field, that is not acceptable.
M-631	People have had walked across the provided area of my yard for the past 12 years. I have maintained the landscape, and pay the same taxes as all others who do not have this inconvenience. Which has included picking up the garbage left behind, and the level of noise of the teenagers at 2Am in the summer evenings. This idea would increase the division of my yard would decrease my property value and limit the use for any type of animals use as the area has been slated for equitation. There currently is ample area for the people and animals to walk, ride or run without taking away from the value and private property of the homeowner.
M-631	This is a good idea for a trail in this area because it parallels the BT park and does not go to the park. This would make a good through route.
M-631	This trail passes right through my back yard fenced horse pasture. Also the existing trail is quite sufficient for local foot/equestrian traffic. We currently do not allow bikes along this trail as they tend to spook horses and could cause a horserider to fall off. There is also not enough room to pass. To make room to pass several 100'+ trees and many native shrubs/hedgerows would have to be removed.
M-631	This would be a welcome link in the Bridal Trails neighborhood although the adjacent neighbors will fight this proposal and the city would most likely end up in court to establish this link. However the proposed 10-12 foot trail-like most improvements propesd for this area-is too wide. 10-12' is not a trail, it's a road! A gravel trail half this wide would be more acceptable and quite adequate.
M-631	I regularly use and enjoy this trail, and urge that it be preserved and re-connected at 40th, where it has been blocked by homeowners. At this time, thet the only way to use the entire trail is to make a lengthy and unsafe detour on busy 134th. This trail provides a vital access for horseback riders into Bridle Trails State Park via the connecting Cantershire trail, which then links to the Bridle Crest Trail and other regional trails. Hopefully this can be addressed and corrected to allow continuous use without having to detour to 134th - a much less desireable situation for horseback riders.
M-631	I use this trail to ride on (horse) and I would love to see this improved such that it is passable by horse/pedestrian through all areas of the trail. This trail provides critical access for those people living east of the Park. It allows for travel to the

	Park without having to ride on asphalt sidewalk or along a busy road before crossing into the Park.
M-631	<p>This plan to put bicycles on these trails currently used by pedestrians and horses is very ill conceived. First, from the example of the East Lake Sammamish trail along the lake - the bikers don't used the trail because of the conjection with walkers.</p> <p>Secondly - mixing horsed and bicycles is a very bad idea. I'm one of the many riders who gently share the quiet trails with other horses or people. A mix of horsed with bicycles is an accident waiting to happen.</p> <p>Third - there are plenty of other bicycle trails that occomodate bicycles and pedestrians only - no horses.</p> <p>Please leave this very special area to the many, many people who live and ride in the area, and who have moved there in particular because of the opportunity to ride.</p> <p>Thank you.</p>
M-631	I would like to remind the city of Bellevue of the equestrian nature of our neighborhoods, and to ask that we work for horses' and pedestrians' safe and viable access to the park. I hope that homeowners will be asked to voluntarily open their easements, or at least to not actively block them. I request that city of Bellevue ask homeowners to cooperate with all of us in finding an equitable solution to this problem since many of these easements do rightfully belong to the public.
M-631	Many, many years ago there was equestrian access through here and made riding safe. It has been blocked off by homeowners. Please contact homeowners to allow easement access.

- **M-635.2:** Add a 10-14 foot-wide off street path connecting 159th Ave NE and Northup Way to Crossroads Park and Community Center

M-635.2	There is an existin path there (by the Morman Church). It is a bit clostrafobic! If you can work with home-owners to get lower fences would help. Also, get apartment to allow peds to share parking area.(like bike lane shares roads.) & restore landscaping!
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- **M-655.2:** Add a 10-14 foot-wide off street path along 35th Place NE from the east city limits to 102nd Avenue NE

M-655.2	This looks like a natural addition to the points loop trail. The points loop trail signs show a future ositive from the West end of NE 35 th connecting to 92 nd NE. This looks like a good idea.
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- **P-734:** Add a 10-14 foot-wide off street path on both sides of the NE 6th Street Pedestrian Corridor from Bellevue Way to 110th Avenue NE where not complete

P-734	I like the corridor as it is. IF a wide, barrier free path is added, bicyclists will speed and scare peds. Be sure and keep trees and a curvey path for peds!
P-734	More detail, please

- **S-810:** Add a 6 foot wide sidewalk and a 4 foot wide planter strip on both sides of Newport Way from Somerset Boulevard to Lakemont Boulevard where not complete

S-810	I am excited to learn about project S-810. The sidewalk on Newport Way is very much needed as it is not safe walking now. When will the work be completed?
S-810	Good Idea. When will it be done?

- **S-827.2:** Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the east side of 173rd Avenue NE from NE 19th Place to Northup Way

S-827.2	I like the plan. The sidewalks are needed
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- **S-827.4:** Add a 5 foot wide sidewalk and a 4 foot wide fogline along the west side of 173rd Avenue NE from NE 19th Place to Northup Way

S-827.4	Please, a sidewalk is desperately needed along here, especially between NE 19 th and NE 18 th . We walk our son to the school bus stop every morning along 173 rd and it is positively scary!
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- **S-859:** Add a 6 foot wide sidewalk and a 4 foot wide planter strip on both sides of Northup Way from 166th Place NE (Ivanhoe Park) to West Lake Sammamish Parkway where not complete

S-859	Excellent. It has been too long in coming
S-859	As described, the project will result in unnec. High cost. It needs to be narrower, esp. as you get to WLS Pkwy
S-859	This would be really good as Northup is a busy street. At the intersection of Northup and West Lake Sammamish Parkway, it's especially dangerous to walk with hardly any space and steep grade, is a stair or path feasible in lieu of following the sharp turn of the road?

- **S-860:** Add a 6 foot wide sidewalk and a 4 foot wide planter strip along the east side of 164th Avenue NE/SE from NE 8th Street to Lake Hills Boulevard

S-860	I'm excited to see this project is in the planning stages! I wanted to ask if this project includes a cohesive fence design for those yards that back up to 164th Ave. or will existing fences remain as is. Thank you! James
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- **S-865:** Add an 8 foot wide sidewalk and a 4 foot wide planter strip along the north side of NE 8th Street from 164th Place NE to Northup Way

S-865	Is this under construction now? There is some work (looks like landscaping) that's being done. If it is going to conflict with what's you're planning, may be you should let someone know that whatever is being installed may be torn down later.
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- **S-894:** Add a 5 foot wide sidewalk and a 4 foot wide fogline on both sides of SE 16th Street from 104th Avenue SE to 108th Avenue SE

S-894	Desperately needed where people walk to Bellevue Way, especially to catch the bus there. It's steep with poor visibility. Sidewalks would be much safer!
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- **S-896:** Add a 6 foot wide sidewalk and a 4 foot wide planter strip on one side of 108th Avenue SE from Bellevue Way SE to SE 34th Street where not complete

S-896	Great project! It's been needed for a long time.
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- **S-938.1:** Add a 6 foot wide sidewalk and a 4 foot wide planter strip on both sides of the Lake Washington View Trail (Shoreland Drive SE) from Shorland Place to SE 5th Street

S-938.1	This should be considered a very high priority project as it is being used by many people all the time. It is challenging enough to walk in darkness on a narrow road way, and if you add the fact that there is no street lights, no sidewalk on either side, and a very curvy, steep and narrow roadway, it is indeed a very dangerous experience. Some street lights are definitely needed. If not enough width for the proposed design, you should consider to remove the landscape strip.
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- **S-938.2:** Add a 6 foot wide sidewalk and a 4 foot wide planter strip on both sides of 97th Place SE, 100th Avenue SE, SE 25th Street, 104th Avenue SE, SE 28th Street, 105th Avenue SE, SE 30th Street and 106th Avenue SE from SE 11th Street to 108th Avenue SE where n

S-938.2	Sidewalks would be good on these streets; however, I think one side would be adequate on many and maybe without a planter strip where it's narrow and/or steep such as 97th/Killarney Way.
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- **S-982:** Add a 6 foot wide sidewalk and a 4 foot wide planter strip on both sides of SE 34th Street from 162nd Avenue SE to West Lake Sammamish Parkway

S-982	We'd like sidewalks linking W. Lake Sam to Eastgate Way along 34th, 35th, 37th. We need to be able to get to the busses. We had to drive our kids to school in high school because we rely on Metro Transit and it was not safe to walk to the bus in the morning, to say nothing of it being a 40 minute ride to go 4 miles. (plus walk time to bus stop and waiting in the rain at 6:30 in the morning.) What's going on in Bellevue? Now without a car, you can't go anywhere. Sidewalks are essential. More convenient bus service would help.
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- **S-991.1:** Add a 5 foot wide sidewalk and a 4 foot wide fogline along the north side of SE 6th Street from 100th Avenue SE to Bellevue Way SE where not complete

S-991.1	I can't imagine why a sidewalk in this block is included, and a sidewalk in the block of NE 5th St between 99th Ave NE and 100th Ave NE is not. The block on NE 5th St is a major ped thoroughfare to Bel Square and downtown. The right of way on three fourths of this block have been encroached on by a drainage ditch and property owner uses. It is unsafe because peds and cars must use the center of the street.
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EMAIL COMMENTS

From: Ltrosperss@aol.com [mailto:Ltrosperss@aol.com]
Sent: Monday, November 19, 2007 11:55 AM
To: Loewenherz, Franz; Council
Cc: Afprince42@aol.com
Subject: Bellevue Bridle Trails Ped/Bike Trails Draft Plan

I reside in Kirkland Bridle Trails and am a horse-owner. My children and I have used the State Park and most of the trails adjacent to the Park in both Kirkland and Bellevue for many years. I am also an active board member of the Bridle Trails Community Club, the South Rose Hill/Bridle Trails Neighborhood Association, the Bridle Trails Park Foundation, the Lake Washington Saddle Club and the King County Exec. Horse Council. Over the years (43) I have observed the loss of many of our neighborhood access trails due to development. Several years ago we (King County Horse Council) worked with the cities of Kirkland and Bellevue to have both of our Bridle Trails areas declared a Horse District/Equestrian Overlay in order to preserve our State Park and the unique equestrian area which surrounds it. Kirkland has been very supportive in this regard. With regard to Bellevue, due in part to the tremendous amount of development, we still continue to lose our access trails.

The subject Ped/Bike draft plan as presented certainly would add to this loss. Horses and bicycles are not compatible - they are not allowed in the State Park - we do not want to lose 10 - 14 ft. of Park land and trees along I32nd Ave. NE. nor do we want bicycles whizzing along a wider trail on the east side of that street which would also create a more hazardous crossing into and out of the Park. This would be particularly true considering the use of the newly acquired Acheson property as part of the Park. As was emphasized in the recent Transportation Commission meeting on this subject, there is strong opposition also from the residents on the east side of I32nd regarding widening and making bicycle-friendly power-line and access trails thru their equestrian neighborhoods.

I have also noticed - over many years of observation - along the west side of I16th N.E. and south of the Bellevue/Kirkland city limits, there are bicycle lanes - and cyclists, almost without exception, do not use them, they use the street. Bellevue has also provided a much-used pedestrian/equestrian path (using Stabilizer) on the east side of I16th - thank you.. Please leave our equestrian trails alone and spend that huge amount of money where it is wanted - and needed.

Lorraine Trospers
6150 - I30th Ave. N.E.
Kirkland, WA

From: Trudi Jackson [mailto:trudijackson@comcast.net]
Sent: Sunday, November 18, 2007 3:44 PM
To: Loewenherz, Franz
Subject: Ped/Bike Plan Comment - Please make Horse Trails a priority

I want to encourage focus on equestrian trails in the Bridle Trails area - Cherry Crest, Pikes Peak, 116th to 140th. The character of our area is absolutely dependent on maintaining the viability of our home-stabled recreational riders.

It is important that trails be appropriate for riding, and that blockages, like single homeowners who have closed off their easements, be eliminated. I would also like to see all shared trails have signage alerting pedestrians and cyclists to horse cautions, and requiring dogs to be on-leash. Highest priority should be on all trails that provide direct access to the park.

From: Andrea Lorig [<mailto:alorig@comcast.net>]
Sent: Thursday, November 15, 2007 10:27 AM
To: Loewenherz, Franz
Subject: RE. PLANS FOR IMPROVING & EXTENDING TRAIL ACCESS

I have just had an opportunity to see the overlay of proposed trail accesses in vicinity of Bridle Trails Park and wish to encourage Bellevue in the realization of this plan.

If we do not improve safe, easy access for walkers and riders in the area now, it will be impossible to reclaim the possibility later. As you are aware, there is great pressure to increase the density of housing in that area because of it's proximity to Seattle and East Side business. Cars, pedestrians and horses will become an increasingly dangerous mixture if nothing is done to enhance the few trails that provide a healthy network that separates the first from the second and third.

Worse yet, it will undermine a unique equestrian neighborhood. Many communities have failed to defend their turf in this matter and lived to regret the demise of such a rare amenity. Furthermore, Bridle Trails State Park is one of the few such public, horse friendly, suburban open spaces left in this country. To allow anything less than increased access to it's amenities would be a tragedy.

We could all take a lesson from communities in New England who have been jealously guarding their open spaces for many generations. Within 20 minutes of Boston it is still possible to ride a horse through miles of trails from one township to another.

Sincerely, Andrea H. Lorig (owner)
Park Place Farm
4694 116th Ave N.E.
Kirkland, Wa. 98033
Charter trustee: Bridle Trails Park Foundation
Member: Lake Washington Saddle Club
Advisory Board: Equine Vet College, WSU
Secretary: Woodbrook Hunt Club

From: icehorse@att.net [<mailto:icehorse@att.net>]
Sent: Wednesday, November 14, 2007 3:01 PM
To: Loewenherz, Franz
Subject: QUESTION- Are you still accepting comments from the plan website?

Trail users would just like a network of North/South soft trail that runs parallel with 132/134th so that pedestrians, runners, and equestrians can use it instead of walking on the side of a narrow busy road especially on 134nd past 40th and with connecting East/West soft trails that go to the Bridle Trail Park primarily.

The Powerline trail is like taking a walk on a quiet country lane with trees on both sides and a soft dirt trail. People do not always smile and say hello with noisy cars going by on the main road but they do on the trail because it is so quiet and people/horses are relaxed enough to be engaged. Yes the trail does back to people's yards but the lots are big enough that houses are set back that you are looking into people's windows. It doesn't seem right that one person can stop the livelihood of multiple people who are just want to walk by to get to public facilities on land that was saved for the public.

Doreen Shoda

From: Ellen Kerr [mailto:bugsyk1@hotmail.com]
Sent: Monday, November 12, 2007 1:24 PM
To: Loewenherz, Franz
Subject: BT comments

Hi Franz-

I am submitting comments to you via email. Hope that is okay.

Talked with Norm and he said you weren't going to sum things up till the 19th. As a suggestion, you might let others know. Thanks.

B-302 We support the suggestion of tearing up the existing path on the E side of the street and putting down stabilizer. We do not support anything being done on the W side. What we have as a path on the E side, seems to work well for the community. Stabilizer works well for horses and cyclists.

B-304- We agree with Norm's comments. We support the project being removed. There is very little usage of this trail and it is adequate for those that do use it. We also question whether the City has right of way on this proposal.

L-458 same comments as B-304. Unclear whether this is the same project as B-304?

Thanks Franz.

Look forward to hearing from you.

Best-

Ellen

From: Hansennp@aol.com [mailto:Hansennp@aol.com]
Sent: Sunday, November 11, 2007 8:19 PM
To: Loewenherz, Franz
Cc: Chris.d.Romney@ragenmackenzie.com; Michelle Miller; Noble, Phil; O'Neill, Kevin; Liljeblad, Kris
Subject: Modification Request for Ped/Bike Proposed Trail,M631(See City Website)

Reference Proposed Trail M631,
<http://www.bellevuewa.gov/pedbike/TrailList.aspx>

Franz,

It might seem that some believe that the PSE Powerline and Olympic Pipeline easements are public and so those looking to put trails in assume that these properties are theirs to do as they desire. Quite the contrary. These properties are in fact private properties that are fully taxed and sized as others in the area.

They are already impacted with restrictions that take up 120 feet of property.

The question in our mind is that should others including the City have the right to determine additional usage limits on these properties? We don't feel that this is desirable.

This is an equestrian area and trails are in existence to provide access to Bridle Trails State Park and other trails and paths in this area. In fact, it is noted that the existing off street soft surface

trail 2 blocks to the west on 134th Ave NE from NE 24th to NE 40th has served the community for many years.

It is requested Bellevue modify the proposed trail to protect private property rights for homeowners from NE 38th to NE 40th in the vicinity of the Puget Power Transmission line. This proposal in this vicinity is no longer feasible since homeowners want to retain their private property rights and are not interested in providing land for the proposed public access purpose.

As stated above, these properties are already restricted in use by the overhead powerline and underground pipeline. Any additional use would severely impact and restrict private homeowner property rights and usage. Accordingly, we ask that Bellevue respect and honor our private property rights and that this modification can be accommodated in your recommendation to the Transportation Commission.

Please review and advise.

Sincerely,

Norm and Pat Hansen
3851 136th Ave. NE
Bellevue, Washington
425-861-7333

From: albert paige [mailto:abpaige@msn.com]
Sent: Saturday, November 10, 2007 1:14 PM
To: Loewenherz, Franz
Subject:

We are emailing you to oppose Project #L-460--the proposal to add a 2-6ft. wide walking trail from 132nd Ave. NE to 135th Power line Trail. There are numerous reasons for our opposition which I will detail at a later date as we are leaving on Sun. AM 11/10 on a trip. My neighbors at 13435 NE 47th St., Jim and Lucille Wright are also strongly opposed and will be sending you a list of their objections which also will include ours. Thank you for considering our concerns. If you are not the appropriate person to contact, please forward this email to that person. Thank you. Albert and Ruth Paige, 13436 NE 47th St. 885-6444. Fax 881-7767.

From: Morris, Evan [mailto:evan.morris@hp.com]
Sent: Thursday, November 08, 2007 11:27 AM
To: Loewenherz, Franz
Subject: draft plan & concerns for bike/ped improvements

Franz,

I met several people & discussed the Bellevue bike/ped plan when I was stopped while bike commuting. Can't recall the gentleman's name that I spent most of the time talking to, but please forward this on. I'm not a Bellevue resident, but bike to work in that area. I've looked at some photos from the draft plan & have these concerns: I'd hate to see a lot of money spent on improvements that do little **overall** good, or are at worst, detrimental. I think the main priority should be to fix those areas that are nearly impassible from a cyclists standpoint – the 4-lane high-speed roads around the Overlake area. Someone in the group that I talked to mentioned using the sidewalks, but this is just not practical when a cyclist can travel 25 mph. I rarely use the ped/bike lanes on 140th Ave as they cross blind driveways. Drivers often pull through driveways and into the road – if you are on the sidewalk or path then you have no reaction time or place. By State law the cyclist can 'take the lane' and that is often what I have to do. Perhaps the most inexpensive solution is a sign that says "Yield LANE to cyclists" posted in areas such as

Crossroads & Overlake where there are no other bike lanes. Or paint it in the lanes on the street surface.

I bike commute and also ride with my family – running errands instead of using our cars. Also, I've been active in other Bicycle Advisory Committees & have been riding for (yikes!) 30 years. I'd rather see the 'red roads' (on the bike map) improved than moving more 'purples' to 'green.' Many city residents could use their bikes instead of cars to run shopping errands but not if there's just one really bad stretch. If I have to run over to Microsoft as part of my job, I'll sometimes 'wimp out' and drive, and that's just sad! I do like bike lanes *as long as* they are wide enough, have an escape route, and are not just used to stripe off the junky part of the road – Kirkland and Redmond have some that are too full of debris and metal grates & drainpipes etc to even safely use! And a recent cyclist fatality in Seattle points out that bike lanes offer no safety from drivers cutting across.

One other concern where money spent may be detrimental: on the photo showing SE 16th St (B-215.2) – I'd rather it be left as the 'before' photo for the above reasons of road debris & maintenance – the bike lanes often become collectors of broken glass & metal objects from cars that puncture tires. Drivers often don't understand if I'm outside of the bike lane & that is often the reason why. Also, there should be an 'exit strategy' for the cyclists, they should not be forced next to a tall curb with no room to avoid hazards – the drivers will squeeze them as far right as possible. I prefer the *before* picture because of the better chance to 'bail' onto the shoulder. I would ride outside that stripe where the road surface is free of debris. Oddly enough, I like the fact that there is no yellow stripe as cars can move over more to pass – drivers often try to stay inside their own lane, squeezing dangerously by even when there is no oncoming traffic.

Thanks,
Evan Morris
425-443-2588

From: Jennifer Duncan [mailto:duncan66@msn.com]
Sent: Wednesday, October 31, 2007 11:15 AM
To: afprince42@aol.com; Loewenherz, Franz; Council
Cc: loretta@mstarlabs.com; Liljeblad, Kris; O'Neill, Kevin; bugsyk1@hotmail.com; hansennp@aol.com; dugoni@msn.com; bridle.trails@parks.wa.gov; dfpseattle@aol.com
Subject: RE: BridleTrailsBike/Ped Plan

Thank you Alice! You speak for all us who value the equestrian lifestyle we enjoy in Bridle Trails. It is very upsetting to know that yet again we have not been included and the needs of equestrians have yet again been ignored by Bellevue. We cannot let this continue. Horses cannot be ridden safely on pavement or with bicycles whizzing past. Bridle Trails State Park is a natural area for equestrians and pedestrians ONLY. Bridle Trails is an EQUESTRIAN neighborhood and we must all work very hard to make sure it stays that way.

Bellevue should look to Kirkland for an example of how to work with their constituents. Kirkland City officials have embraced and value the equestrian needs of this neighborhood. They are placing signs to help with traffic control, extra crosswalks at equestrian crossings and speed bumps to slow down traffic. We are involved and consulted regarding changes in our neighborhood including an equestrian overlay and advisory board. Bellevue should be doing the same.

Jennifer Duncan

From: Afprince42@aol.com
Date: Wed, 31 Oct 2007 13:01:16 -0400
Subject: BridleTrailsBike/Ped Plan
To: FLoewenherz@bellevuewa.gov; council@bellevuewa.gov
CC: loretta@mstarlabs.com; KLiljeblad@bellevuewa.gov; KONEill@bellevuewa.gov;
bugsyk1@hotmail.com; Hansennp@aol.com; dugoni@msn.com; duncan66@msn.com;
Bridle.Trails@PARKS.WA.GOV; DFPseattle@aol.com

Dear Franz and other members of the Transportation Commission,

As a member of the Bridle Trails Park Foundation and the Lake Washington Saddle Club, I am upset at the recap that you sent to the Bellevue City Council of what has gone on so far.

You don't mention the fact that people at the Nov. 25th study session were dumbfounded that your Transportation Committee had not made any effort to notify any of the residents in the Bridle Trails area of your intentions. The Bridle Trails Park Foundation and the Lake Washington Saddle Club represent a very large constituent base for Bridle Trails State Park and work very closely with Park Ranger, Mary Welborn. And yet the **ONLY** contact you seemed to have made was to the e-mail address of the Foundation.

Given that your plan, if it goes forward, will require the acquisition of a lot of privately owned property, don't you think that deserves early notification of your plans to everyone who would be affected by this? In fact, **NO** notice even went out to the Park Ranger or Washington State Parks. When you're talking about taking 14 feet out of our park, you're not only encroaching on a State Park which our Foundation has bent over backwards to save, but you're spitting in the face of the tree ordinance that Bellevue wrote just a year ago, and still, not a word of notification.

At the Tues., Nov. 23rd focus group meeting that the BTCC called, you told people that a lot of these paths would be widened or paved or both in order to make it easier for bicyclists to get to Bridle Trails State Park. If you had done your homework ahead of time, you would have known that bicycles are not now, and **will not be**, allowed in Bridle Trails State Park. This restriction went into effect quite some years ago. Both the Foundation and the Lake Washington Saddle Club have agreements with the State that this is a "natural area" which accomodates horses, not bicycles. Bicycles and horses are not compatible and the horse people are the reason this property was made into a State Park in the first place in the early 1930's, and they have been stewards of this Park ever since.

The bicyclists have the whole world to ride in. The horse people have Bridle Trails State Park and the Bridle Trails community. Every time government steps in to pave another trail or to widen one and open it to more people, the horse community gets squeezed just a little bit more. Bellevue and the community surrounding Bridle Trails State Park has a legacy worth holding on to, and yet every time you commit one of these supposed "upgrades" to our community, you tear gaping holes in the fabric of what makes this community unique.

The bicyclists have 116th, 140th, and 148th to ride on. Please, leave the area between 140th and Bridle Trails State Park alone. The more pavement you put in, the less safe it becomes for horses. Our Park is open to pedestrians as well as equestrians, but we will fight tooth and nail before we'll let bicyclists invade and take over our park.

If you want to spend money here, take up the pavement on the north/south trail that Bellevue put down 15 years ago because of the bogus report of results of a survey done by your Commission. Put down "Stabilizer" or some trail with a binder so families can bicycle there with their kids if they want to, but so horses can use it too (which they have not been able to do since it was paved), and let the "communter" cyclists use one of the other streets.

Thank you,

Alice Prince

From: Megan Davidson [mailto:MeganD@abdi.com]
Sent: Friday, October 26, 2007 10:32 AM
To: Liljeblad, Kris; O'Neill, Kevin; Loewenherz, Franz
Cc: Afprince42@aol.com
Subject: Bellevue Bridle Trails Ped/Bike and Trails Draft Plan Input

Thank you for taking the time to read the following (hopefully brief, but heartfelt) missive regarding the proposed Pedestrian/Bike Path in Bridle Trails.

Moving to Bridle Trails was a dream my family realized four years ago, when my daughter was five years old. Being a life-long horse fanatic, I was thrilled when the opportunity to live with my horse arose. Shortly thereafter, a pony was added to the "herd" so that my daughter and I could ride together, and it has been complete bliss ever since. (It is really hard for a kid to get into trouble when they are busy with the responsibility of horse-ownership).

My great concern is the addition of concrete to paths that horses use, as well as the removal of a barrier between the horses and the road. Concrete and asphalt are very slippery to metal horseshoes, and even to barefoot horses. The thought of any misfortune happening to my daughter - or anyone else or their family - based on an unfortunate slip, is really scary, to say the least. In addition, it is detrimental to a horse's leg health to be ridden on such hard surfaces for any length of time, and their joints suffer, as well as potential bone splints develop. Unlike humans horse's stand virtually 24 hours a day, and cannot rest injuries as easily as humans can. a broken bone is a death sentence.

As for the barrier, let me note that not all drivers are particularly careful or sensitive to horse's "delicate" nature. They do not normally slow down near horses, and there has been more than one occasion where someone has purposely swerved towards me while mounted on my horse, likely thinking it was funny, and hopefully not that it is life-threatening to both of us.

I can appreciate that you have a lot of folks who would like to use the Bridle Trails area for recreational purposes, and wholeheartedly support that. Doing so at the risk of horse's health and people's lives is just not a good trade-off.

Thank you so much for your consideration. I really hope this person's perspective speaks for many.

If you would like to meet in person to discuss, I would certainly be available. I only apologize for not making the meetings. Unfortunately, short notice, my nine year old's schedule, and taking care of the afore-mentioned four legged beasts intervened!

Best regards,
ABD Insurance & Financial Services - a Wells Fargo Company
J. Megan Davidson, ARM
Assistant Vice President

Direct: 206/892-9255
Cell: 206/390-4202
Toll-free: 877/422-3732
Fax: 206/892-9201

From: Bennett, Nancy
Sent: Thursday, October 25, 2007 3:52 PM
To: 'FLoewenherz@bellevuewa.gov'
Cc: 'Bennett, Jack D'
Subject: RE: 2007 Pedestrian and Bicycle Transportation Plan

It was nice meeting you as well.

Here is a picture retrieved off of your interactive website indicating how just a few of the proposed trails will affect me. As you can see, the plan is proposing to install a 8 – 12 foot gravel path right down **the middle of my front yard, across my driveway as well as through my fountain planter area!** The plan is proposing to install another trail on the south side of my property leaving me with criss-crossing gravel trails in my front yard. I think you would be hard pressed to find any homeowner that would find this acceptable. The two trails being referenced in this picture are M-631 as well as L-462.

My husband and I relocated in 2006 to the state of Washington. We had numerous choices on locations to move to and after just one visit to the Bridle Trails area we both decided we had to live there. Paramount in that decision was the area's character and rural atmosphere. The proposed update to the City's transportation plan is totally unacceptable to us. We love the area the way it is and WOULD NOT have moved here if we had known the City was planning such sweeping changes. We are hoping that the City will take the time to further evaluate its plan including actually physically surveying the areas affected. We are confident that once this is done the City will realize Bridle Trails has numerous pedestrian/equestrian trails right now which do not need to be widened or have the material contained within them changed. The City should also keep in mind that many of the existing easements are pedestrian/equestrian easements. After speaking with several equestrians in my area, having graveled paths is not conducive to horse riding.

We are respectfully requesting that the City Council not spoil the natural appearance of our neighborhood. Based on your own data, only 39 people out of the 405 people that were surveyed reside in the 98005 zip code and out of those 39 people only 7%, or less than 3 people, felt that the City needed to address the issue of the trails. Before ruining our neighborhood based on less than 3 people's opinion, the City should increase their survey sample.

Again, please leave our beautiful neighborhood the way it is. Thank you for considering our input.

Please note my new e-mail address is:
nancy.bennett@soundtransit.org

Nancy Bennett



From: Hansennp@aol.com [mailto:Hansennp@aol.com]

Sent: Wednesday, October 24, 2007 8:24 PM

To: Liljeblad, Kris; O'Neill, Kevin; Loewenherz, Franz

Cc: The Mantells; DFPseattle@aol.com; Lynnfh@verizon.net; Ltosperss@aol.com; kcarneale@mba1996.hbs.edu; cindy.a.ludwig@boeing.com; allen.cole@comcast.net; heidibenz@verizon.net; jamesbinder@att.net; Oldelm@comcast.net; dusemcl@msn.com; Drew.Smith@osioutsourcing.com; patriciajanes@verizon.net; Loretta Lopez; Ellen Kerr; sncoleman@msn.com; Nancy.Bennett@soundtransit.org; agisa1@verizon.net; Noble, Phil

Subject: Bellevue Bridle Trails Ped/Bike and Trails Draft Plan Input

Thank you for meeting with eleven Bridle Trails Residents on short notice regarding understanding the Ped/Bike proposed Draft. As we discussed, there is substantial concern over the compatibility with our neighborhood character and rural nature of our Bridle Trails Subarea Comprehensive Plan Elements. Basically we are concerned about the 10 to 14 foot width and scale of the proposed multipurpose paths in the plan along our streets.

As you know, we already have multipurpose trails or sidewalks along our collector and minor arterial streets except for a short segment along NE 40th between 140th Ave. NE and 148th Ave. NE. These multipurpose trails are 5 to 6 feet wide separated from the edge of the pavement with a 2 to 3 foot landscaped barrier. We feel that the current configuration serves our community and our region very well. It provides a safe path for Bellevue and the surrounding area residents now and in the foreseeable future.

We will be evaluating our recommendations to City Staff and the Transportation Commission within the next few weeks. We also plan to attend the Transportation Commission Meeting on Thursday 10/25 at 6 PM to learn more about the public input process and the Draft Plan.

Our recommendations will also include the desirability and feasibility of the proposed Trails Plan. The Bridle Trails Community Club General Meeting is scheduled for Thursday, November 29th. We expect to have a community recommendation after confirmation with the General membership by mid December. This timing has been coordinated with the Bellevue City Staff Project Manager, Franz Loewenherz.

We look forward to working with City Staff and the Transportation Commission to reach consensus on a final plan.

Ellen Kerr and Loretta Lopez, Co-Presidents Bridle Trails Community Club

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

From: Martin Nizlek [<mailto:wsrh93a@msn.com>]

Sent: Wednesday, October 24, 2007 6:29 PM

To: Loewenherz, Franz

Subject: RE: City of Bellevue Pedestrian and Bicycle Transportation Plan (West Lake Sammamish Parkway Projects)

Franz - if my earlier mail did not reach you, it expressed by appreciation for this correction. It has quelled many concerns.

Thanks,
Marty Nizlek

>From: <FLoewenherz@bellevuewa.gov>

>To:

><GSparman@bellevuewa.gov>,<KLiljeblad@bellevuewa.gov>,<NLacombe@bellevuewa.gov>,
<DBerg@bellevuewa.gov>

>Subject: City of Bellevue Pedestrian and Bicycle Transportation Plan (West
>Lake Sammamish Parkway Projects)

>Date: Wed, 24 Oct 2007 15:25:50 -0700

>

>To On-Line Map Respondents:

>

>I want to apologize that the web-site links for the Draft Ped/Bike Plan

><http://www.bellevuewa.gov/pedbike/BikePlanMap.aspx> inaccurately showed

>West Lake Sammamish Parkway with 10-14 foot wide bike paths on both

>sides of the roadway. The projects listed as 205.1, 205.2, 206.1 and

>206.2 were incorrect.

>

>As you are aware, the City worked for a little over 2 years on an

>extensive public involvement process with the community to identify a

>recommended alternative for the parkway. The city is committed to the

>recommendation that came from this process. That recommendation will

>provide:

>

>* Ten-foot vehicle travel lanes in each direction

>* Four-foot continuous, paved shoulder on the east side of the

>parkway. While the east side does not call for formal bike lane

>markings, it can be used by faster cyclists traveling northbound, or by

>pedestrians to access one of the five proposed mid-block crossing

>locations, or 3 proposed intersection crossing locations. This east side

>four-foot continuous paved shoulder would be signed for no parking.

>* Ten-foot multi-use path on the west side of the parkway.

>Portions of the west side path will be separated from the vehicle travel

>lanes by two to five foot landscape planting.

>* Five mid-block crossings, and three intersection crossings.
>* A new traffic signal at West Lake Sammamish Parkway and SE 34th
>Street.
>
>Today we met with several representatives from the West Lake Sammamish
>Association and corrected the website to reflect the following project
>descriptions:
>
>Project B-205.2
>Street Name: West Lake Sammamish Pkwy
>Project Limits:
>North City Limit to Northup Way
>Description:
>Add a 10-14 foot-wide off street path on the west side of West Lake
>Sammamish Parkway from North city limits to Northup Way
>Project B-206.2
>Street Name: West Lake Sammamish Pkwy
>Project Limits:
>Northup Way to Issaquah
>Description:
>Add a 10-14 foot-wide off street path on the west side of West Lake
>Sammamish Parkway from Northup Way to Issaquah
>Project B-205.1
>Street Name: West Lake Sammamish Pkwy
>Project Limits:
>North City Limit to Northup Way
>Description:
>Add a shared shoulder with fog line on the east side of West Lake
>Sammamish Parkway from North city limits to Northup Way
>Project B-206.1
>Street Name: West Lake Sammamish Pkwy
>Project Limits:
>Northup Way to Issaquah
>Description:
>Add a shared shoulder with fog line shoulder on the east side of West
>Lake Sammamish Parkway from Northup Way to Issaquah
>
>Again, I apologize for the confusion and the inability to catch this
>before it went public. Please do not hesitate to contact me if you have
>further questions.
>
>Sincerely,
>
>Franz Loewenherz
>Senior Transportation Planner
>425-452-4077

From: Bob Wismer [mailto:bob@wismer.us]
Sent: Wednesday, October 24, 2007 12:23 PM
To: Philip and Laura Bloch; Loewenherz, Franz
Subject: Eastside Runners meeting

Franz,

Attached are photos taken at last night's Eastside Runners meeting. Feel free to use that as you wish.

I took notes, but primarily of what you shared, so I don't know if they would be of any help. I would like to review it with you when it's written up to make sure I don't state anything incorrectly.

Thanks for coming and presenting the program. It was very informative and useful. I hope you get a lot of feedback from our group.

I would like to throw my opinion into the hat for adding whenever possible a narrow soft shoulder (crushed gravel, dirt, wood chips) alongside a paved trail or sidewalk. It would get used frequently by runners, and probably by a lot of walkers. As a runner we're encouraged to run on as soft of surface as possible to preserve our joints, especially as we get older. The gentleman that spoke after you mentioned this as well. He's also the one that brought the topic up during your Q&A period. Tom Cotner is one of the top running coaches in the Northwest Region. Also, if you've spent much time along some of the more popular trails frequented by bikers, runners and walkers (Burke-Gilman Trail and Sammamish River Trail), a fair percentage of bikers are not very courteous about keeping their speeds down and warning peds when they're approaching from behind (particularly alarming when there's congestion or a narrow path and they cut close to you). A side shoulder gets you out of their path.

Thanks again,
Bob Wismer

From: Afprince42@aol.com [mailto:Afprince42@aol.com]
Sent: Tuesday, October 23, 2007 11:35 PM
To: Bradley, Geoff; Loewenherz, Franz
Subject: Bridle Trails Bike/Ped/Horse trails

To Whom It May Concern,

My name is Alice Prince. I am one of the founding members and secretary of the Bridle Trails Park Foundation.

I was in attendance at the meeting with Mr. Loewenherz on Tues. afternoon 10/23 regarding the bike/ped/horse trails in Bridle Trails.

As I stated there, about 15 years ago the north/south soft surface horse trails that ran along the east side of 132nd NE from NE 40th to NE 60th was paved over, supposedly so bikers would use it instead of the road. They don't and since then horses rarely do because it's too dangerous. Because that trail was paved a little girl came out of the park one night in 1996 and crossed the road at a place that was direct across the street from where she kept her horse rather than at the crosswalk which would have forced her to travel on that paved trail to get to her stable. They were hit by a car, and while the girl escaped serious injury, the horse had to be destroyed because of its injuries.

This road and others like it that run through the Bridle Trails community used to be horse friendly, but your plans of putting down more pavement and inviting more bicycles is not compatible with safe horseback riding.

Bicyclists have the whole world to ride in, Bridle Trails is a very small area that equestrians have left, and as urbanization consumes the land around this area, it grows even smaller.

Besides that, you're talking about taking our trees, confiscating property, and turning the "rural" character of our community into just another bunch of city streets.

The Bridle Trails Park Foundation has worked for 6 years now raising money to keep Bridle Trails State Park open and as it has been since the 1930's. Your plan to put some 10' - 14' bike path down both sides of 132nd NE would mean cutting trees in our park thus making it just a little smaller, as well as making it that much more dangerous for horses to cross 132nd to get into the park. As the Foundation now pays half the operating costs of the Park, we have a lot to say about what happens to it, and we would adamantly oppose your taking any part of it for any reason - especially so you can lay down more pavement. We also have a constituency of over 2,000 families in the area, and their support alone, says they don't want our park cut up and paved over.

Please, spend your money where people want your paved bike lanes and leave Bridle Trails alone.

Thank you.

Alice Prince

From: SMccoy9999@aol.com [mailto:SMccoy9999@aol.com]
Sent: Monday, October 22, 2007 4:48 PM
To: Loewenherz, Franz
Cc: dkapela@msn.com
Subject: Ped/Bike Plan Comment

Please add this comment to the public record. This is another stupid government Make Work project to spend precious tax payer dollars. Let's have a double savings! Let's not spend the money (savings 1) and let's fire the surplus government employees who thought this up to "Make Work" (savings 2)!

Mr. & Mrs. S. D. McCoy
13205 N. E. 55th Place
Bellevue, WA 98005-1030
PH 425-883-0784 Fax 425-869-8932

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

From: youting zhu [mailto:zhuyouting@yahoo.com]
Sent: Thursday, October 18, 2007 1:34 PM
To: Loewenherz, Franz
Subject: Appeal to WALK&ROLL

Dear Sir; Hi,Our home is in the 4020 122nd Ave SE. Bellevue WA 98006.This is very difficult to Down Town.No Bus transport to Seattle. We wish and need one or more Bus pass go through our area. A Ped Project we agree, now same very short road allow walk.Thank You!

Sincerely

Daoming Zhang
Youting Zhu Oct 18 2007

From: Waldeck, Joan [mailto:WaldeckJ@LanePowell.com]
Sent: Thursday, October 18, 2007 9:56 AM
To: FLoewenherz@bellevuewa.gov.
Subject: Ped/Bike Plan Comment

This message below was sent from our home computer but I got a message that it could not be delivered so I am trying again from my work computer.

I recently called about sidewalks in our area and you asked that I e-mail you.

Sidewalks on at least one side of the road are needed (desperately, in my opinion) from Somerset Boulevard to the Eastgate Shopping area. There are no sidewalks from Newport Way to the flashing red light going up the hill (I don't know if the street has changed its name from 150th to 148th or is now Highland Drive). There is also no sidewalk on either side from the flashing light up the hill to Somerset Boulevard on some portions. In one area, the homeowners on both sides of this main artery have shrubbery that is out to the road so that there is no where for a pedestrian to walk except in this main arterial street.

There are buses that run along this street. People should not have to walk in the street to get to the buses. My husband and I have walked this and one lady driver quite literally stopped in the street so we could continue to walk. It is totally unsatisfactory. I have difficulty understanding why sidewalks are being installed in neighborhoods when there is a main arterial that lacks sidewalks. I do not mind walking in the street in residential areas, although I must admit, I have not done that at peak traffic times, so quite possibly even in neighborhoods, it is dangerous then. But I do know 150th, 148th, and Highland Drive are dangerous all the time.

Please let me know when sidewalks will be installed along 150th, 148th and Highland Drive on at least on one side of the road.

Thank you.

Joan Waldeck 14005 SE 46th Street Home Phone 425-747-6605



Legal Secretary
Lane Powell PC
1420 Fifth Avenue, Suite 4100
Seattle, WA 98101-2338
Direct: 206.223.4912
www.lanepowell.com

From: Michael Kallay [mailto:michael@kallay.net]
Sent: Saturday, October 06, 2007 9:23 AM
To: Loewenherz, Franz
Subject: Bike Ped plan comment

Having attended your open house last week I was impressed by the scope and vision of your bike ped plan. As a commuter by bike I could not ask for anything more, but the devil is in the details! Please do not neglect the connections between bike routs at their junctions. For example, there are currently bike trails along Northup Way and NE 24th St, but their junction is badly neglected. Even the right turn from NE 24th to Northup Way going west, which should be easy, is bike-unfriendly, not to mention the left turn there, or the flow of the Northup Way trail across the

northern part of 116th Ave NE. (And by the way, you should not wait for the master plan; you could fix these now).

Thanks,
Michael Kallay

From: Lynne Robinson [mailto:lmrpt@foxinternet.net]
Sent: Thursday, October 04, 2007 12:54 PM
To: Loewenherz, Franz; McDonald, Kevin; Ingram, Mike
Subject: walking for exercise area

Hello Mike, Kevin and Franz:

Thank you all so much for your great presentations today at the NOA meeting. I am writing today as a Bellevue resident. I would like to propose a designated walking area in downtown Bellevue where residents and people who work in downtown could go to walk for exercise and pleasure. Many people do not have time to exercise outside of their lunch hours.

I would like to propose that you take the city block where Bellevue City Hall is located and: 1) install rubber sidewalks around the entire block, 2) install signage that tells how many calories you burn if you walk around that block at certain speeds, 3) benches be installed in the surrounding landscaping and 4) that some sort of cover be built over the sidewalk so it could be navigated in the rain. This would provide a friendly, safe place for easy exercise, and publicize the location of City Hall. It would also direct exercisers out of the busy sidewalk areas of downtown Bellevue. This would cater to employees and residents of downtown, of all ages.

I wonder if there is a possibility of this idea becoming a reality, and if I need to do more than this email. Please let me know. Thank you again, Lynne Robinson (425) 445-2767

From: Nancy Huenefeld Gese [mailto:nancyhue10@hotmail.com]
Sent: Wednesday, October 03, 2007 10:37 PM
To: Loewenherz, Franz
Subject: walk and roll

Franz,

I enjoyed seeing some of the walk and roll plans after reading some about it in the It's Your City. More sidewalks and bike paths will make the city safer, help with traffic, and add to the quality of life. I'd like to request that our neighborhood which borders downtown Bellevue, receive sidewalks. We currently try to walk downtown weekly with our kids in their stroller. Our boys will soon be walking and we have no sidewalks in Surrey Downs. Having sidewalks would make it safer and easier for us to walk downtown as oppose to driving. Please add Surrey Downs to the list of very needed sidewalks.

Thanks much!

Nancy Gese and family 909 110th Ave S

From: David J. Kotker [mailto:djkotker@earthlink.net]
Sent: Tuesday, October 02, 2007 1:13 PM
To: Loewenherz, Franz
Subject: RE: Walk & Roll 2007 Plan

Hi Franz,

It was nice talking to you today. However I was so taken back by the concept of of a 10-12 foot wide off-street bike path on 100th Ave NE that I didn't ask you to write down my request for a sidewalk on the block of NE 5th St between 99th Ave NE and 100th Ave NE. Please do so.

I'll also record my interest on the map that you're launching.

Thanks for the help,

David J. Kotker, President
Windsor House Homeowners Association
401 100TH AVE NE, #317
Bellevue, WA 98004

From: RON4SHER@aol.com [mailto:RON4SHER@aol.com]
Sent: Tuesday, October 02, 2007 6:33 AM
To: Loewenherz, Franz
Subject: Bike Connections

Hi Franz,

One of the possible bike connections which I think would be quite simple and would create a great ammentiy for the public, would be to make a connection between the south end of Bellfield office park and to the paths near the house owned by the parks department on Bellevue way just north of the park and ride.

Also, we did discuss making the lake to lake trail more bike friendly, with trestles etc. Frankly I'm not sure it's worth the money unless it could be moved more to the North. Otherwise bikers might as well just use the Lake Hills connectors. Best Regards, Ron Sher

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

From: Claire Petersky [mailto:cpetersky@yahoo.com]
Sent: Tuesday, September 04, 2007 5:26 PM
To: Loewenherz, Franz
Cc: Liljeblad, Kris; O'Neill, Kevin; Iosso, Claude
Subject: Re: FW: photo on "bike and roll" page

--- FLoewenherz@bellevuewa.gov wrote:

> Hello Claire: I took the image on the Walk & Roll page on NE 8th. The
> photo was selected for the webpage because: (i) it included both a
> cyclist and a pedestrian (sadly we do not have many images that include
> both user groups);

This is indeed a sad situation.

> and, to a lesser extent, (ii) it reflects what I'm
> hearing from casual cyclists in the city who "feel" safer operating on
> the sidewalk system (despite the fact that numerous non-motorized safety
> studies confirm that riding bicycles on sidewalks is unsafe for both
> pedestrians and cyclists).

This is an even sadder situation. In fact, it points to how hostile an environment Bellevue is for many cyclists.

> I did not envision that the public would
> regard this image as the city's vision of a desireable scenario.

Especially considering that the cyclist is riding the wrong way, which is unfortunately one of the most dangerous things an inexperienced cyclist might do. Riding the wrong way on the sidewalk is a way to make it as likely as possible that you'll get hit by cars (other than practices that are more obviously dangerous, like riding unlit in the dark, or riding drunk). So why would it be OK to show someone doing this on a city website? Would you show the guy riding a bike without a helmet? If not, then why would it be OK to show the guy riding a bike the wrong way on the sidewalk?

Further, I guess I have been rendered paranoid by a city council member painting a picture at a council meeting of legitimate non-motorized folks, specifying mothers pushing strollers as the good guys, who are diametrically opposed to mouth-foaming cyclists, and that these users have competing needs. To illustrate her point - no? - we have a photo on the website of a cyclist (Mr. Evil, probably not even a City of Bellevue resident, even worse, probably a member of Cascade Bicycle Club) engaged in a highly dangerous practice, about ready to mow down nice Ms. Bellevue Citizen indeed pushing a stroller with her innocent baby inside.

Unlike that city council member, I believe that pedestrians and cyclists have complementary needs. As a mom who pushed my kids in strollers for many years on the streets of Bellevue, as well as being a regular cyclist, I think that we all share the needs for good facilities for bikes and for peds, and for positive motorist education and well-designed streets that include traffic calming.

> I've
> been looking on the Flickr photosharing site for images that include
> both user groups; perhaps you have taken one you might share?

I think your difficulty is if you're trying to get pedestrians walking along facing traffic and still get the bike in the frame of the photo, on the other side of the street.

I'd be happy to get a picture in our neighborhood of pedestrians and bicyclists, but unfortunately, our neighborhood, like many in Bellevue, has very few pedestrian facilities, and no bicycle facilities at all. Do you have to have sidewalks in your photo? Do you have to have the pedestrians walking against traffic?

If not, I could get easily snap a photo for this - just let me know.

Warm Regards,

Claire

Claire Petersky
cpetersky@yahoo.com
<http://www.bicyclemeditations.org>

From: Aguilera [mailto:kayago1@comcast.net]
Sent: Thursday, June 28, 2007 9:39 PM
To: Loewenherz, Franz
Subject: RE: Bike concerns

Hi! Had another comment to pass along regarding bike travel within Bellevue.

- There is no safe way to travel north/south within any area of the city. This is true in both east and west Bellevue: all of the north/south routes (ie: Bellevue Way, 112th, 116th, 148th, 156th, etc) have extremely heavy traffic volumes and no shoulders or bike lanes.
- Since it is highly unlikely that any of these streets would or could be widened to add bike lanes, how about taking a lesser cost approach and select a couple of these streets and utilize the side-walk area to establish a pedestrian/bike lane.
- For example, widen the sidewalk on the west side of the entire length of 148th Ave, in coordination with the city of Redmond. Starting from NE 85th/Redmond Way and down to say Eastgate Way, an 8 to 10 foot sidewalk could accommodate both pedestrians and bikes, and keep everyone away from the heavy traffic volumes on the arterial.
- An example of where this is in place is Harbor Ave in West Seattle. The east sidewalk is in essence the pedestrian/bike trail that runs from Spokane St north to Alki Ave.

Thanks for your consideration,

Augusto Aguilera

From: Page Hamilton [mailto:page.hamilton@oracle.com]
Sent: Tuesday, June 12, 2007 11:09 AM
To: GTECcomment; Loewenherz, Franz
Subject: need better bike trails in the city!

Hello,

In response to your May 2007 flyer in my downtown Bellevue work building, I would very much appreciate more focus on consistent, safe bike trails for getting around Bellevue, and into downtown. Trails on NE 8th, and all throughout the city, are here and there, which is not usable. We need a steady, safe bike lane all down, for example, NE 8th, BellSquare to Northrup. This would make a huge difference in how frequently I bike to work.

thanks,

ORACLE

Page Hamilton | Sr. Principal Service Delivery Manager | w:425.990.2925, c:425.941.3011
Oracle Support Services, Enterprise Service Delivery Management
500 108th Ave NE, Suite 1300, Bellevue, WA 98004

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

From: Jennifer KEHR [mailto:casakehr@msn.com]
Sent: Monday, March 19, 2007 9:26 AM
To: Loewenherz, Franz
Subject: City seeks input on pedestrian and bike trails

Dear Franz,

I walk for fitness and for conservation. I live near NE 3rd and 148th

Avenue. Walking in Bellevue is risky business.

For fitness I head south on 148th Avenue and cross at the signal between Main and SE 8th to enter the trails at Larsen Lake. Once on the trails I feel relatively safe. I have to wait a LONG time at that signal, however, before I can cross over to the trails. I also have trouble crossing Lake Hills Blvd at the unsignaled crossing near Lake Hills Library. Cars go pretty fast along there and often do not stop for waiting pedestrians. Cars along 148th Avenue generally go 5 to 10 miles over the speed limit.

I also walk for conservation. My son and I share a car, so one or the other of us walks to get to school, church, or other appointments. If I can walk to my destination within 30 minutes and loads of groceries are not involved, then I choose walking over driving...the amount of rain is also a factor. I have concerns about melting away in a downpour.

I have walked northbound on 148th, using only signaled crossings, and have found it to be extremely dangerous. Drivers do not exercise enough care making right turns. I have been a near miss too many times for my comfort. I've also had trouble using the sidewalk along Fred Meyer. Drivers entering and exiting that parking lot ignore pedestrians walking along there.

Actually, it seems that drivers have difficulty sharing walking paths at any point of entry for most business any where in Bellevue.

Bellevue just isn't a very pedestrian friendly place. The residents seem so uppity and insist on a car for every member of their family over 16, so we end up with too many gas hogging vehicles on the road.

Personally, I'm thinking about moving. I'm looking for smaller towns that haven't become so urban and over developed. Where it might be safer to go for a nice long walk and the class structure isn't so darned obvious.

If you're heading up this project, are you trying out the trails and sidewalks regularly? I hope you do. Don't just rely on surveys to make your decision. Check it out for yourself. I'll show you every trouble spot I know of, if you'd like.

Good luck with this project. I hope you are successful getting more people out of their cars and onto the trails and side walks.

Sincerely,

Jennifer Kehr
425-941-2170

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

From: Stephen Liss [<mailto:stephen.liss@gmail.com>]
Sent: Saturday, March 17, 2007 9:58 AM
To: Loewenherz, Franz
Subject: "City seeks input on pedestrian and bike trails"

One thing that could be done to improve the life for pedestrians would be to change traffic signal priorities to give priority to pedestrian walk signals over left-turn signals for vehicles. It takes a very long time for signals

to change for pedestrians. Too long, in my opinion.

--

Stephen Liss
847-858-6549
Yahoo! IM: ic_stephen_liss
Skype, Google Talk: Stephen.Liss
AIM: stephenliss

From: Aguilera [mailto:kayago1@comcast.net]
Sent: Friday, March 16, 2007 2:54 PM
To: Loewenherz, Franz
Subject: Bike concerns

Good day! Saw the article in It's Your City.

Being retired, I bicycle for recreation. Major concern I have is that the bike trails **"do not connect"** to each other. Suggest an effort to make **"true"** connections to various existing trails. Examples:

- The 520 bike trail - going towards central Bellevue - that currently just ends at NE 24th - up from Lowe's. From there one has to navigate fairly busy streets in order to get to the Lake-to-Lake route. What I do is head downhill at NE 24th, then west on Northup, then south on 116th NE, then west on Bel-Red/ NE 12th, then south on 112th NE, then west on NE 6th, and finally south on 114th as it becomes 118th and Lake Washington Blvd. The scariest portions are the Bel-Red/NE 12th portion over I-405, and the 112th/NE 8th intersection. No bike lanes and extremely aggressive drivers.

Bicyclist coming from Kirkland along Lake Washington Blvd that take Northup eastbound and then south on 108th/112th also have to contend with the NE 8th/112th intersection.

- The I-90 trail - going towards central Bellevue - that currently ends at Eastgate Way & SE 37th. Again, fairly busy streets in order to get to the Lake-to-Lake route, or even to the rest of the trail that leads to Mercer Island. My route is to follow Eastgate Way along the north side of I-90 to Richards Rd/Factoria Blvd, then south to the trail connection at the intersection of Factoria Blvd & SE 36th. Another option would be to follow streets along the south side of I-90, but going through the tunnel under I-90 is fairly scary due to poor lighting, fast cars, and narrow shoulders.

The Factoria Way/SE 36th intersection is always extremely busy and it is difficult to make it across to the trail entrance on the southwest corner.

And, the crossing of the I-90 trail at Lake Washington Blvd - under I-90 - could use some improvement for visibility as one approaches it at an angle to traffic and widening of the bike lane along the west side of the road under I-90.

Would also like to see work finally commence on making West Lake Sammamish more bicycle friendly. And, it would really be nice to add "paved" shoulders onto the portion of Northup Way that runs from 116th NE to 108th NE; a route heavily travelled by bicyclists to/from Kirkland.

Thank you,

Augusto Aguilera
5758 - 146th Avenue, NE
Bellevue 98007

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

From: Bruce Gutman [<mailto:bgutz42@gmail.com>]
Sent: Thursday, February 01, 2007 10:17 AM
To: Loewenherz, Franz
Subject: Re: Bicycle Commuting

Dear Mr. Loewenherz,

I appreciate your response as well as the information about the YMCA. I am pleasantly surprised of the thought and consideration that went into it. I am also impressed with some of the efforts that Bellevue is making to support alternative transportation.

To be frank though, I am going to start looking for work in Seattle. My skills are highly in demand and the whole thing (riding to a bus stop, going across the 520, fighting the city traffic in Bellevue, going to the YMCA, getting to work) is just not worth it.

Thank you again.

Sincerely,
Bruce Gutman

On 1/30/07, FLoewenherz@bellevuewa.gov <FLoewenherz@bellevuewa.gov> wrote:
Dear Mr. Gutman:

Thank you for writing to the City Council with your suggestion to require showers in office buildings as a strategy for promoting bicycle commuting in Bellevue. Your interest in commuting by bicycle is commendable, and we hope to see more of it in the future

At present, building owners (through Bellevue's Transportation Management Program) and major employers (through the State's Commute Trip Reduction Ordinance) are entrusted with the responsibility to identify strategies they intend to incorporate into their facilities and business practices to encourage alternative commute modes. By way of example, CH2M HILL in Downtown Bellevue rounds out its transit, carpool, and vanpool commute program elements with covered bicycle racks, showers, lockers, and a guaranteed ride home in case of emergency or illness for employees who use alternative commute modes.

Current policy frames showers and lockers as an elective choice of the property owners and major employers, and while that could change to a requirement in the future, it does not seem probable. I will be leading an update of the City's Pedestrian and Bicycle Transportation Plan over the next year, and if this became an approved recommendation, it could lead to proposed legislation for consideration by the Transportation and Planning Commissions and the City Council in the 2008-2009 timeframe.

Since our plan update process will not assist you in your current situation, we also want to apprise you of the YMCA Fitness Center's shower membership program located at 777 108th Ave. NE, Suite C; Bellevue, Washington 98004. The monthly fee for this program is \$20. This would not entitle you to the full use of the YMCA's facilities, but it is less than half the \$44 cost that you cited below. For additional information, please contact Marion Toy at the YMCA at 425-451-2422.

Meanwhile if you have an interest in being involved in our Pedestrian and Bicycle Plan Update, please give me a call at 425-452-4077. I would encourage your ongoing participation.

Thank you,

Franz Loewenherz
Senior Planner
Bellevue Transportation Department
425-452-4077

> -----Original Message-----

> From: Bruce Gutman [<mailto:bgutz42@gmail.com>]

> Sent: Friday, January 26, 2007 9:40 AM

> To: Council

> Subject: Bicycle Commuting

>

> Dear Bellevue City Council members,

>

> I work in software development in the Seattle/Bellevue region.

>

> About a year ago, I was working for a company in Downtown Seattle and

> grew frustrated with parking and hated taking the bus. A friend

> recommended bicycle commuting, so I gave it a try.

>

> Other than dealing with traffic in downtown, it was a joy. I got my

> exercise out of the way, avoided dealing with parking lots, and stayed

> out of traffic jams. Best of all, I had more energy and it took less

> time than other exercise options. This gave me more time to spend with

> my wife and children.

>

> I recently took a job in downtown Bellevue and am very disappointed.

> The logistics to commute here over the 520 and through the city are

> daunting. But the worst part is that I am in an extremely modern

> building that has no showers.

>

> When I spoke the building manager, she had the gall to tell me that

> they encourage bicycling and alternative transportation. Additionally,

> the company for which she works is in the process of building another

> skyscraper, also without shower facilities.

>

> Without a shower, bicycle commuting is not possible.

>

> My only option is to join a health club at \$44 a month plus signup

> fees. I should not have to pay extra money to go through the

> inconvenience of relieving pressure on the transportation

> infrastructure.

>

> Please create legislation to require commercial buildings of a certain

> size to provide shower facilities. It is extremely inexpensive, but

> would mean a lot to those who are trying to make a difference in the

> region.

>

> Sincerely,

> Bruce Gutman



Bridle Trails Park Foundation
6619 132nd Ave. N.E., #265
Kirkland, WA 98033
www.bridletrails.org

Phone: 425-883-8501
Fax Phone: 425-883-8501
Email: BTPARKFOUNDATION@aol.com

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November 19, 2007

Mr. Franz Loewenherz
City of Bellevue
450 – 110th Avenue NE
P.O. Box 90012
Bellevue, WA 98009

Re: Bellevue Bike/Ped Plan

Dear Mr. Loewenherz,

The Bridle Trails Park Foundation would like to go on record in opposition to your Bike/Ped Plan, job #B302. The trustees are asking Bellevue to abandon any plans to pave bike paths along either side of 132nd Ave. NE between NE 40th and NE 60th.

The Bridle Trails Park Foundation, under a long term agreement with the Washington State Parks and Recreation Commission, pays for 50% of the operating expenses to keep this park open for everyone to enjoy. It is also a wild life habitat and natural area. It is open to pedestrians and equestrians – but bicycles, skate boards, and motorized vehicles are excluded as they pose a danger to horses.

This park is the cornerstone of the entire Bridle Trails neighborhood – a neighborhood that Bellevue defines as an equestrian area. Paved pathways are a danger to horses and riders, especially in areas that equestrians must use to gain access to the park. Clearly, any paved pathway along either edge of 132nd will create a danger to equestrians and a potential liability for the City of Bellevue.

The number of trees that would have to be removed to make this plan work would also go against the tree saving ordinance that Bellevue has worked on for years and recently adopted.

Our organization has met with the Bellevue Parks Commission on several occasions asking for their help in maintaining equestrian trails in this area for equestrian use, not bicycles. Horses and bicycles just don't mix.

Donald Prince
President, Bridle Trails Park Foundation

Cc: Bellevue City Council

McLean G. Carroll
2438-134th Ave. NE
Bellevue, WA 98005

October 25, 2007

Ladies and Gentlemen of Bellevue City Government:

I am a resident of the Bridle Trails Community, living on 134th Ave. NE. My family and I have lived in this neighborhood since 1985. Upon moving here I was taken aback that there were no trails or sidewalks for negotiating our street. The ability to know our neighbors was limited by this curiosity. Soon thereafter, however, I served on a neighborhood committee with the City of Bellevue to help draw up plans for paths along 134th NE.

The process was a long one, but the results were well worth the time. We have a wonderful bike/pedestrian paved trail on the west side of the street and a horse-friendly gravel path (that is also pedestrian and bike friendly) on the east side. The character of the wooded corridor was not adversely impacted and a whole new world was opened up to my family.

My concern with this new plan is the width of the paths. The nature of our wooded community will not be the same. The addition of paths and walkways that do not currently exist is a fine idea, but they need to stay in the same character as that which already exists.

My other concern is the need for a path on the west side of 132nd NE next to our beautiful park. Please do not encroach on that park. It would only invite bikers into our park where they are not allowed.

Thank you for your attention to this concern. I trust we can all work something out to the benefit of our special corner of Bellevue.

Sincerely,

McLean G. Carroll

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 (M) Ex-Officio (non-voting) Director



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October 23, 2007

Transportation Commission
 C/O Transportation Department
 City of Bellevue
 P.O. Box 90012
 Bellevue, WA 98009

Dear Transportation Committee Members:

The development of Bellevue's new Pedestrian and Bicycle Transportation Plan presents a unique and important opportunity to fill a missing link in a regional Class I Type A Path that will link Bellevue citizens and people throughout the region to major population centers and 100 miles of recreational opportunities. The Mountains to Sound Greenway I-90 trail system currently begins on north Beacon Hill in Seattle and, with a few gaps, can take walkers, bicyclists and all non-motorized users through the Cascade Mountains to the Columbia River. Soon this trail will connect to Safeco Field and the Seattle waterfront and, under State Parks management, will go all the way to the Idaho border. The Bellevue gap is one of only five short missing links in this system and is approximately 1.9 miles long, from Factoria Boulevard to the existing Sunset Trail at 161st Avenue S.E.

The City of Bellevue has been a strong partner in creation and development of the Mountains to Sound Greenway National Scenic Byway along I-90 over the past 16 years. The City and the non-profit Greenway Trust have worked to protect urban and rural open space lands. Bellevue has marked many city trails near I-90 with the Greenway logo. When the City built the Sunset Trail at 161st Avenue S.E., Greenway volunteers planted trees and shrubs alongside. The Trust is a supporter of the new Mercer Slough Environmental Education Center and brings a free environmental education program to students in Bellevue schools.

The Bellevue Comprehensive Plan, in the urban design element, Policy UD-53, states specifically: "Integrate designs of frontage roads along the I-90 freeway corridor as contributors to the Mountains to Sound greenway concept. Give particular attention to multi-use trails, large scale landscaping and pedestrian amenities. (p. 275)

Regarding non-motorized transportation facilities, I believe the goals we share are these:

- Provide accessible alternatives to the automobile in order to lessen traffic congestion and improve the environment
- Provide facilities that make it an easy part of everyday life for people to increase their physical fitness through such physical activities as walking and bicycling.
- Increase safe opportunities for people with disabilities to move safely through the community.
- Connect city dwellers to the experience of nature in the Cascade Mountains on a safe, connected non-motorized network of trails.

Recent surveys among Bellevue residents indicate that, in terms of non-motorized transportation, the number one desire of residents is for off-street, multi-use paths.

The Greenway Trust answers phone calls from school teachers, scout masters and visiting tourists asking if they can travel *safely* by foot or bike from Seattle to the mountains. Unless they are willing to travel some busy streets and short portions of the I-90 shoulder, the answer is “No.” But today, several Greenway municipalities and partner agencies are working to fill these last 5 remaining gaps. The separated trail gap in Seattle is in the design and engineering phase thanks to cooperation between the City of Seattle and WSDOT. The City of Issaquah is currently conducting technical studies of an off-road trail from West Lake Sammamish Parkway to the East Lake Sammamish trail and eastward. A few miles east, another gap in the Greenway trail is in the final stages of design by WSDOT and the State Legislature has allocated \$3.6mm to construct this trail in the next two years.

In Bellevue, the Greenway trail that connects to the I-90 trail at Enatai Beach goes eastward through Mercer Slough and ends abruptly at Factoria Boulevard. The next safe and separated multi-use trail begins 1.9 miles east at the Sunset Trail.

Greenway Recommendation

With the advice and assistance of staff at the Bellevue Department of Transportation, the Greenway Trust staff, advisors and volunteers have reviewed a number of possible routes north and south of I-90, from Factoria Blvd/Richards Road to the existing Sunset Trail. We have drawn the City of Issaquah into the process so that when these gaps are filled they will connect in an efficient, seamless and attractive route. Attached you will find a set of maps illustrating our preferred routes for trail gaps from Bellevue to Issaquah. To focus in each jurisdiction, we have divided the concepts for the regional connections into four segments:

- **Segment 1: Richards Road to 148th Ave**
- Segment 2: 148th to West Lake Sammamish Parkway/Lakemont Blvd
- Segment 3: West Lake Sammamish/Lakemont to SR 900
- Segment 4: SR 900 to East Lake Sammamish Parkway

Segment 1 : Preferred Route: SE 36th Street, north side, from Factoria Blvd. to 148th Street, crossing north over I-90 on an existing 148th Avenue bike and pedestrian overpass (improved) to Eastgate Way and eastward to the Sunset Trail at 161st Ave. S.E.

- SE 36th street is a straight connection from the end of the current trail at Factoria Blvd. and offers panoramic views to the West, the Seattle skyline and the Olympic Mountains. (Eastgate Way has similar benefits and challenges but without the views.) While the north side of SE 36th is closer to I-90 and therefore slightly less pleasant, this route will be far safer than the south side of SE 36th where many driveways and roads would interrupt the path. As the trail develops, masonry, tree and shrub buffers can enhance the trail experience.
- Challenges: On some segments along the north side of SE 36th and along Eastgate Way, there appears to be ample right of way for the addition of a 10-foot path and 2 bike lanes. Other portions of this route may currently be too narrow to accommodate both a separated path, two bike lanes and three car lanes. However, almost all private properties on the south side of SE 36th and north side of Eastgate Way have ample, landscaped frontages where narrow easements might be obtained to change road sidewalk and trail alignments.

On behalf of the Greenway Trust, we ask that you include this concept for a Class I Type A Path as the Recommended Route in the new Bellevue Pedestrian and Bicycle Plan. This will enable the City, WSDOT, King County, the Greenway Trust and non-motorized transportation advocates to seek funds to study this route. Perhaps more importantly, as changes arise along these roadways and adjacent properties, opportunities will arise to adjust the relationships of Path, bike lanes, sidewalks and traffic lanes to allow a continuous path separated path.

Next Steps: Filling in this critical missing link in a cross-state off-road trail system is a long-term project. There are many unknowns that will require technical study. Following acceptance of these recommendations, the Greenway Trust and other partners will work with the City to acquire funds to begin more technical study and eventually to build this trail.

The power to attract funding for a safe, 100-mile trail system on a designated National Scenic Byway is substantially greater than other city trails. With new national and state initiatives to promote physical activities and fitness, even more funding is being allocated to safe trails.

With committed leadership from the City, this gap in a statewide off-road trail for many users can be filled. Bellevue families can bike to the store or to the baseball game on sunny summer evenings. Perhaps a decade from now, hikers, bicyclists and wheelchair-bound adventurers can walk safely from the city to the mountains and on to the Idaho border.

Completion of the Mountains to Sound Greenway I-90 trail through Bellevue will be a significant legacy for future generations as they inevitably seek the reduction of fossil fuel dependency and healthier ways of living.

We offer our warm appreciation to the staff of the Bellevue Transportation Department for their encouragement and advice in integrating these goals with the scope and format of the Bellevue Plan.

Yours truly,



Nancy Keith
Executive Director

cc: Paula Hammond, WSDOT
Bill Vleck, WSDOT Assistant Regional Administrator
Robert Foxworthy, King County Dept. of Parks
Gary Costa, Director, City of Issaquah Public Works



Chairman Al Yuen
City of Bellevue Transportation Commission
Bellevue City Hall
450 110th Ave. NE
P.O. Box 90012
Bellevue, WA 98009

October 23, 2007

Bellevue Pedestrian & Bicycle Transportation Plan 2007

Chairman Yuen,

First, I want to congratulate Bellevue and its city staff for the thorough way in which it has gone through the first phases of updating the pedestrian and bicycle transportation plan. In particular, the careful documentation of issues raised by knowledgeable citizens will allow Bellevue to gain valuable insight into transportation issues that affect bicyclists and pedestrians. As the city continues to grow and becomes more densely populated, bicycling and walking will become ever more essential components in a successful community where people want to live.

In reviewing the transportation plan, I wanted to be sure you are aware of a movement around the nation called Complete Streets. Briefly, it's a philosophy on transportation that ensures that all design, construction and maintenance efforts reflect an underlying belief that streets exist to serve all legal users – buses, trucks, bicyclists, walkers, as well as automobiles. Communities that embrace a complete streets approach take a more holistic approach to planning for current and future needs. As I understand it, much of what Bellevue already does might fall under this broad philosophy but it would enhance the approach and communicate it more effectively if the city were to legalize this position. You may know that neighboring cities such as Redmond, Kirkland and Seattle, have already taken steps to officially adopt a Complete Streets approach: Redmond and Seattle with ordinances.

Given Bellevue's obvious commitment to pedestrian and bicycling issues, I believe adopting a Complete Street ordinance would solidify Bellevue's reputation as a progressive community looking to embrace sustainable solutions to its transportation issues. Our organization would be happy to assist city staff with resources on how a complete streets philosophy would complement the goal laid out by the city in its comprehensive plan.

Sincerely,

Gordon Black
Executive director
Bicycle Alliance of Washington
311 3rd Avenue South
Seattle 98111

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CHRISTOPHER SHARPE
Of Counsel

October 5, 2007

City of Bellevue
Transportation Commission
Attn: Kevin McDonald
450 110th Ave. NE
P.O. Box 90012
Bellevue, WA 98009

RE: Dangerous and defective bicycle paths and roadway

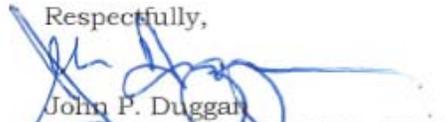
Dear Mr. McDonald:

I am a Bellevue resident, avid cyclist, daily bicycle commuter and attorney whose practice focuses on representing injured cyclists and cycling advocacy. The purpose of this letter is to put you on notice that large sections of the Lake Washington Loop Trail from I-90 all the way to Renton are dangerous and defective. This is especially true in the pathway just south of the Newport Shores' neighborhood and the roadway between Newcastle Park and 106th SE and Hazelwood Lane. It appears that roots from adjacent trees are causing severe buckling in the asphalt.

I am investigating several bicycle accidents caused by the defective pathway/roadway and I have personally observed several accidents and near accidents. The City of Bellevue needs to take whatever steps necessary to make this section of the path/roadway safe for bicycle travel. It is interesting to note that as soon as you cross into Renton, the pathway has been resurfaced and is completely smooth.

Thank you for your attention to this matter. Please call me with any questions.

Respectfully,



John P. Duggan
for WARREN & DUGGAN, PLLC

JPD/mm



**East Bellevue
Community Council**

MEMORANDUM

To: Kris Liljeblad, Assistant Director
Transportation Department

From: The East Bellevue Community Council

Date: November 15, 2006

Re: Pedestrian Plan for East Bellevue

The East Bellevue Community Council is requesting a staff briefing on the current Pedestrian Plan in the East Bellevue area and any future plans for expanding the trail system.

We know that there are a number of existing trails connecting neighborhoods and schools throughout our area, a map depicting these trail systems would be most helpful. We would also like an update on future trail plans and existing easements that would support them, similar to the ones for the SE 18th connection to Phantom Lake.

The Council was surprised to hear at our October 3, 2006 meeting that Mr. Muren had requested a vacation of the trail easement along the north edge of his property. That easement along with the Lang development easement to the north provide the City with a complete right of way connection from 156th SE to SE 18th. What other undeveloped easements await inclusion in the Pedestrian Plan and future development?

Our concern is that the existing easements and the opportunity to add additional trail easements not be lost. As noted in previous communications to the City, this Council is concerned about encroachment issues related to existing trail easements by adjacent property owners. We would like to have staff identify the easements, include them in the planning for expansion of the Pedestrian Plan and be sure that the City takes advantage of future opportunities to expand the trail system throughout East Bellevue.

Improving connections among neighborhoods was one of the goals from the West Lake Hills Investment Strategy.

cc: Bellevue City Council
Goran Sparman, Transportation Director
Patrick Foran, Parks Director
Franz Loewenherz, Senior Planner
Ron Kessack, Right of Way Manager



Public meeting comment card

① 此处人行道很狭小很乱，需要整理加宽
 这里的行人和骑自行车的人，跑步的人很多
 中间40th上的车也很多很快
 要尽快修好!!!
 Jianping Cao

② 又，从40th到70th之间没有小路可通
 骑行者困难。

www.bellevuewa.gov/pedbikeplan.htm

148 Ave + 40th
 NO traffic light to cross the road



Chinese Information and Service Center
 611 S Lane St
 Seattle WA 98104
 I 206.624.3033
 F 206.624.5634
 cisc-seattle.org

Comment card #1

We need sidewalk on the 40th St from 140th Ave to 148th Ave!
 The road on 40th St needs improvement/maintenance between 140th and 148th Ave. There is no side walk there and I saw there is high usage of the road. I walked on the 40th St from 140th Ave to 148th Ave everyday and I see there so many people use that road. I can tell its hard for the bike rider, pedestrian and driver to share that road. Especially the car goes downhill, their speed is very fast!! Its too dangerous for US! I hope you can get it done as soon as possible!

Jianping Cao

I think we also need a traffic light between 40th St to 70th St. People drive so fast on 148th Ave and there is no traffic light (for pedestrian to cross the road) between 40th to 70th St. Its too dangerous for seniors!



Public meeting comment card

希望舉辦中文"交通學習班", 領取證書, 方便購買
汽車保險。(便宜).

陳國榮. 425 746-1377

www.bellevuewa.gov/pedbikeplan.htm



Chinese Information
and Service Center

611 S Lane St
Seattle WA 98104

T 206.624.5633
F 206.624.5634
cisc-seattle.org

Comment card #2

We hope the City can conduct some defensive driving class in Chinese for the senior so that we can use it to lower our insurance!

Chan- Yin Kwan
425-746-1377



Public meeting comment card

- ① 行人燈.閃的時間太短.行人過不完馬路.
- ② 140Ave NE 只有#220公車.星期六.日.沒車可至
轉車站.轉車至外地.或外出.
- ③ 單車道.常有中行人道並用.對行人來說不安全.尤其是從不同方向
- ④ 道路=還希望都有行人道.

www.bellevuewa.gov/pedbikeplan.htm



Chinese Information
and Service Center

611 S Lane St
Seattle WA 98104

T 206.624.5633
F 206.624.5634
cisc-seattle.org

Comment card #3

1. The traffic light turns so fast in many of the city area. Pedestrian cannot finish crossing and sometimes we need to run to cross the road. Its too dangerous for a senior!
2. There is only 1 bus service # 220 on the 140th Ave NE and this bus only run on weekdays. We cannot go out during the weekend. We hope we can get more service in that area!
3. I saw there so many bike riders use the pedestrian side walk and there is too dangerous for the pedestrian. Especially they are coming from opposite direction.
4. We hope we can have more side walk in the Bellevue area so that will be more enjoyable to walk and exercise around the city.



Public meeting comment card

1. 从140-148th St
40 Street (于) 人行道上树叶盖路, 叶湿滑, 老人行走十分不便 感到危险, 感到无路可走, 希望改善并解决。
2. 是140 Ave^上只有220路公车, 但星期六、日行业运行, 给出行带来不便, 希望六、日行业运行。

www.bellevuewa.gov/pedbikeplan.htm



Chinese Information
and Service Center

611 S Lane St
Seattle WA 98104

T 206.624.5633
F 206.624.5634
cisc-seattle.org

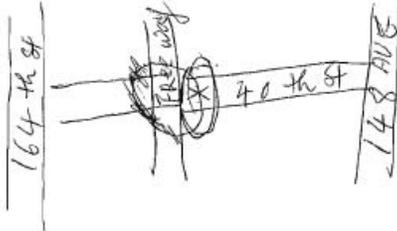
Comment card #4

1. The road on the 40th St between 140th Ave and 148th Ave needs maintenance. The leaves fell on the road and there is not side walk in that road. Its too dangerous to walk on that street. Bike riders, pedestrian and drivers need to share the road! The cars run so fast on that street, plus bike riders as well. The road is slippery and its too dangerous for senior and the other pedestrian as well. I hope the city can take action right away.
2. There is only 1 bus runs on the 140th Ave and it only runs weekdays, its not convenience for us!



Public meeting comment card

紅綠短閃得太快



www.bellevuewa.gov/pedbikeplan.htm



Chinese Information
and Service Center

611 S Lane St
Seattle WA 98104

T 206.624.5633
F 206.624.5634
cisc-seattle.org

Comment card #5

The traffic lights turn so fast, most of the time, the pedestrian cannot finish crossing the road and we have to run.....especially the one on the 40th St between 148th Ave & 164th Ave (right next to the freeway entrance)



Public meeting comment card

3. 140 Ave NE(宁)的人行道只有一边有.有时想引起人行道
就得过马路.十分危险.希望二边都有人行道。

www.bellevuewa.gov/pedbikeplan.htm



Chinese Information
and Service Center

611 S Lane St
Seattle WA 98104

T 206.624.5633
F 206.624.5634
cisc-seattle.org

Comment #6

There is only 1 way sidewalk on 140th Ave and I hope we can have both side sidewalk for pedestrian on that street.

WALK & ROLL Public meeting comment card

在Lake Sammamish 38-st 在要彎進去的地方有洞請
政府去幫忙補一下，謝之。

www.bellevuewa.gov/pedbikeplan.htm



Chinese Information
and Service Center

611 S Lane St
Seattle WA 98104

T 206.624.5633
F 206.624.5634
cisc-seattle.org

Comment # 7

There is a Big hole on 38th St in Lake Sammamish area its right on the 38th St and please repair it as soon as possible.



Public meeting comment card

I WAS HIT BY A CAR IN THE
CROSSWALK ON 1st JUST SOUTH OF
DUNKI PARK. CARS COMING OUT OF J.C.
PENNY'S CAN ONLY LOOK ONLY EAST,
PARK (DUNKI TOWN) NEED TO BE SMOOTH
OUT. (DRAG & CHAIR). CARS RUN THE
LIGHT ON 4th BETWEEN BELLEVUE
AND 100th.

www.bellevuewa.gov/pedbikeplan.htm



Public meeting comment card

Major frustration is bikers who travel
on arterial streets that do not have
bike lanes. Bikers on these streets
cause delays and dangerous lane
changes by car drivers. Need to ticket
bikers who cause traffic interruption.

www.bellevuewa.gov/pedbikeplan.htm



Public meeting comment card

140 - B - 201.1
helpful East Side .

Adelina Emerson

www.bellevuewa.gov/pedbikeplan.htm



Public meeting comment card

As a latino Senior Advocate, I'm collecting several comments from the following participants.

- | | | |
|--------------------|--------------------|-----------------------|
| 1 Dieguez, Aura | 6 Arriola, Juana | 11 - Pacheco, Marcela |
| 2 Esqueda, Leandra | 7 Del Corzo, Elisa | 12 - Gonzalez, Juan |
| 3 Ramirez, Mariana | 8 Rivas, Carolina | |
| 4 Paez, Leonor | 9. Vellon, Amelia | |
| 5 Miranda, Nira | 10. Ramos, Adela | |

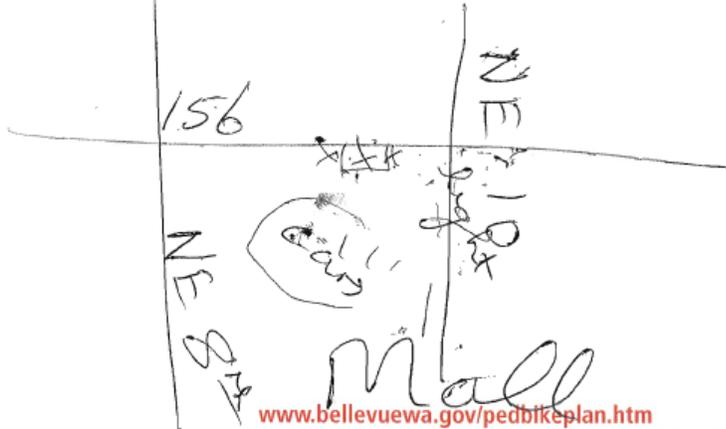
- A) Cross walk with extra lights, flags to use to carry them when we cross.
- B) Advise Drivers ahead ~~that~~ Sr. center zone to reduce ^{speed}

www.bellevuewa.gov/pedbikeplan.htm

- C) Having walking signs for pedestrians that flash the time left



Public meeting comment card



www.bellevuewa.gov/pedbikeplan.htm

Improve but stop connecting
S. Jamballe to Mall.
Jaime Salmeron



Public meeting comment card

Amelia Vellan & Leonor Paez live near the Bellevue Senior Center. They have noticed that when crossing the street that plants and other vegetation obstruct their view. They suggest trimming the plants @ 148 & 40th Ave.

Full Address.
4041 145th St
Bellevue, WA.

www.bellevuewa.gov/pedbikeplan.htm

11/12/07

Public meeting comment card

would be glad to suggest some designated routes.

Dear Franz: I was unable to attend your presentation to The Eastside Runners on Oct. 23, but talked to some people who did, and reviewed the info. packet. Also reviewed The draft report online, and it looks good.

My suggestion is from the viewpoint of an (aging) runner. I've lived in Bellevue 30 years and ^{have} seen quite a few formerly runner-friendly roadsides "upgraded" with road widening and/or sidewalk improvements. An excess of pavement, not so good for runners' joints. Could the plan designate some of the ped path (mainly sidewalk) projects to include a gravel path adjacent to the pavement? Only needs to take 1'-2' of the r.o.w., runners can use it single file. Good prototypes exist

www.belleveuwa.gov/pedbikeplan.htm

alongside much of the (proed) Burke-Gilman Trail in Seattle, e.g. along the west edge of UN campus and westward to Gas Works Park. This path is "informal" I'm sure, but obviously much used by runners. Thanks - Pete Mars

P.S. please put me on your e-mail alert list! P.S. Marshall B. Ott, n.d.

1. NEED MORE OFF-STREET PATHS
 2. PUT SIDEWALKS WHERE-BEATEN PATHS ARE IN EXISTANCE & NOT WASTE MONEY
 3. DEVELOP A WAY FOR WALKERS TO PICK UP LITTER IN THEIR OWN NEIGHBORHOOD. IT BIVESTHE EXERCISE WALKERS A WAY TO HELP THE COMMUNITY AS WELL AS THEMSELVES.

www.belleveuwa.gov/pedbikeplan.htm

Public meeting comment card



Public meeting comment card

more benches through out each park so there would be more resting places for disabled people. Benches along major corridors to walk around neighborhoods. Lake Hills connector as well as the Blueberry farm needs more benches also. Crossroads park is a great example of what we would like to see.

www.bellevuewa.gov/pedbikeplan.htm Jenny



Public meeting comment card

I think Bellevue needs to promote the BNSF as a light rail line rather than as bike path. I'm astounded this is not being considered as rapid transit!! I don't believe a bike path is needed as much as a rail line with

www.bellevuewa.gov/pedbikeplan.htm

ability to move people -

Shirley Campbell 726-885-5829



Public meeting comment card

Walking lights are change in
just a few seconds, We need
more time to finish ~~the~~ crossing
specially on 148th Ave NE &
20th Ave NE in Bellevue

www.bellevuewa.gov/pedbikeplan.htm



Public meeting comment card

Safeway cross walk
We need to increase the
time for us to finish walking
140th Ave NE

www.bellevuewa.gov/pedbikeplan.htm



Public meeting comment card

We support this plan and believe it will be a tremendous improvement of our life style 1) Sergey (Zachar Peck).
2) Sima Kosqstvili
3) Mary Pimen

www.bellevuewa.gov/pedbikeplan.htm



Public meeting comment card

In my address 11616 127th Apt B2
Kirkland Wa. 98034-8478.

Speed bump is very high.

www.bellevuewa.gov/pedbikeplan.htm

APPENDIX B

STAFF MEMO TO BRIDLE TRAILS COMMUNITY CLUB REPRESENTATIVES



MEMORANDUM

To: Norm Hansen, Ken Barney, Ellen Kerr, Alice Prince, Loretta Lopez, and Betty Lou Kapela

From: Franz Loewenherz, Senior Transportation Planner

Date: November 20, 2007

Re: Bridle Trails Projects in Bellevue's Pedestrian and Bicycle Draft Network Plan

Note: This memo includes preliminary thoughts on potential revisions to Bridle Trails projects referenced in Bellevue's Pedestrian and Bicycle Draft Network Plan. These thoughts do not constitute official modifications to the Network Plan. The input staff receives from the Bridle Trails Community Club (following its 11/29 General Meeting) and the information received from other constituency groups will be brought before the Transportation Commission in Winter 2008. By Spring 2008, staff anticipate that the Transportation Commission will be positioned to send a representative to the Council with a recommended network plan for Council consideration and action.

On November 6, 2007 Bellevue staff from Transportation Planning (Franz Loewenherz) and Parks (Dan Dewald and Geoff Bradley) joined Mary Wellborn (Washington State Parks) and Bridle Trails residents (Norm Hansen, Ken Barney, Ellen Kerr, Alice Prince, and Betty Lou Kapela) for a site visit to several recommended project locations referenced in Bellevue's Draft Network Plan (a component of the 2007 Pedestrian and Bicycle Transportation Plan). This memorandum summarizes the observations and comments made at each of the locations visited. *This field visit was supplemented with several additional staff excursions in Bridle Trails, including one on horseback, to gain an appreciation of the community's concerns. Staff are very appreciative of the extensive time commitment numerous residents provided in support of this effort.*

Project B-303 (Draft Network Plan) recommends: Add a wide bike shoulder on both sides of NE 40th Street from 140th Avenue NE to 148th Avenue NE where not complete. Project recommendation B-303 is consistent with the 1999 Pedestrian and Bicycle Transportation Plan recommendation: Wide curb lanes; Eastbound 15' due to hill; Currently unimproved; Partial wide shoulder Eastbound existing.

At present, staff have received the following public comments on the B-303 recommendation:

This is a good idea here. It would make an good though route that bypasses BT park.

Project B-303 is along the same corridor as **Project S-837** (Draft Network Plan) which recommends: Add a 6 foot wide sidewalk and a 4 foot wide planter strip on both sides of NE

40th Street from 140th Avenue NE to 148th Avenue NE where not complete. Project recommendation S-837 is consistent with the 1999 Pedestrian and Bicycle Transportation Plan recommendation: Construct sidewalks on both sides.

Project S-837 overlaps with the following unfunded Bellevue Neighborhood Sidewalk Program: NE 40th Street – 140th Ave NE to 14500 block [Construct curb, gutter and 6' sidewalk on south side; accommodate future bike lane and planter strip where feasible] CIP PW-W/B-76. Staff does not propose modifying Project S-837 (Draft Network Plan).



This location presently has a 5 foot wide shoulder on the south side of the street going in the up the hill direction that is difficult to identify with all the leaves and debris that cover the surface. It also has a very narrow 2 foot shoulder on the north side of the street.

Bridle Trails residents expressed concern that a wide bike shoulder at this location would encourage motor vehicles to increase their travel speed. Bellevue staff are considering restating Project B-303 as a bicycle climbing lane on the south side of the street. This option would address the resident's concern of staying within the road profile. A climbing lane would also enable uphill bicyclists to have designated space for the slow uphill travel and motor vehicles to pass them easily. The recommendation results in the existing 5 foot wide shoulder receiving a bicycle lane stencil. While in the westbound downhill direction there would be no provisions of a widened shoulder or bike lane and the sidewalk would be adjacent to the travel lane. As envisioned, the west-bound direction differs from the 1999 Plan.

Project L-458 (Draft Network Plan) recommends: Add an 8-12 foot wide multiple use gravel trail called the NE 40th Street Trail running along the Powerline Corridor westward connecting 134th Avenue NE to 140th Avenue NE. This project recommendation differs from the 1999 Pedestrian and Bicycle Transportation Plan recommendation: Acquire public easement; sign.



At present, staff have received the following public comments on this recommendation:

This trail currently exists and is available to the public. Accordingly, please remove this project from consideration as it would be an unnecessary expense.

We support the project being removed. There is very little usage of this trail and it is adequate for those that do use it. We also question whether the City has right of way on this proposal.

I would like to remind the city of Bellevue of the equestrian nature of our neighborhoods, and ask that horses' and pedestrians' safe and viable access to the park be taken into consideration for this project. I also ask that homeowners be asked to voluntarily open their easements, or at least to not actively block them. Further, I request that the city of Bellevue ask homeowners to cooperate in finding an equitable solution to this problem since many of these easements do rightfully belong to the public.

For years, this neighborhood has been equestrian in nature--obvious from the fact that original development included so many houses with "horse" facilities. In these days of urban sprawl, the horse-lovers lifestyle is being squeezed into non-existence. It is imperative we preserve what few riding areas remain. And, it is imperative we not be driven to utilize unsafe access. Please remember that many horse enthusiasts are children. They (and the adults) deserve to be protected. I ask that safe and viable access for horses and pedestrians be taken into consideration for any of these park projects. I further ask that surrounding homeowners be asked to voluntarily open their easements, or at least to not actively block them. I ask the neighborhood homeowners to cooperate with Bridle Trail's friends in finding equitable solutions--as, in fact, many of existing easements do rightfully belong to the public.

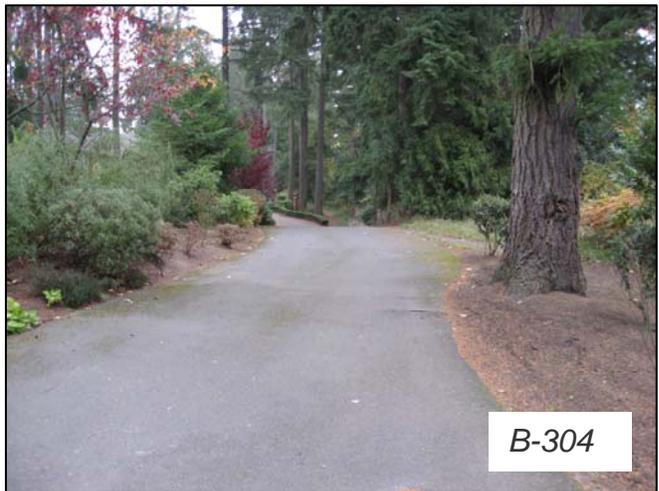
Due to the blocking of the main powerline trail at this point by a homeowner, which prevents walkers and riders continuing on this trail south, this spur trail is a vital access to 134th (and then into Bridle Trails State Park) on foot or horseback. While this still requires travel along the busy road to reconnect with safer trails, it is a critical link for those coming from the east.

This multi use trail is a good idea. A bike rider could use this as a route around BT park. Since the trail does not go to BT park bike/horse intersections would be minimal.

A portion of this corridor has a gravel surface on the north-side of the street. Since project L-458 has the same start and end points as project B-304 covered below, staff is considering deleting this project number and carrying forward project B-304 as amended below.

Project B-304 (Draft Network Plan) recommends: Add a 10-14 foot-wide off street path on both sides of NE 40th Street from 132nd Avenue NE to 140th Avenue NE. This project recommendation differs from the 1999 Pedestrian and Bicycle Transportation Plan recommendation: Acquire easement on West end; Pave trail; Install bollards at West end of existing trail maintain separation from L-458 soft-surface trail.

At present, staff have received the following public comments on this recommendation:



This project is located on NE 40th which is a dead end street and is very steep. Consequently, it has very little traffic serving about 15 houses. Recommend that this project be removed as it adds very little benefit with a substantial cost. Please advise how this got on the list in the first place.

We support the project being removed. There is very little usage of this trail and it is adequate for those that do use it. We also question whether the City has right of way on this proposal.

A pedestrian/equestrian link between 132nd and 140th should be established in this area but the proposed 10-14' wide paved road is totally out of scale for this location. A narrower crushed rock trail would be more than adequate.

Based on the field assessment, it was determined that there are site constraints which would likely limit the ability to implement a 10-14 foot-wide off street path on both sides of NE 40th Street as referenced in the Draft Plan. Bellevue staff and residents discussed the importance of maintaining this east-west link (140th to Bridle Trails State Park) and the possibility of restating the project description as: Add a 8 to 10 foot-wide off-street path on NE 40th Street from 132nd Avenue NE to 140th Avenue NE.

Project B-302 (Draft Network Plan) recommends: Add a 10-14 foot-wide path on both sides of 132nd Avenue NE from NE 60th Street to NE 40th Street. This project recommendation differs from the 1999 Pedestrian and Bicycle Transportation Plan recommendation: Wide curb lane 14' minimum.

On the east side of the street, 132nd Ave NE has a 6 foot wide pathway with a 2 foot wide planter strip that is used by pedestrians. At several key points along this corridor there is a compacted mixed gravelly/dirt material surface to facilitate equestrian crossings into the Bridle Trails State Park

At present, staff have received the following public comments on the B-302 recommendation:

This project is directly in the equestrian area adjacent to Bridle Trails State Park along 132nd Ave NE – an area used by riders crossing from the east side of 132nd Ave NE to the west side in order to enter the park. Bicycle paths on both sides of this road will increase the danger to horses, riders, and pedestrians who now use the path along the east side of the road for walking and jogging. Also question whether Bellevue even has a “right of way” along the west side of 132nd Ave NE. Bridle Trails State Park abuts the west side of 132nd Ave NE.



This is a horse community with horses traveling along 132nd to access Bridle Trails Park. A 14 foot multi use path is too large and not necessary on both sides of the street. Save the city's money and keep what is there.

What accommodations will be made for the equestrian access along 132nd Ave.?

This is a good idea for a route to bypass BT park. Since it does not go into the park it would not interfere with horse/ped traffic there.

*For the following reasons, I strongly oppose the plan to have 14-foot-wide paved pathways on either side on 132nd Ave. NE from NE 40th to NE 60th streets: * There is already a perfectly adequate trail on the east side of 132nd that is well matched to the area's natural character, and there is simply no need for another trail on the west side of the street. * This kind of extensive paved surface will pose a safety risk for horseback riders, who are major users of this road corridor and adjacent Bridle Trails State Park. * Installing a trail on the west side of 132nd will necessitate cutting a very large number of large, old trees within the state park, a significant natural area. * This project will create major impacts to the park and its users, and will be very expensive, requiring replacement of power lines on both sides of 132nd, and yet it will provide no real additional public benefit*

We support the suggestion of tearing up the existing path on the E side of the street and putting down stabilizer. We do not support anything being done on the W side. What we have as a path on the E side, seems to work well for the community. Stabilizer works well for horses and cyclists.

The bicyclists have 116th, 140th, and 148th to ride on. Please, leave the area between 140th and Bridle Trails State Park alone. The more pavement you put in, the less safe it becomes for horses. Our Park is open to pedestrians as well as equestrians, but we will fight tooth and nail before we'll let bicyclists invade and take over our park. If you want to spend money here, take up the pavement on the north/south trail that Bellevue put down 15 years ago because of the bogus report of results of a survey done by your Commission. Put down "Stabilizer" or some trail with a binder so families can bicycle there with their kids if they want to, but so horses can use it too (which they have not been able to do since it was paved), and let the "communter" cyclists use one of the other streets.

My great concern is the addition of concrete to paths that horses use, as well as the removal of a barrier between the horses and the road. Concrete and asphalt are very slippery to metal horseshoes, and even to barefoot horses. The thought of any misfortune happening to my daughter - or anyone else or their family - based on an unfortunate slip, is really scary, to say the least. In addition, it is detrimental to a horse's leg health to be ridden on such hard surfaces for any length of time, and their joints suffer, as well as potential bone splints develop. Unlike humans horse's stand virtually 24 hours a day, and cannot rest injuries as easily as humans can. a broken bone is a death sentence.

The Bridle Trails Park Foundation has worked for 6 years now raising money to keep Bridle Trails State Park open and as it has been since the 1930's. Your plan to put some 10' - 14' bike path down both sides of 132nd NE would mean cutting trees in our park thus making it just a little smaller, as well as making it that much more dangerous for horses to cross 132nd to get

into the park. As the Foundation now pays half the operating costs of the Park, we have a lot to say about what happens to it, and we would adamantly oppose your taking any part of it for any reason - especially so you can lay down more pavement. We also have a constituency of over 2,000 families in the area, and their support alone, says they don't want our park cut up and paved over.

This will significantly and negatively impact the value of my property, as well as create a hazard for my children by making the roadway closer to our backyard. Why not take more land from Bridal Trails park where it will not directly impact landowners?

Why both sides? In other areas of Bellevue, you're doing one side only -- here, you can do that on the West side (the park side) and not disrupt private properties or the look and feel of the neighborhood as much.

Please take into consideration the needs of equestrians in this area. Asphalt is a poor choice for horse hooves!

132nd Ave. already has a paved or gravel sidewalk on the east side of the street. This area has many equestrians, in fact there are horse crossing signs already posted on this street. This type of sidewalk is not compatible with the design of the neighborhood. The proposed area has many varying grades and will be a huge cost to construct something the neighborhood doesn't want in the first place.

This section of 132nd already has paved and equestrian trails that serve the community quite adequately. Construction of this type of trail would encroach onto private and park property and is not needed or wanted at this time.

Horses and bicycles are not compatible - they are not allowed in the State Park - we do not want to lose 10 - 14 ft. of Park land and trees along 132nd Ave. NE. nor do we want bicycles whizzing along a wider trail on the east side of that street which would also create a more hazardous crossing into and out of the Park. This would be particularly true considering the use of the newly acquired Acheson property as part of the Park. As was emphasized in the recent Transportation Commission meeting on this subject, there is strong opposition also from the residents on the east side of 132nd regarding widening and making bicycle-friendly power-line and access trails thru their equestrian neighborhoods.

The Bridle Trails Park Foundation would like to go on record in opposition to your Bike/Ped Plan, job #B302. The trustees are asking Bellevue to abandon any plans to pave bike paths along either side of 132nd Ave. NE between NE 40th and NE 60th. The Bridle Trails Park Foundation, under a long term agreement with the Washington State Parks and Recreation Commission, pays for 50% of the operating expenses to keep this park open for everyone to enjoy. It is also a wild life habitat and natural area. It is open to pedestrians and equestrians – but bicycles, skate boards, and motorized vehicles are excluded as they pose a danger to horses. This park is the cornerstone of the entire Bridle Trails neighborhood – a neighborhood that Bellevue defines as an equestrian area. Paved pathways are a danger to horses and riders, especially in areas that equestrians must use to gain access to the park. Clearly, any paved pathway along either edge of 132nd will create a danger to equestrians and a potential liability for the City of Bellevue. The number

of trees that would have to be removed to make this plan work would also go against the tree saving ordinance that Bellevue has worked on for years and recently adopted. Our organization has met with the Bellevue Parks Commission on several occasions asking for their help in maintaining equestrian trails in this area for equestrian use, not bicycles. Horses and bicycles just don't mix.

Given the objections from the equestrian community, the impacts to the Park character, and the availability of alternate north-south bicycle corridors through the community, Bellevue staff are considering eliminating this project from the project list. To respond to the bicycle needs through this community, staff regard 140th Ave NE as the key north-south bicycle corridor.

Project B-201.1 (Draft Network Plan) recommends: Add a 10-14 foot wide off street path on the west side of 140th Avenue NE from NE 40th Street to NE 60th Street. Add a 10-14 foot wide off street path on the east side of 140th Avenue NE from NE 40th Street to the golf course (201.3) as well. This project recommendation differs from the 1999 Pedestrian and Bicycle Transportation Plan recommendation: Bike lanes both sides; Currently unimproved; Signed Ride "North-South Thruway"; Stencil.



In Redmond to the north one finds bike lanes and 6 foot sidewalks with a 4 foot planter strip on both sides of the street. In Bellevue on the west-side of the street the city construed a separated 6 foot porous asphalt pathway along the west side of 140th Ave NE from NE 40th Street to the north City limits (CIP WB-70). The east side of the street in Bellevue remains unimproved.

At present, staff have received the following public comments on the B-201.1 recommendation:

The link here said "type C Bike shoulder with fog line" is more preferable here instead of an "off street path". The "type C" is a great idea here.

Bellevue staff and residents discussed the importance of maintaining this north-south corridor linking bicyclists and other non-motorized users between Redmond and I-90 and the need to create a facility that mirrors the appearance of the off-street path on the west-side of the street. As such, staff and residents discussed restating the 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 the north City limits that is generally consistent in character to the existing pathway on the west-side of 140th between NE 40th and NE 60th.

Project B-201.2 (Draft Network Plan) recommends: Add a wide bike shoulder on the west side of 140th Avenue NE from NE 40th Street to NE 24th Street. This project recommendation differs from the 1999 Pedestrian and Bicycle Transportation Plan recommendation: Bike lanes both sides; Currently unimproved; Signed Ride “North-South Thruway”; Stencil.

On the west side of the street, 140th Ave NE has anywhere between 2 and 8 foot wide shoulders interspersed throughout this roadway segment. Bellevue staff are considering restating Project B-201.2 as: Add a 5-foot bicycle lane on the west side of 140th Avenue NE from NE 40th Street to NE 24th Street. This recommendation would be consistent with the 1999 Pedestrian and Bicycle Transportation Plan recommendation and result in a continuous south-bound bike lane.



Project B-201.3 (Draft Network Plan) recommends: Add a 10-14 foot-wide path along the east side of 140th Avenue NE in front of the Bellevue Golf Course. This project is for the same street segment as project B-201.1; as such B-201.3 is being eliminated from the project list.

Project B-201.4 (Draft Network Plan) recommends: Add a 10-14 foot-wide path along the east side of 140th Avenue NE from NE 40th Street to NE 24th Street. This project recommendation differs from the 1999 Pedestrian and Bicycle Transportation Plan recommendation: Bike lanes both sides; Currently unimproved; Signed Ride “North-South Thruway”; Stencil.

On the east side of the street, 140th Ave NE presently has a 6 foot wide off-street path mixed in with similarly sized concrete sidewalks. Both the concrete sidewalk and asphalt surface off-street path sections are interspersed with 2 foot wide planter strips.



Instead of widening this section, staff are considering restating this project with the following more modest treatment: Implement spot improvements and signage along existing pathway to enable cyclists to safely connect to the bicycle shoulders along the east side of 140th Avenue NE from NE 40th Street to NE 24th Street. Widen shoulder areas as feasible (e.g., minimal impacts to current paved pathway and adjacent properties).

Project M-631 (Draft Network Plan) recommends: Add an 8-12 foot wide multiple use gravel trail called the 136th Avenue Powerline Corridor connecting NE 24th Street to NE 40th Street.

This project combined both projects M-631 and M-632 from the 1999 Pedestrian and Bicycle Transportation Plan which called for:

- (i) M-631: 136th Ave Power Line Corridor between NE 24th St to NE 40th St - Remove blockages at north end; Acquire easements; construct trail just north of NE 24th St.; sign, stake, survey; and,
- (ii) M-632: 136th Ave Power Line Corridor between NE 40th St to NE 60th St - Remove blockages; Acquire easement @ north end and along Chelsea Park; sign, stake, survey; Northern end through Kapela property should be secured through development permitting process and not before.



At present, staff have received the following public comments on the M-631 recommendation:

This project is inappropriate since this route along the Puget Sound Energy powerline is an easement for power distribution only. It is also the back yards of private property and is valued by the residents as a privacy sanctuary. To obtain public easements would not only be an intrusion on private property rights but would be prohibitively expensive, since for many properties the land only market value can be approaching \$1,000,000. The Bridle Trails Subarea already has 28 miles of trails in Bridle Trails State park and I trails along this corridor is not needed. For access to Bridle Trails State Park the current trails from NE 24th to NE 60 on 134th/132nd and the pathway on 140th Ave. NE are more that adequate for access. Accordingly I am asking that this project be removed for further consideration.



This trail will affect property values along the trail, not to mention it is proposed on private property with power line easement.



Absolutely unnecessary and I am sure this city has better things to do than force visitors onto our property...

This is an equestrian neighborhood. Bikes and horses do not mix. There are many trails available for bicyclists but not as many for the horse rider. There is simply no way that this will ever work. The place you are proposing for this trail runs right through my back yard (as well as my neighbors yards) and would be running right over my drainage field, that is not acceptable.

People have walked across the provided area of my yard for the past 12 years. I have maintained the landscape, and pay the same taxes as all others who do not have this inconvenience. Which has included picking up the garbage left behind, and the level of noise of the teenagers at 2Am in the summer evenings. This idea would increase the division of my yard would decrease my property value and limit the use for any type of animals use as the area has been slated for equitation. There currently is ample area for the people and animals to walk, ride or run without taking away from the value and private property of the homeowner.

This is a good idea for a trail in this area because it parallels the BT park and does not go to the park. This would make a good through route.

This trail passes right through my back yard fenced horse pasture. Also the existing trail is quite sufficient for local foot/equestrian traffic. We currently do not allow bikes along this trail as they tend to spook horses and could cause a horserider to fall off. There is also not enough room to pass. To make room to pass several 100'+ trees and many native shrubs/hedgerows would have to be removed.

This would be a welcome link in the Bridal Trails neighborhood although the adjacent neighbors will fight this proposal and the city would most likely end up in court to establish this link. However the proposed 10-12 foot trail-like most improvements proposed for this area-is too wide. 10-12' is not a trail, it's a road! A gravel trail half this wide would be more acceptable and quite adequate.

This plan to put bicycles on these trails currently used by pedestrians and horses is very ill conceived. First, from the example of the East Lake Sammamish trail along the lake - the bikers don't used the trail because of the conjection with walkers. Secondly - mixing horsed and bycycles is a very bad idea. I'm one of the many riders who gently share the quiet trails with other horses or people. A mix of horsed with bicycles is an accident waiting to happen. Third - there are plenty of other bicycle trails that occomodate bicycles and pedestrians only - no horses. Please leave this very special area to the many, many people who live and ride in the area, and who have moved there in particular because of the opportunity to ride.

This project is inappropriate since this route along the Puget Sound Energy powerline is an easment for power distribution only. It is also the back yards of private property and is valued by the residents as a privacy sanctuary. To obtain public easements would not only be an intrusion on private property rights but would be prohibitively expensive, since for many properties the land only market value can be approaching \$1,000,000. The Bridle Trails Subarea already has 28 miles of trails in Bridle Trails State park and addtional trails along this corridor is not needed. For access to Bridle Trails State Park the current trails from NE 24th to NE 60 on 134th/132nd and the pathway on 140th Ave. NE are more that adequate for access.

*Accordingly I am asking that this project be removed for further consideration. Please advise.
Norm Hansen, 425-861-7333*

I use this trail to ride on (horse) and I would love to see this improved such that it is passable by horse/pedestrian through all areas of the trail. This trail provides critical access for those people living east of the Park. It allows for travel to the Park without having to ride on asphalt sidewalk or along a busy road before crossing into the Park.

Many, many years ago there was equestrian access through here and made riding safe. It has been blocked off by homeowners. Please contact homeowners to allow easement access.

I regularly use and enjoy this trail, and urge that it be preserved and re-connected at 40th, where it has been blocked by homeowners. At this time, that the only way to use the entire trail is to make a lengthy and unsafe detour on busy 134th. This trail provides a vital access for horseback riders into Bridle Trails State Park via the connecting Cantershire trail, which then links to the Bridle Crest Trail and other regional trails. Hopefully this can be addressed and corrected to allow continuous use without having to detour to 134th - a much less desirable situation for horseback riders.

I would like to remind the city of Bellevue of the equestrian nature of our neighborhoods, and to ask that we work for horses' and pedestrians' safe and viable access to the park. I hope that homeowners will be asked to voluntarily open their easements, or at least to not actively block them. I request that city of Bellevue ask homeowners to cooperate with all of us in finding an equitable solution to this problem since many of these easements do rightfully belong to the public.

The existing off street soft surface trail 2 blocks to the west on 134th Ave NE from NE 24th to NE 40th has served the community for many years. It is requested Bellevue modify the proposed trail to protect private property rights for homeowners from NE 38th to NE 40th in the vicinity of the Puget Power Transmission line. This proposal in this vicinity is no longer feasible since homeowners want to retain their private property rights and are not interested in providing land for the proposed public access purpose. As stated above, these properties are already restricted in use by the overhead powerline and underground pipeline. Any additional use would severely impact and restrict private homeowner property rights and usage. Accordingly, we ask that Bellevue respect and honor our private property rights and that this modification can be accommodated in your recommendation to the Transportation Commission.

The plan is proposing to install a 8 – 12 foot gravel path right down the middle of my front yard, across my driveway as well as through my fountain planter area! The plan is proposing to install another trail on the south side of my property leaving me with criss-crossing gravel trails in my front yard. I think you would be hard pressed to find any homeowner that would find this acceptable. The two trails being referenced in this picture are M-631 as well as L-462.

I want to encourage focus on equestrian trails in the Bridle Trails area - Cherry Crest, Pikes Peak, 116th to 140th. The character of our area is absolutely dependent on maintaining the viability of our home-stabled recreational riders. It is important that trails be appropriate for

riding, and that blockages, like single homeowners who have closed off their easements, be eliminated. I would also like to see all shared trails have signage alerting pedestrians and cyclists to horse cautions, and requiring dogs to be on-leash. Highest priority should be on all trails that provide direct access to the park.

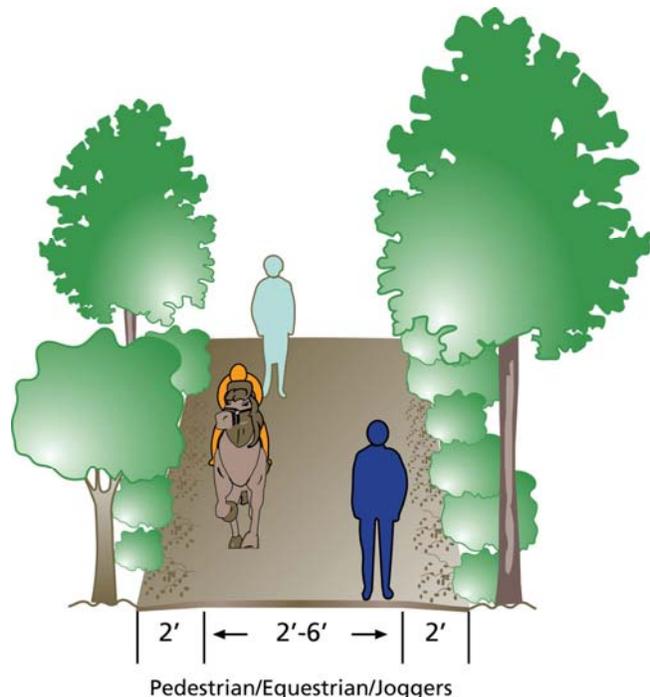
The Powerline trail is like taking a walk on a quiet country lane with trees on both sides and a soft dirt trail. People do not always smile and say hello with noisy cars going by on the main road but they do on the trail because it is so quiet and people/horses are relaxed enough to be engaged. Yes the trail does back to people's yards but the lots are big enough that houses are set back that you are looking into people's windows. It doesn't seem right that one person can stop the livelihood of multiple people who are just want to walk by to get to public facilities on land that was saved for the public.

A north-south equestrian project on the Puget Sound Power & Light transmission line (NE 60th St to SR-520) has been included in every non-motorized planning document produced by the City (dating back to Bellevue's 1979 *Comprehensive Non-Motorized Transportation Plan Recommendation*). The Bridle Trails community has gone through significant change since initial development. Many original horse acre lots designed for horses have been developed into estates with no equestrian uses. As a result, conflicts exist in the neighborhood about the development of existing easements.

Field visits to project M-631 helped staff gain an appreciation of the importance of this north-south trail connection within the Bridle Trails community and its links to/from the adjacent state park. A social trail currently exists allowing physical access, however, the trail contains blockages, crosses through private property, sometimes in and sometimes outside of existing public easements, is not developed to City trail standards, and is currently not maintained by the City.

Staff's screening of the corridor leads to the conclusion that M-631 should remain in the plan with two modifications: (i) the northern terminus of the corridor should stop at Project L-462, Cantershire Trail; and, (ii) the project description be amended to a Type A trail facility.

The proposed adjustment to the northern terminus would take into account the steep slopes (at times 40 percent grades) existing on the Kapela property. Eliminating this northern extension would not impact equestrian users accessing the State Park, a connection is available from Project L-462, Cantershire Trail.



A Type A trail facility in the Draft Network Plan is identified as: “Developed, soft surface trails providing access through the park and open space system. Trails are typically 2'-6' wide and are typically surface with bark or gravel, depending on site conditions and use. Trails are free of natural obstacles, but may have stairs, retaining walls, and other man made structures to help users access more challenging terrain and prevent resource degradation. Pedestrian walking trails are designed primarily for pedestrians and/or equestrian traffic and receive regular maintenance.”