ATTACHMENT 1:
March 23 Open House (Keypad Polling Results)

Session Name: Open House Results

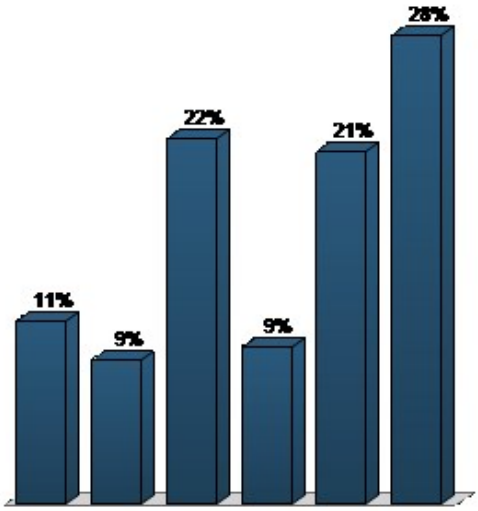
Date Created:	3/23/2016 5:36:23 PM	**Active Participants:**	131 of 131
Average Score:	0.00%	**Questions:**	9

Results by Question

Session does not contain standards

1. Where do you live? (Multiple Choice)

	Responses	
	Percent	**Count**
Zone 1	10.94%	14
Zone 2	8.59%	11
Zone 3	21.88%	28
Zone 4	9.38%	12
Zone 5	21.09%	27
None of the above	28.12%	36
Totals	**100%**	**128**

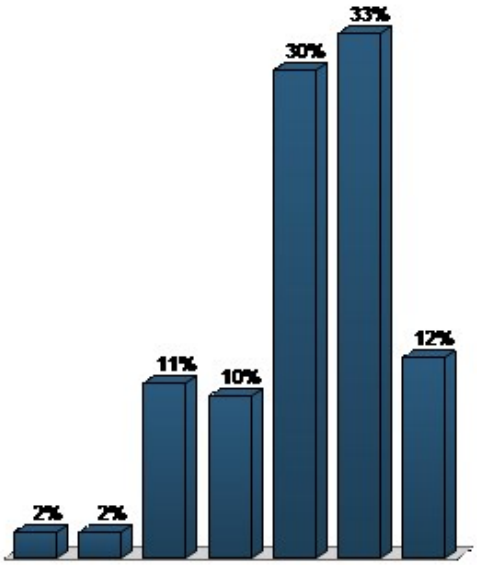


Question Statistics	
Mean	4.05
Median	4.00
Variance	2.88
Standard Deviation	1.70

Difficulty & Discrimination	
Mean Score of Correct	NA
Mean Score of Incorrect	NA
Standard Deviation of Scores	NA
Difficulty Index	NA
Discrimination Index	NA

2. How old are you? (Multiple Choice)

	Responses	
	Percent	**Count**
Under 16	1.56%	2
16 - 24	1.56%	2
25 – 34	10.94%	14
35 - 44	10.16%	13
45 – 54	30.47%	39
55 – 64	32.81%	42
64 +	12.5%	16
Totals	**100%**	**128**

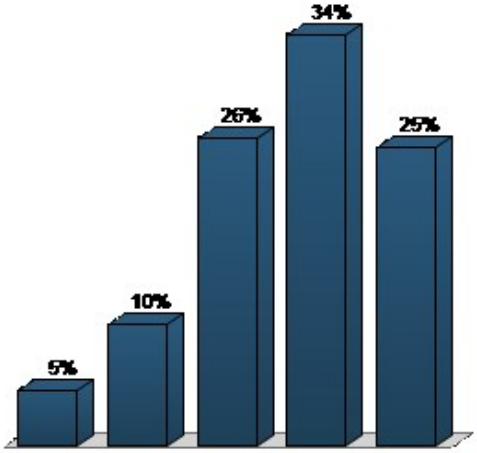


Question Statistics	
Mean	5.15
Median	5.00
Variance	1.74
Standard Deviation	1.32

Difficulty & Discrimination	
Mean Score of Correct	NA
Mean Score of Incorrect	NA
Standard Deviation of Scores	NA
Difficulty Index	NA
Discrimination Index	NA

3. How often do you bicycle in Bellevue? (Multiple Choice)

	Responses	
	Percent	**Count**
Never!	4.69%	6
Rarely	10.16%	13
Sometimes	25.78%	33
Often	34.38%	44
All the time!	25%	32
Totals	**100%**	**128**

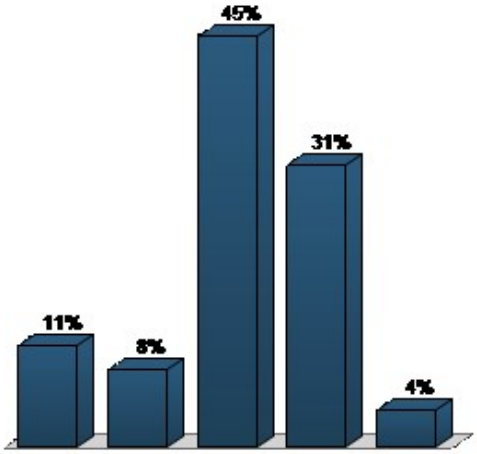


Question Statistics	
Mean	3.65
Median	4.00
Variance	1.21
Standard Deviation	1.10

Difficulty & Discrimination	
Mean Score of Correct	NA
Mean Score of Incorrect	NA
Standard Deviation of Scores	NA
Difficulty Index	NA
Discrimination Index	NA

4. What would prompt you to bicycle more? (Multiple Choice - Multiple Response)

	Responses	
	Percent	**Count**
Slower traffic	11.11%	25
Fewer vehicles	8.44%	19
More separation of bikes from cars	45.33%	102
More traditional bike lanes	31.11%	70
Other	4%	9
Totals	**100%**	**225**

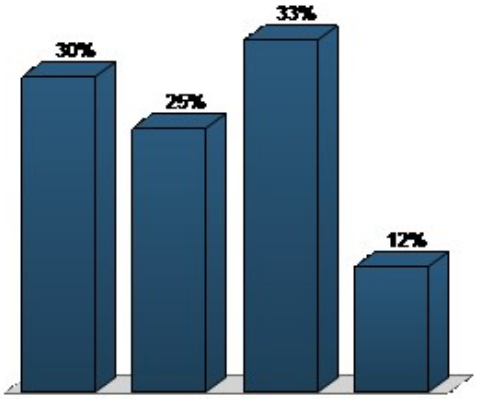


Question Statistics	
Mean	3.08
Median	3.00
Variance	0.99
Standard Deviation	1.00

Difficulty & Discrimination	
Mean Score of Correct	NA
Mean Score of Incorrect	NA
Standard Deviation of Scores	NA
Difficulty Index	NA
Discrimination Index	NA

5. What kind of bicycle trips would you want to take? (Multiple Choice - Multiple Response)

	Responses	
	Percent	**Count**
Longer trips (across town, commute to work, etc.)	29.86%	86
Shorter trips (school, local park, etc.)	25%	72
Recreational biking around neighborhood	33.33%	96
Other	11.81%	34
Totals	**100%**	**288**

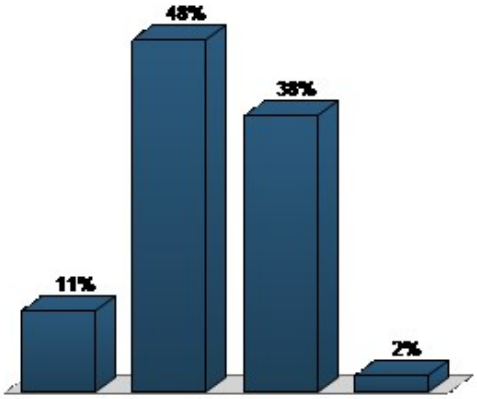


Question Statistics	
Mean	2.27
Median	2.00
Variance	1.03
Standard Deviation	1.02

Difficulty & Discrimination	
Mean Score of Correct	NA
Mean Score of Incorrect	NA
Standard Deviation of Scores	NA
Difficulty Index	NA
Discrimination Index	NA

6. Do you feel safe bicycling in Bellevue? (Multiple Choice)

	Responses	
	Percent	**Count**
Yes	11.11%	14
Sometimes	48.41%	61
No	38.1%	48
Not applicable	2.38%	3
Totals	**100%**	**126**

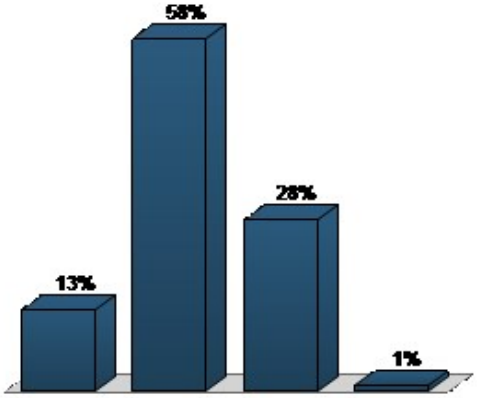


Question Statistics	
Mean	2.32
Median	2.00
Variance	0.49
Standard Deviation	0.70

Difficulty & Discrimination	
Mean Score of Correct	NA
Mean Score of Incorrect	NA
Standard Deviation of Scores	NA
Difficulty Index	NA
Discrimination Index	NA

7. What kind of a bicyclist are you? (Multiple Choice)

	Responses	
	Percent	**Count**
Strong & Fearless	13.28%	17
Enthusiastic & Confident	57.81%	74
Interested but Concerned	28.12%	36
No way, No how	0.78%	1
Totals	**100%**	**128**

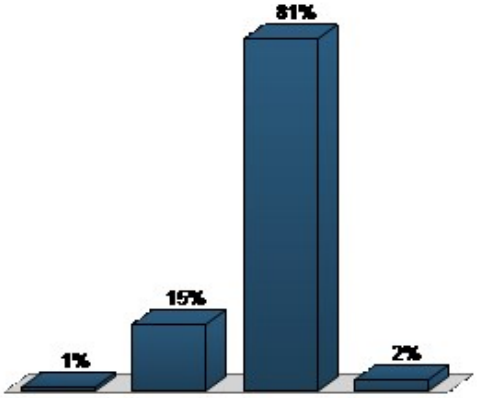


Question Statistics	
Mean	2.16
Median	2.00
Variance	0.42
Standard Deviation	0.65

Difficulty & Discrimination	
Mean Score of Correct	NA
Mean Score of Incorrect	NA
Standard Deviation of Scores	NA
Difficulty Index	NA
Discrimination Index	NA

8. What kind of bicyclist should we design facilities for on priority corridors in Bellevue? (Multiple Choice)

	Responses	
	Percent	**Count**
Strong and Fearless	0.81%	1
Enthusiastic & Confident	15.45%	19
Interested but Concerned	81.3%	100
No Way, No How	2.44%	3
Totals	**100%**	**123**

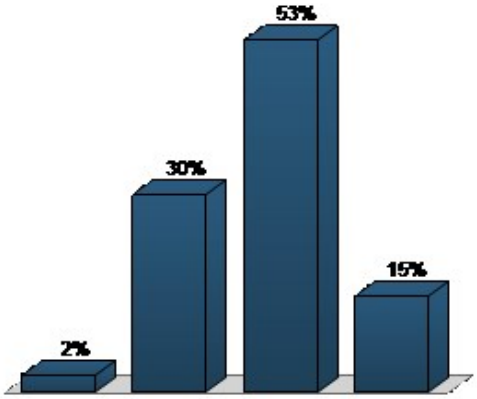


Question Statistics	
Mean	2.85
Median	3.00
Variance	0.19
Standard Deviation	0.44

Difficulty & Discrimination	
Mean Score of Correct	NA
Mean Score of Incorrect	NA
Standard Deviation of Scores	NA
Difficulty Index	NA
Discrimination Index	NA

9. Which of these types of facilities would encourage you to bicycle in Bellevue? (Multiple Choice)

	Responses	
	Percent	**Count**
Shared Lane Marking	2.42%	3
Bike Lane	29.84%	37
Protected Bike Lane	53.23%	66
Off-Street Path	14.52%	18
Totals	**100%**	**124**



Question Statistics	
Mean	2.80
Median	3.00
Variance	0.50
Standard Deviation	0.71

Difficulty & Discrimination	
Mean Score of Correct	NA
Mean Score of Incorrect	NA
Standard Deviation of Scores	NA
Difficulty Index	NA
Discrimination Index	NA

ATTACHMENT 2:
March 23 Open House (Comment Cards)

Comments/Suggestions:

(1) Complete the "missing link" segment of 140th → you have a designated painted lane up to 24th then it disappears heading north where the lane picks up again. ← we need the lane (not sidewalk w/ curbs up + down as you cross driveways)

This is a great bikeway that many use - it needs to be made safer as there is lots of traffic on 140th.

(2) Ensure all protected lanes have large Bike icon on the Bike lane + would ideally like flex poles in scary areas.

(3) ERC - not light rail or buses. Keep a Greenway. Use Roadsides for transit development. Stop being greedy - Green is why we live

Comments/Suggestions:

20 years of cycling here have made me cynical. So little progress and always talking about the far off future. You have a 2009 plan that FAILED to meet its goals. How will you correct that ASAP? Your butts should be on fire & we need urgent change – especially in the downtown area. We have skyscrapers being built & NO safety for people to bike around downtown – it may be too late – more cars coming in

Get to it today!!

Evan Morris
425 443 2588

Comments/Suggestions:

Lake Hills [illegible] - [illegible] up to [illegible]
[illegible] to [illegible]

(1) Divided lanes - vs - Fog lines
which has proven to be safer? Which is more protected for bicyclists?

(2) 116th corridor - Lake Hills Connector
~~Creating~~ constructing a top notch bike corridor along all of the Lake Hills connector, continuing up 116th to Northup Way would create a viable & highly commutable safe bike route

(3) "Dutch Junction"
Please study the "Dutch Junction" Design as a solution to intersection design for protected bike lanes.

Comments/Suggestions:

① The poster boards are not comprehensive, in that they only show projects planned by Bellevue Transportation. The public interest is better served by showing all projects as a comprehensive network, including City of Bellevue capital projects, Mountains to Sound and other agencies.

② 116 Ave between Lake Hills Connector and Northup Way makes a natural N-S corridor for bikes, serving the hospitals and E Link rail.

Steve Fantle, PE
sfantle101@comcast.net

Comments/Suggestions:

Pathways should be designed like spokes around light rail stations as their hub.

This should be in addition to a few north-south pathways

The spokes should be as direct (as the crow flies) as possible.

Comments/Suggestions:

1. Shared Lanes are unsafe. And Expensive

2. Please. No Bikeshare programs.

3. In my Experience Bike Lanes are best maybe make Them 6' Rather Than 4' when possible

4. Keep Bike Lanes Swept in winter.

5. Like The main N/S & E/W corridor Ides.

Comments/Suggestions:

- More bike lanes!
  - ↳ Connected together
    - ↳ Protected preferred

Comments/Suggestions:

Designated bike lanes work
Bike markings in shared lanes
dont typically work

Comments/Suggestions:

I've lived in several different cities and states around the country and I've been living in Bellevue for about 1.5 years. I've never been in a place that has less enforcement of traffic laws. I can count the number of cars I've seen pulled over for speeding in that 1.5 years with 1 or 2 fingers.

At the same time, speeding is a ubiquitous part of Bellevue. Aggressive, dangerous driving is the norm rather than the exception. If the city is serious about wanting more people to walk/bike and serious about protecting those who do, the ~~[illegible]~~ enforcement of traffic laws to reduce aggressive speeding/driving needs to be improved CONSIDERABLY.

Comments/Suggestions:

Thanks for the presentation, I found it informative. A couple of comments:

- I would appreciate a little more detail in the definition between the different road surfaces - particularly off street path + dedicated bike lane. Is there a difference in the assumed speed of bicycle traffic +/or the presence of pedestrians on these different types? Does Path have peds + bikes? And going in both directions just like the Burke Gilman. Whereas bike lane is for riding bike from one point to another efficiently - the other has recreation purpose.

Why is bike path more expensive?

The set up of all the different maps in the concourse with all of them close together - made it difficult to see them because of crowds.

Comments/Suggestions:

First - Thank you for even having this conversation. It is very encouraging.

I am new to bicycling (July 2015) and began with a simple commute: 148th and 8th NE to BMW of Bellevue. Now I am on a bike as often and for as long a distance as possible.

Having now spent hundreds of hours on the roads I am convinced bicycle infrastructure is only as good as the understanding and respect of those who use it. I love the idea of more bike lanes etc. I think the same money spent on driver education would make me feel safer.

Thank you! - Daniel Perry

Comments/Suggestions:

Looking forward to bike rides through Bellevue after crossing over from Seattle on the 520 bridge.

Getting more people biking as soon as possible is a high priority.

Comments/Suggestions:

INSTEAD OF SPREADING LIMITED DOLLARS THINLY LIKE PEANUT BUTTER -

BUILD ONE NORTH-SOUTH SEPARATED PATH AND ONE EAST-WEST PATH TO A CENTRAL OPEN AREA (LIKE DOWNTOWN PARK).

THIS WILL ALLOW FAMILIES AND CHILDREN TO SAFELY RIDE INTO THE CORE OF THE CITY FOR EVENTS /FESTIVALS. THAT SUCCESS WILL BUILD SUPPORT FOR BUILDING A STRONGER CYCLING/WALKING INFRASTRUCTURE

BY GETTING TODAYS FAMILIES TO GET INTO THE CITY SAFELY - YOU ARE BUILDING THE BASE OF CYCLESTS FOR THE FUTURE.

TY CARLSON (tycar@ravenlodge.net)
AGE 50, ~~LIVE~~ NATIVE WASHINGTONIAN
25 YEARS @ MICROSOFT
3 YEARS @ AMAZON
CYCLE AT LEAST ONCE A WEEK FROM REDMOND TO SLU (60.4 miles ROUND TRIP).
RIDE W. LK SAMM FREQUENTLY & ACCESS LK WASHINGTON LOOP VIA BELLEVUE.

Comments/Suggestions:

The section of 140th Ave NE between NE 24th St and NE 8th St (in front of the Safeway) is terribly hostile and dangerous to cyclists. But it's the only way to get to the 520 trail from the south. Please fix that mess! It's on the route that Sammamish HS and Bellevue College students might take.

Comments/Suggestions:

Having one bike lane half ~~an~~ a year.

Build the bike lane little by little and eventually connect them together

Comments/Suggestions:

Dear City Council,
Please, Please, Please!
Implement more bike protected trails in Bellevue.

Thank you!

Comments/Suggestions:

Somewhat disappointed. I expected an overview of each map/scheme followed by some Q & A

PERHAPS A STATUS OF WORK IN PROGRESS ie 520/NORTHRUP PROJECT

BELLEVUE WAY (520 OVER PASS)

Comments/Suggestions:

biking won't be safe until cell phone use while driving is greatly reduced.

Comments/Suggestions:

- GOOD JOB ON THE 116TH
- BIKE LANES!
- KEEP IT UP – ADD MORE!
- PLEASE MAKE THE TRANSITION
★ FROM 24TH TO NORTHUP TO
116TH SOUTHBOUND MORE SAFE!!

Comments/Suggestions:

My sister and family live in Bellevue, kids ages 4, 6, & 8. It is important that they have safe ways to ride. It would help their parents' sanity if the kids could bike to school once they get a bit older. The kids would grow up with health habits. This matters - I bike, and at age ~~56~~ 57. I'm really healthy. ~~Bo you live in my family~~ Not so my siblings. My wife & I bike over to visit, from Seattle. It would be great to have a good way to bike from the 520 bridge to Newport Hills, that would make it easier & safer to visit.

Please proceed with bike lanes & paths, for everyone's health & safety.

Comments/Suggestions:

- review transition areas (sidewalk to street, etc) for bicyclists (where bikes need to move from sidewalk to street, bike lane to sharrow, etc.) → these are the potential danger areas.

- bike lanes that are <u>not</u> next to parked cars please! ("door zone")

- put up signage reminding people of ped/bike use

Comments/Suggestions:

Gaps in the network are barriers for families and all those who are not brave about biking in traffic.

Intersections need care - that's where most of the danger lies.

Use all available space for wider bike lanes and wider buffers.

Comments/Suggestions:

MAKE BICYCLES &
RIDERS SAFER FOR
ROADS LICENSE AND
TRAIN BOTH WITH
SPECIAL ATTENTION TO
BICYCLE MESSENGERS.

Comments/Suggestions:

1. PED / BIKE CAC.

"TRANSPORTATION" COMMISSION

IS JUST "CAR & SUV" COMMISSION

2. STOP SACRIFICING BERMS & OLD-

STYLE BIKE LANES FOR THESE

RIDICULOUS HUGE SIDEWALKS.

3. ENCOURAGE PEDESTRIANS. MOST PEDS

DRIVE TO BUSINESSES & WALK AROUND.

IN BELLEVUE, PEDESTRIANS HAVE NOWHERE TO PARK

Comments/Suggestions:

Need a more complete route from 114th to 520 - PB11 doesn't have a plan for this and it's a hazardous part of my daily commute.

I appreciate the city speding the time to think about non-car forms of trasportation.

~~Also had a lot of trouble today get~~

Comments/Suggestions:

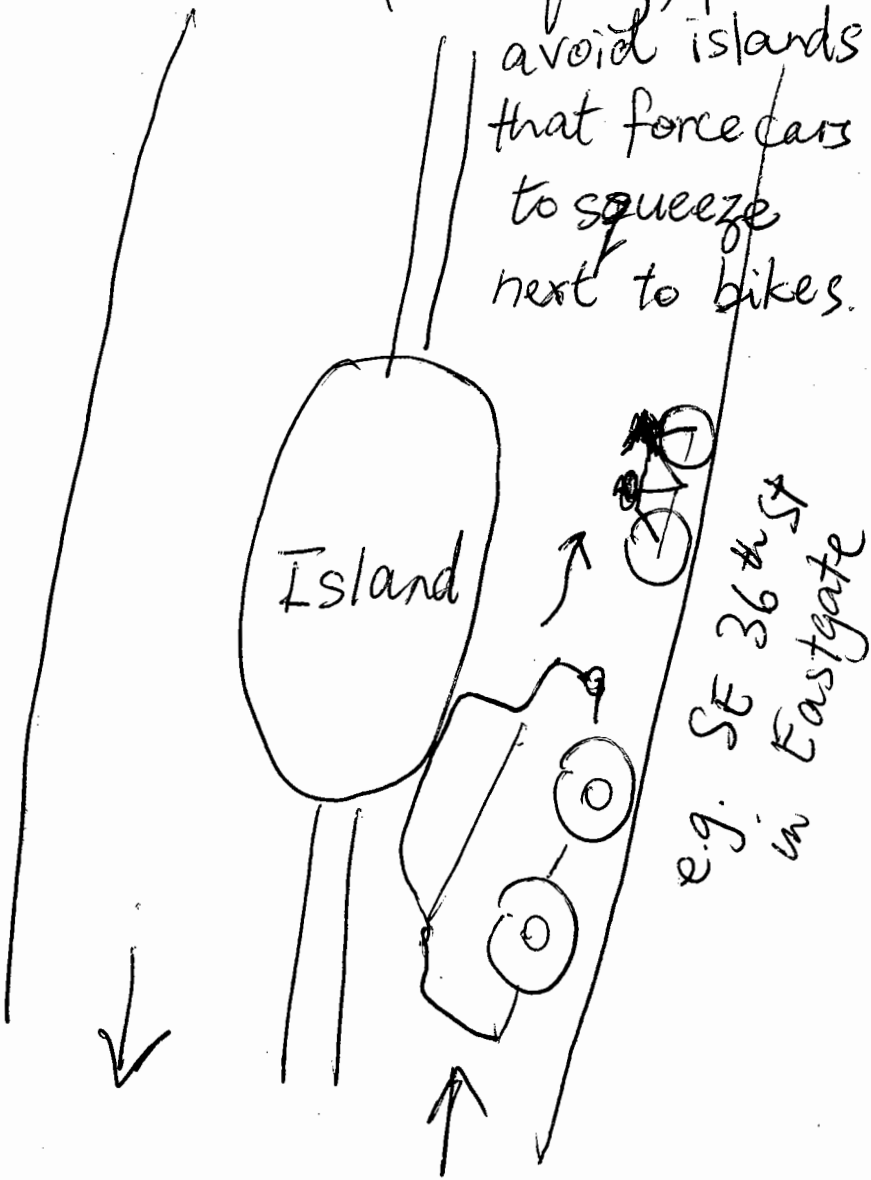
I would <u>really</u> like to see more separated bike lanes & traditional bike lanes in Bellevue. I bike recreatio all the time on the weekends when I can plan routes that are safe (or as safe as possible anyway) & I would really like to be able to also bike to my errands in Bellevue, but I don't feel safe doing so. Traditional bike lanes are absolutely sufficient as far as I'm concerned if that's the thing we can afford & finish now, but sharrows are worth almost nothing to me - they don't change driver behavior & cars <u>will</u> attempt to get around where there isn't space to pass — I would say don't waste even one dollar on these.

Comments/Suggestions:

REALLY APPRECIATE THE OPPORTUNITY FOR PUBLIC ENGAGEMENT! WOULD LOVE TO SEE AN ON-GOING PROGRAM WITH CITY TO ALLOW CITIZEN'S TO PROVIDE INPUT AS TO WHERE THEY THINK PED/BIKE PROJECTS SHOULD BE PRIORITIZED WHERE SAFETY CONCERNS ~~RE~~ ARE HIGHEST/ETC IE AN INTERACTIVE PROCESS. THX.

Comments/Suggestions:

For safety, please avoid islands that force cars to squeeze next to bikes.



Comments/Suggestions:

Need a more effective way to get East of 405 from downtown NE 12th ends + lake hills connector brings you further south. No bike access across NE 8th isn area for any constant distance.

Comments/Suggestions:

I would like to see more 'bike commute' lanes. Make it easy to get to work/school.

Do not design ~~as~~ separate bike paths! Keep bike lanes marked on the road!

Shirley Vander Veen
425-747-8698
N7OIV@comcast.net

NO mixed pedestrian/bike paths!!!

Dangerous driveways + watching for peds

Comments/Suggestions:

Besides bike infrastructure, our streets still won't be truly safe until other road users start respecting each other's safety and equal right to be present on the road.

Too many auto drivers treat downtown like a Nascar race course. Outside of heavy traffic, the large downtown streets are over-built and encourage speeding.

Calm our streets.

Comments/Suggestions:

- I understand work/priority has been initiated on one E-W route and one N-S route. What are those selected routes?

davidmalcolm@comcast.net

Comments/Suggestions:

I appreciate all the ideas and effort put forth. But, I'd rather see a grander plan with compelling corridors - the equivilent functionally to freeways for cars. - Controlled access, safer, seperation and proximate to where the majority of people want to go. I worry that all of the smaller, low cost projects (mostly costing paint) will do very little to increase ridership, and may well discourage future projects if low ridership levels don't seem worth the space allocated. Many US cities like Bellevue have put in park like facilities across the core of their downtowns and see substantial particitation. The Eastside corridore & new 520 bike trail need to continue into the core of Bellevue & get even better, more park like. That is the great opportunity awaiting Bellevue.

Comments/Suggestions:

Thanks for the opportunity.

Please improve the overpass over I-90 at Eastgate P&R. Also, A lot of bikers go through Bellevue College and that could be better.

The focus on lanes is good, but I think many of the most dangerous places are intersections. e.g. SE 36th & Factoria Blvd.

Comments/Suggestions:

ACCESS FOR All types of people -

- Equity for all zip codes

~~[illegible]~~

~~Transportation Manager~~

~~[illegible]~~

~~[illegible]~~

~~Vice Chair~~ - ~~Transportation~~

Continue the Bikelane ad 140TH Ave NORTH NE

- THIS would connect to KIRKLAND Bike lane on THIS Street 140TH Ave NE

WIN - WIN

CONNECT Neighborhoods & HAVE WAY FINDING "FUN FACTS" about the area.

off SE 8TH PATHWAY - improve the bike facility THAT separates CAR/BIKES & Slow down TRAFFIC W/BLINKY Lights at CROSS SECTIONS!

Making Bellevue a great place to walk and bike.

Lets MAKE it HAPPEN

Comments/Suggestions:

CONNECT DOTS — TOO MANY FRAGMENTS & INCOMPLETE LANES/TRAILS FAILING TO PROVIDE CLEAR/SAFE PASSAGE THRU CAR-CENTRIC INTERSECTIONS/ROADWAYS —

- DO NOT SACRIFICE COMPLETE BIKEWAYS FOR THE SAKE OF EXCESSIVE TURN-ONLY LANES
- USE DEDICATED SIGNALS & TRIGGERS AT MAJOR CROSSROADS
- ALL FUTURE ROADWAY/OVERPASS IMPROVEMENTS NEED TO INCLUDE BIKE/PEDESTRIAN-DEDICATED CORRIDORS

Comments/Suggestions:

There is nothing "bold" about aspiring to 0 deaths in 14 years!

Comments/Suggestions:

I want to say Good Job for the Bike lane that is working on 116th NE between NE 12th and Northup.

More Bike Lanes with Driver Education about how to respect this space is needed. My Commute by bike throug Bellevue is From I-90 to Kirkland, primarily Via 116th NE. Please improve Biking in Downtown Bellevue

MV

Making Bellevue a great place to walk and bike.

Comments/Suggestions:

Better traffic law/
speed enforcement on
arterial roads.

Comments/Suggestions:

I was disappointed that there was lots of discussion on infrastructure, and none on EDUCATION.

No matter how much infrastructure you build, there will still be locations where cars and bikes have to travel together. Therefore, it is imperative that drivers are taught how to drive near bicycles and pedestrians.

Please spend some of the transportation money on DRIVER EDUCATION.

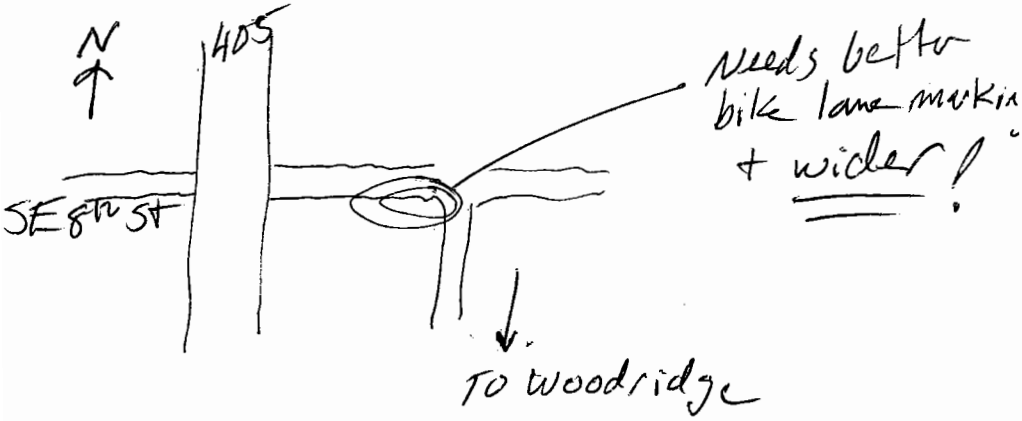
Thanks!

kenwhipple@gmail.com

Comments/Suggestions:

One dangerous choke point that needs correction:

traveling east on SE 8th St, before the ~~to~~ right turn ~~int~~ to Woodridge, bike lane needs to be wider + more boldly marked. I almost get nailed often (!) as I travel east on SE 8th by right-turning traffic going to Woodridge. They just seem oblivious! This has to be a low ~~cost~~ cost fix.



Comments/Suggestions:

The City should start with a much smaller concept/plan and build out good, separated pedestrian and bike lanes to see how much they are actually used before building out an expensive network before there is proof of concept/investment return.

Comments/Suggestions:

One more comment: You need to be more cooperative & responsive to those who ride & have lots of expertise. Like taking feedback on the 116th Ave Bike Lanes.

Evan Morris
425 443 2588

Comments/Suggestions:

I see too much emphasis on what type of facility to provide (lane, trail, shared road) and not enough emphasis on the comprehensive plan. I am <u>much</u> more interested in being able to ride safely from Point A to Point B for either work or recreation than whether there is a painted lane, a green lane or a separate trail.

Steve Fawcett

Comments/Suggestions:

Student Cyclists at Bellevue College have consistently complained that they do not feel safe riding to campus. This proposal is necessary for students to feel more comfortable riding to campus, especially with our new bike rental program starting this fall.

Craig

Comments/Suggestions:

On separated lanes & paths – I often find these are dirty, full of debris, poorly maintained and shared by pedestrian traffic. All these things make such designs less desirable

Comments/Suggestions:

1. I-90 Mountains to Sound Greenway trail priority. Need to improve E-W through Factoria and Eastgate

2. 108th AVE. SE Corridor is a priority to access downtown and connect to Kirkland, I-90, Bellevue, and Redmond.

3. More bike lanes and low-capital, rapid implementation projects.

Comments/Suggestions:

Sharrows are not bicycle infrastructure. The only peopl that sharrows make feel better are the DOT staff who pat each other on th back and pretend they actually did something.

NACTO does not list sharrows as acceptable infra.

You need to do better.

#Vision Zero

Comments/Suggestions:

Bike corridors are a necessary first step, addressing the needs of cyclists trying to move across the city.

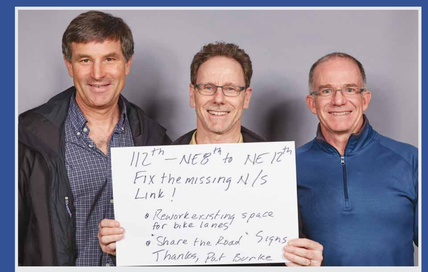
Another need is for safe, local cycling for kids.

The best way to accomplish this, I think, is to create narrower streets in residential neighborhoods.

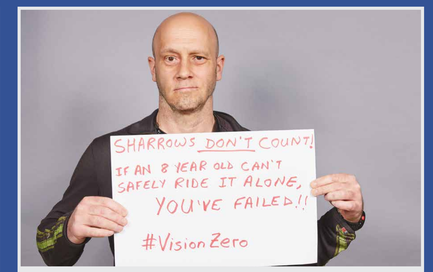
ATTACHMENT 3:
March 23 Open House (Photographic Statements)

Jonathan Kamrath | Resident of Wallingford

Roy McMurtrey | Resident of Bridle Trails



Patrick Burne | Resident of Cougar Ridge



GM Hughes | Resident of Lake Hills

Hannah Heywood | Resident of Lake Hills

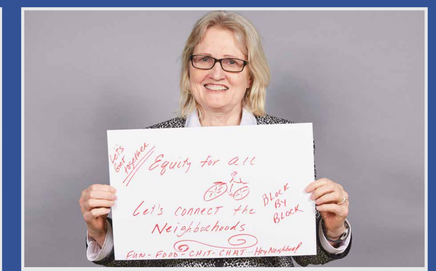
Daniel Perry | Resident of Crossroads

Alexa Volwiler | Resident of North Redmond

Scott Ferguson | Resident of Downtown Bellevue

Mia Guthne | Resident of Redmond

Rita Wong | Resident of Horizon View



Lizette Heberg | Resident of Bridle Trails

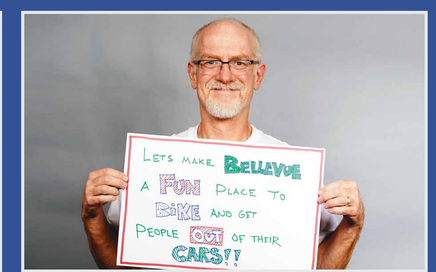
Craig Hauser | Coordinator, Bellevue College

Barb Richter | Resident of Bellecrest

Serge Bonrav | Resident of Lake Hills

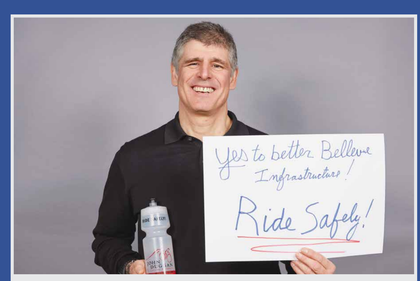
Amber Nicholson | Interim Director Bellevue College

Sharon Anderson | The WAVE Foundation



Curtis Allred | Resident of Somerset

John Hubble | Resident of Kingsgate



John Duggan | Resident of Newport Shores

Jerry Douglas | Resident of West Bellevue

Mei-Ching Wu | Sudent at Bellevue College

Gus Jansson | Resident of Cougar Mountain

Julie Duggan | Resident of Newport Shores

Jamie Cheney | Director, Seattle Children's Hospital

BELLEVUE
PEDESTRIAN & BICYCLE
IMPLEMENTATION INITIATIVE

Making Bellevue a great place to walk and bike.

Jerrold Saludo | Resident of Eastgate

Cathleen Blackburn | Resident of Northwest Bellevue

Ivy Tian | Resident of Mercer Island

ATTACHMENT 4:
Preliminary Wikimap 2.0 Results (March 17–April 18)

Project Idea	Created (DD/MM/YYYY)	Do you think that this facility would make it feel safer to bicycle here?	Do you think this facility would help connect peopleon bicycles to the places they want to go?	How likely are you to bicycle here if this bicycle facility is NOT implemented?	How often would you bicycle here if the candidate project is implemented?	How important is the on-street parking along the portions of this street impacted by this candidate project to you?	How often do you use the on-street parking along the portions of this street impacted by this candidate project?	Comments?
PBC-1	3/23/2016	Yes	Yes	Unlikely	Occassionally	Very unimportant	Infrequently	Connecting to the I-90 is critical to success
PBC-1	3/19/2016	Maybe	Maybe	Definitely	Several times per week	Not that important	Occassionally	disappearing bike lanes suck. especially on arterials!
PBC-1	3/30/2016	Yes	Yes	Possibly	Several times per week	Not that important	Never	Excellent idea and design for the main bike lane from I-90 area into Downtown Bellevue! Great idea. Yes, I believe more High School students would use this way to school too and commuters into and out of Downtown. Hope this gets funded and done. Our Bellecrest Neighborhood is in support too.
PBC-1	3/21/2016	Yes	Yes	Definitely	Infrequently	Not that important	Never	Green-backed sharrows illustrated in your proposal are experimental according to FHWA and are NOT covered by IA-14 for green pavement in bike lanes. Do you intend to apply for permission to experiment, or simply accept liability for unauthorized experimentation? See http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/mutcd/gcp_slm.cfm
PBC-1	4/18/2016	Maybe	Probably not	Unlikely	Infrequently	Neutral	Infrequently	I don't understand why Bellevue Way is not a candidate instead of this street. People would bike more if the route is accessible and easy. The problem with this candidate route is that it is very hilly, while Bellevue Way is pretty much flat, so that is always going to limit its popularity.
PBC-1	3/18/2016	Yes	Yes	Possibly	Daily	Not that important	Never	I use 108th to get to work by bike from the I-90 trail every day. The most dangerous section is, I feel, the section north from Bellevue Way, after the bike lane ends. There is very little space on the roadway, Bellevue High School can be quite dense. Because there are bumps in the center line, sometimes drivers don't move over enough and end up brushing quite close to cyclists.
PBC-1	3/22/2016	Yes	Yes	Unlikely	Occassionally	Very unimportant	Never	Improvements look good on 108th Ave. I may prefer 104th Ave SE to access downtown/Old Main from Enatai since it has fewer hills. Selected route will also depend on destination and access options through downtown.
PBC-1	3/25/2016	Not at all	Not at all	Unlikely	Never	Very unimportant	Infrequently	Marked shared lanes are a bad idea. We need dedicated bike lanes in order for it to be safe to commute to work or even go for a recreational ride with kids.
PBC-1	3/25/2016	Not at all	Not at all	Unlikely	Never	Not that important	Infrequently	Marked shared lanes are a bad idea. We need dedicated bike lanes in order for it to be safe to commute to work or even go for a recreational ride with kids.
PBC-1	3/31/2016	Yes	Yes	Unlikely	Several times per week	Very important	Several times per week	SE 108th should be converted strictly to a residential neighborhood street. Commuter traffic to/from downtown Bellevue should be forced to Bellevue Way or 112th.
PBC-1	4/12/2016	Yes	Yes	Unlikely	Infrequently	Very unimportant	Never	Separate bike lanes on roads traveling uphill are a critical item for bicycles. On 25mph streets, level or downhill bicycling can easily travel at 12 to 25mph. But going up hills can cut speeds to 5mph or less. A bike lane used as a slow lane is a great solution. The only improvement I would suggest is bumps or other barriers to keep autos out of the bike lanes.
PBC-1	3/23/2016	Yes	Yes	Definitely	About once per week	Very unimportant	Never	South of Bellevue Way, bike lanes might be painted, but the current quality of bicycling on the current shoulder is poor because the pavement is so uneven and bumpy. Unless that is improved, I would still bicycle in the concrete general purpose lane and just use the new bike lane to move over to make room for autos to pass safely.
PBC-1	3/31/2016	Probably not	Probably not	Unlikely	Infrequently	Not that important	Occassionally	specifically on the changes for number 4, how would adding a sign saying that bikes and cars should share the road help? I see people driving too quickly around bikes. This road is heavy with bike traffic and either, the cars are too close, or they go around and almost hit incoming traffic due to the bend just south of Bellevue HS. I likely will continue to ride slowly on the sidewalk until it feels safer. Could we decrease the speed limit or put no pass lane makers? Ideally there are special bike lanes, but there doesn't seem to be enough space.
PBC-1	3/18/2016	Yes	Yes	Possibly	Occassionally	Not that important	Never	This is a huge and needed extension to the bicycle network. All of the effort to add lanes to 108th Ave NE will greatly improve cycling in and through Bellevue.

Project Idea	Created (DD/MM/YYYY)	Do you think that this facility would make it feel safer to bicycle here?	Do you think this facility would help connect peopleon bicycles to the places they want to go?	How likely are you to bicycle here if this bicycle facility is NOT implemented?	How often would you bicycle here if the candidate project is implemented?	How important is the on-street parking along the portions of this street impacted by this candidate project to you?	How often do you use the on-street parking along the portions of this street impacted by this candidate project?	Comments?
PBC-1	3/23/2016	Yes	Maybe	Possibly	Several times per week	Very unimportant	Never	This is a valuable candidate project idea. For bicycles coming from Mercer Island and Seattle, this is the most direct route into Bellevue. At times it gets very busy and dangerous, particularly along sections north of Bellevue Way SE. I see in the proposal that a bike lane would be introduced between Bellevue Way SE and SE 12th St. This is urgently needed. However, it would be preferable if the new bike lane could be extended to the Bellevue High School entrance (between the 300 and 400 blocks). During school pickup and drop-off times and during rush hours, this section of road carries a lot of traffic and is congested. Bicyclists would feel much safer with a bike lane for this entire section. I'm a little unsure how many additional bicyclists would use this route if this project was funded because it does have some relatively steep gradients.
PBC-1	3/21/2016	Maybe	Probably not	Definitely	Several times per week	Neutral	Never	this is all about speed, signage compliance, and general cultural acceptance/understanding of cyclists. If you think a painted bike in a green box is going to impact drivers who already go straight through a turn only intersection, and speed through school zones to avoid the congested areterials, good luck to you.
PBC-1	3/23/2016	Yes	Yes	Possibly	Occassionally	Somewhat important	Never	This is an important link from the I-90 trail to downtown Bellevue.
PBC-1	4/1/2016	Yes	Maybe	Unlikely	Occassionally	Very important	Occassionally	This is our only area for guest parking
PBC-1	3/18/2016	Yes	Yes	Possibly	Infrequently	Not that important	Never	This would be a great improvement in connections to the I-90 bridge and Mountain to Sound Greenway. I'm impressed with the desire to turn 108th into a through bike route from SR 520 in the north to I-90 in the south. That it is on a single street and won't require advanced wayfinding skills.
PBC-1	4/6/2016	Not at all	Not at all	No way	Never	Not that important	Never	Too hilly!
PBC-1	3/22/2016	Yes	Yes	Definitely	Several times per week	Very unimportant	Never	
PBC-1	3/23/2016	Yes	Yes	Definitely	Several times per week	Not that important	Never	
PBC-1	3/23/2016	Yes	Yes	Definitely	Several times per week	Very unimportant	Never	
PBC-1	3/23/2016	Yes	Yes	Unlikely	Occassionally	Very unimportant	Never	
PBC-1	3/23/2016	Yes	Yes	Definitely	Several times per week	Not that important	Never	
PBC-1	3/25/2016	Maybe	Yes	Definitely	Occassionally	Not that important	Never	
PBC-1	3/27/2016	Yes	Yes	Possibly	About once per week	Very important	Never	
PBC-1	3/28/2016	Yes	Yes	Unlikely	Daily	Not that important	Never	
PBC-1	3/30/2016	Yes	Yes	No way	Occassionally	Very unimportant	Never	
PBC-1	3/31/2016	Maybe	Maybe	Unlikely	About once per week	Very important	About once per week	
PBC-1	3/31/2016	Maybe	Yes	Unlikely	Occassionally	Very unimportant	Never	
PBC-1	3/31/2016	Yes	Yes	Unlikely	Several times per week	Very unimportant	Never	

Project Idea	Created (DD/MM/YYYY)	Do you think that this facility would make it feel safer to bicycle here?	Do you think this facility would help connect peopleon bicycles to the places they want to go?	How likely are you to bicycle here if this bicycle facility is NOT implemented?	How often would you bicycle here if the candidate project is implemented?	How important is the on-street parking along the portions of this street impacted by this candidate project to you?	How often do you use the on-street parking along the portions of this street impacted by this candidate project?	Comments?
PBC-1	3/31/2016	Yes	Yes	No way	About once per week	Neutral	Never	
PBC-1	4/7/2016	Probably not	Maybe	Possibly	Several times per week	Very important	Never	
PBC-1	4/7/2016	Yes	Yes	Unlikely	Several times per week	Very unimportant	Occassionally	
PBC-1	4/7/2016	Yes	Yes	No way	Occassionally	Very unimportant	Never	
PBC-2	3/23/2016	Maybe	Maybe	Possibly	Occassionally	Not that important	Never	Bike lanes next to parked cars absent a buffer for opening car doors are unusable. I always ride at least four feet from parked cars which would still put me in the traffic lane between 10th and 12th
PBC-2	3/24/2016	Maybe	Yes	Definitely	Several times per week	Very important	Infrequently	I live in downtown Bellevue so I wouldn't use the parking. But one reason no one walks in Bellevue is that no one can park and walk to streetside businesses. You park in the mall, you stay at the mall. You park in a business' lot, there are no walkoffs. Compare Bellevue downtown to Redmond downtown. How did they become Little Ballard? On-street parking.
PBC-2	3/21/2016	Yes	Yes	Unlikely	Occassionally	Not that important	Infrequently	I prefer the flex poles added to the protected lane barrier for added clarity and safety. I do not like the mounds or curb as a moment of distraction and your front tire hits and you can wobble into traffic on your bike. Cars also give more respect to a clear structural barrier vs a little bump on the road that they drive over.
PBC-2	3/18/2016	Yes	Yes	Possibly	Daily	Not that important	Never	This should be pretty easy to implement, and would make it safer to ride on this section of 108th.
PBC-2	4/1/2016	Maybe	Maybe	Unlikely	Infrequently	Very important	Occassionally	We live on 108th Ave SE near Bellevue HS. Traffic on this road is horrible. There is far too much "speeding" and not enough law enforcement to control it. Bikes have a hard time on the uphill and cars cannot easily move around them. If you put in a bike lane it will help but 108th should be RESTRICTED to bike and Residential access only. All other vehicles should be diverted to Bellevue Way or 112th. No pass through traffic. There are very steep driveways or none at all. Very limited on street parking for residents. Please do NOT remove on street parking. Permits work GREAT.
PBC-2	3/19/2016	Yes	Yes	Possibly	Several times per week	Not that important	Never	
PBC-2	3/21/2016	Yes	Maybe	Unlikely	Occassionally	Not that important	Infrequently	
PBC-2	3/21/2016	Yes	Maybe	Unlikely	Infrequently	Neutral	Infrequently	
PBC-2	3/23/2016	Yes	Yes	Possibly	Occassionally	Not that important	Never	
PBC-2	3/23/2016	Yes	Yes	Definitely	Several times per week	Very unimportant	Never	
PBC-2	3/30/2016	Yes	Yes	No way	Occassionally	Very unimportant	Never	
PBC-3	3/18/2016	Yes	Yes	Possibly	Infrequently			This will make it easier to ride through downtown Bellevue if this is made continuous on 108th south past Main St.
PBC-3	3/23/2016	Probably not	Probably not	Unlikely	Never			Don't see any change on your project page. I've never seen any bikes there anyway.
PBC-3	3/28/2016	Yes	Yes	Definitely	About once per week			
PBC-3	3/30/2016	Yes	Yes	Unlikely	Occassionally			
PBC-3	4/11/2016	Yes	Yes	Unlikely	Daily			

Project Idea	Created (DD/MM/YYYY)	Do you think that this facility would make it feel safer to bicycle here?	Do you think this facility would help connect peopleon bicycles to the places they want to go?	How likely are you to bicycle here if this bicycle facility is NOT implemented?	How often would you bicycle here if the candidate project is implemented?	How important is the on-street parking along the portions of this street impacted by this candidate project to you?	How often do you use the on-street parking along the portions of this street impacted by this candidate project?	Comments?
PBC-4	3/18/2016	Probably not	Yes	Definitely	Daily			Though a bicycle facility would be nice here, traffic is so low that it would not increase my perception of safety. I would rather see the focus on higher traffic areas without low traffic alternatives such as the Downtown core.
PBC-4	3/21/2016	Yes	Yes	Definitely	About once per week			Most drivers on the road today do not know what a shared lane marking is. It's a recent addition, and not on the driving exam in most states. Please consider supplementing the shared lane markings with Bicycles May Use Full Lane signs. As Hess & Peterson report in PLOS ONE, the "Bicycles May Use Full Lane" sign has much less ambiguity for drivers currently on the road. http://journals.plos.org/plosone/article?id=10.1371/journal.pone.0136973#pone-0136973-t001
PBC-4	3/23/2016	Probably not	Probably not	Definitely	Several times per week			
PBC-4	3/23/2016	Yes	Yes	Possibly	Several times per week			
PBC-4	3/23/2016	Yes	Yes	Definitely	Occassionally			
PBC-4	3/23/2016	Yes	Yes	Definitely	Occassionally			This looks like an easy one to remedy!
PBC-4	3/24/2016	Not at all	Not at all	Definitely	Several times per week			In my experience, most drivers do not pay any attention to "sharrows". I ride every day on 114th St where there are sharrows and I don't see many drivers making any extra allowances for bicycles there, not even giving space on the curb side where the lane is clearly wide enough to do so.
PBC-4	3/24/2016	Yes	Yes	Definitely	Several times per week			
PBC-4	3/25/2016	Yes	Yes	Possibly	Daily			
PBC-4	4/12/2016	Not at all	Not at all	Definitely	Several times per week			I ride this several times a week from the southern Lake Wa Loop Trail to Lake Wa Blvd. The sharrows will not make the area feel much safer. A more helpful solution would be to restripe north of Lake Wa Blvd to the Newcastle Beach Park. The 6ft shoulder should be on the uphill direction of travel and converted to a dedicated bike lane for hill climbing. For example, the bike lane should be southbound from Bagley to Lake Wa Blvd (moved from east to west side of the road). North of Bagley, the shoulder is already in the right place and could just be marked as a bike lane. These changes work with existing pavement and would be way more helpful than the sharrows. But, it would make sense at the same time to include sharrows on the opposite side of the street from the bike lanes to give people a hint to use bike lanes going up hill and to take the lane going downhill.
PBC-5	3/18/2016	Yes	Yes	Definitely	Daily			This route is on my commute to work, which then continues up 116th Ave NE. Even though there are sharrows, the north bound (uphill) ride from SE 6th St to NE 6th St is terrifying.
PBC-5	3/18/2016	Yes	Yes	Possibly	Daily			This section of road is part of my daily commute (I typically ride north up 108th, and south on 116th). The increased segregation from traffic is a good idea. During rush hour I've had cars almost hit me by pulling into or overlapping the current bike lane.
PBC-5	3/18/2016	Yes	Yes	Unlikely	Daily			
PBC-5	3/18/2016	Yes	Yes	Definitely	Daily			This is a major bicycle commuting arterial for Bellevue - The section between SE 8th and NE 2nd could certainly use a little safety improvement (especially NB) - it's unclear to cyclists and drivers where cyclists should ride. There is a marked shoulder (of weirdly changing width) AND sharrows along here. I've had MANY close calls here with cars trying to get by and several drivers that have yelled at me thinking I belong in what IS NOT the bike lane.

Project Idea	Created (DD/MM/YYYY)	Do you think that this facility would make it feel safer to bicycle here?	Do you think this facility would help connect peopleon bicycles to the places they want to go?	How likely are you to bicycle here if this bicycle facility is NOT implemented?	How often would you bicycle here if the candidate project is implemented?	How important is the on-street parking along the portions of this street impacted by this candidate project to you?	How often do you use the on-street parking along the portions of this street impacted by this candidate project?	Comments?
PBC-5	3/21/2016	Yes	Yes	No way	Occassionally			I prefer the flex poles added to the protected lane barrier for added clarity and safety. I do not like the mounds or curb as a moment of distraction and your front tire hits and you can wobble into traffic on your bike. Cars also give more respect to a clear structural barrier vs a little bump on the road that they drive over.
PBC-5	3/21/2016	Maybe	Yes	Definitely	Daily			I don't think it addresses too much here in terms of bike safety. Drivers heading north on 114th and making a right onto SE 8th St are more problematic. They are not very aware that a cyclist will be on the right side.
PBC-5	3/21/2016	Yes	Yes	Definitely	Daily			Use 114th every day on my bike commute.
PBC-5	3/21/2016	Probably not	Probably not	Possibly	Occassionally			The bike lane currently just goes away and cyclists are stuck on some dangerous streets. There needs to be some signs to divert around the lake riders to a safer street in Bellevue. Although right now, there isn't any safe streets downtown that I have found.
PBC-5	3/21/2016	Yes	Maybe	Unlikely	Infrequently			
PBC-5	3/21/2016	Maybe	Yes	No way	Daily			The key to bicycle & pedestrian safety in Bellevue this close to I-405 is lane separation. Car drivers this close to an Interstate are focused on speed & traffic. They violate lanes, rights of way, traffic lights, pedestrian crossings in pursuit of shorter commute times. The ONLY way to remedy this is to physically separate bicycle traffic from auto traffic, with physical barriers. Drivers consistently ignore the existing pavement markings. Law enforcement does not make bicycle & pedestrian safety a priority to ticket offenders (or to upload video feeds of right-of-way violations). City of Bellevue needs to convert 114th from its current purpose as I-405 traffic feeder/alternate route to local-access, restricted speed, bicycle-priority with sufficient physical barriers between auto & bicycle lanes.
PBC-5	3/23/2016	Yes	Yes	Definitely	Several times per week			This road is part of my daily commute to Bellevue transit center area. Proposed changes would make it definitely safer.
PBC-5	3/23/2016	Yes	Yes	Definitely	About once per week			Looks good. FYI, I think the street labels on the street diagrams in the pdf are incorrect. SE 8th St to Main St is on two of the diagrams.
PBC-5	3/23/2016	Yes	Yes	Definitely	Several times per week			
PBC-5	3/23/2016	Yes	Maybe	Possibly	Occassionally			This proposed path is good, but you need to have safe paths for cyclists where this path ends in downtown near the 405/NE 8th interchange. As it stands, you get there safely and then get dumped into a very unwelcoming space for cyclists
PBC-5	3/23/2016	Maybe	Yes	Definitely	About once per week			
PBC-5	3/23/2016	Yes	Yes	Unlikely	Several times per week			This is an extension of Lk Washington Loop / 118th Ave SE bike lane and is very heavily used by bikers at the moment, especially those who need to get to the downtown Bellevue. The current set up is very dangerous because the road is shared with cars going 30mph and has turns that limits the visibility. On behalf of all bikers who use this road on frequent basis, please, dedicate a bike lane here in both directions. Thanks, Dan.
PBC-5	3/23/2016	Yes	Yes	Definitely	Several times per week			
PBC-5	3/23/2016	Yes	Yes	Possibly	About once per week			
PBC-5	3/23/2016	Yes	Yes	Possibly	Occassionally			Seems reasonable.

Project Idea	Created (DD/MM/YYYY)	Do you think that this facility would make it feel safer to bicycle here?	Do you think this facility would help connect peopleon bicycles to the places they want to go?	How likely are you to bicycle here if this bicycle facility is NOT implemented?	How often would you bicycle here if the candidate project is implemented?	How important is the on-street parking along the portions of this street impacted by this candidate project to you?	How often do you use the on-street parking along the portions of this street impacted by this candidate project?	Comments?
PBC-5	3/24/2016	Yes	Yes	Definitely	Several times per week			First, the streets associated with the typical sections don't make any sense. (I saw the same issue on the sections for SE 60th Street in south Bellevue -someone should really check these.) BUT I really like the proposed improvement for section 2 - changing the side sharrow to bike lane all the way from SE 6th to Main Street (or even farther north if possible) would be a big improvement for commuting when cars back up there. Not sure that the sharrows north of Main St. will be any more effective with green paint. but more bike lane and painted buffers to the south of Main is a start.
PBC-5	3/24/2016	Maybe	Maybe	Definitely	Daily			I commute by bike on this route daily. Have done so for 24 years and will continue to do it. I like Sections 1 & 2 because drivers generally recognize longitudinal stripes. White edge stripes with bike lane symbols give some recognition and delineation of space. The wider 2' buffer strip is even better. But Section 3 is ineffective in either case because drivers do not recognize or respect "sharrows" at all. "Sharrows" are a waste of paint without a longitudinal stripe for delineation.
PBC-5	3/25/2016	Yes	Yes	Unlikely	Occassionally			The double protected bike lanes are great in segments 1 and 2. Segment 3 needs signage to tell cars that "Bikes have Rights to Roads", not the confusing and ineffective plea to "Share the Road" which cars interpret as MOVE to the debris burm biker, a car is coming through. Green bike boxes at intersection is necessary with CARS STOP HERE behind the bike boxes. This really shows drivers this is serious bike usuage and they will be more careful each time.
PBC-5	3/25/2016	Yes	Yes	Possibly	Occassionally			
PBC-5	3/25/2016	Yes	Yes	Definitely	About once per week			Having a separate bike lane is the only way I would bike around here...
PBC-5	4/5/2016	Yes	Yes	Possibly	Several times per week			I have been researching riding my bike to work from Renton to Bellevue when the weather isn't bad. The new ERC project got me interested in doing this. I'm going to try it on a weekend first. I'm an average person; not a huge biker so have specified bike lanes (not the confusing charrettes, or whatever you call them) is much preferred over worrying about traffic.
PBC-5	4/12/2016	Yes	Yes	Possibly	Occassionally			Yes yes yes. Adding a wider stripe between bike and general purpose lanes is excellent. Adding the flag reflectors shown in section 2 is even better.
PBC-6	3/18/2016	Yes	Yes	Possibly	Occassionally			With the 520 bridge bike/pedestrian lane about to open, it will become increasingly important to have safe access to points north from downtown.
PBC-6	3/18/2016	Yes	Yes	Possibly	Several times per week			Very important to have safe access to 520 bridge once it opens to bikes.
PBC-6	3/18/2016	Maybe	Maybe	Definitely	Infrequently			Unfortunately, the section of 112th Ave NE between NE 12th st and NE 8th is a big gap that limits the ability to connect between two north-south bike routes--108th/112th and the bike facilities on the west frontage road of i-405.
PBC-6	3/18/2016	Yes	Yes	Definitely	Several times per week			These improvements will be welcome -but the existing conditions are not terrible now. Strange that there is no plan for the few blocks just south of here along 112th bt NE 6th & NE 12. The Lk WA loop spits riders out onto 112th there and there are NO real provisions for bicycles apart from entering into the middle of 4+ lanes of traffic (merging across turn lanes) and trying to keep up while climbing to NE 12th.
PBC-6	3/18/2016	Yes	Yes	Unlikely	Several times per week			After the 520 project was complete it was disappointing that NB on 112th Ave NE had a bike lane that disappeared (and it is going UP HILL) while SB is downhill and has a lane wide enough to park a semi. The buffered bike lane would be fantastic on this corridor all the way from 520 to NE 12th Street.
PBC-6	3/19/2016	Yes	Yes	Definitely	Several times per week			best proposal i've seen in this wiki yet. BUT let me give you a little clue. connect this to 110th ave NE (you MUST own that ROW) and you'll have a nice low traffic bypass using 108th. Include a stoplight there & it'd be awesome.
PBC-6	3/22/2016	Yes		Unlikely	About once per week			

Project Idea	Created (DD/MM/YYYY)	Do you think that this facility would make it feel safer to bicycle here?	Do you think this facility would help connect peopleon bicycles to the places they want to go?	How likely are you to bicycle here if this bicycle facility is NOT implemented?	How often would you bicycle here if the candidate project is implemented?	How important is the on-street parking along the portions of this street impacted by this candidate project to you?	How often do you use the on-street parking along the portions of this street impacted by this candidate project?	Comments?
PBC-6	3/22/2016	Yes	Yes	Possibly	Occassionally			I like the barriers
PBC-6	3/23/2016	Yes	Yes	Possibly	Several times per week			This would eliminate the most dangerous part of the commute from Kirkland to Bellevue on bike. The hill climb with no good shoulder is very dangerous with the current conditions.
PBC-6	3/23/2016	Yes	Yes	Definitely	Daily			Part of my current commute
PBC-6	3/23/2016	Yes	Maybe	Definitely	Occassionally			
PBC-6	3/23/2016	Maybe	Maybe	No way	Several times per week			This is a road that I could take for my commute. It's pretty scary now. Section 4 seems useless for bikes.
PBC-6	3/23/2016	Yes	Yes	Unlikely	Occassionally			
PBC-6	3/23/2016	Not at all	Probably not	Possibly	Occassionally			Nope. Try again on section 4. Just painting sharrows on the road from 38th to the corridor is NOT going to help. Think about it. That is a very steep hill, and cyclists can only go a couple miles per hour up the hill to the corridor. And cars pile up behind them. And paint doesn't change anything. Except maybe allowing cops to justifiably ticket cars who honk. This area must have a bike lane. At least uphill. Downhill is fine since bicyclists can keep up with car traffic.
PBC-6	3/25/2016	Yes	Yes	Unlikely	Occassionally			Branded wayfinding to all Trails needs to be included. If Bikers are to ride on the sidewalk at 112, please make clear signage as this new area is confusing to those like me that infrequent the area because it is confusing and because there is no E/W safe way to go. Need protected bike lane on BelRed as many of us do BRAVE that passage and head over to north of Bellevue downtown, then turn south to enter it somewhere between 116 or further west. These intersections need delayed green and no turn on Red as cars are aggressive and when I did WDOT counts folks in cross walks had near misses as cars just went.
PBC-6	3/28/2016	Yes		Definitely	Daily			
PBC-6	3/28/2016	Maybe	Yes	Possibly	Occassionally			A connection to the CKC/ERC trail seems like an obvious choice, but the steep grade of this section will deter casual riders. There will also need to be a redesign to the NE 38th Pl signal to remove the flashing yellow arrow for traffic turning left from NB 108th Ave NE, which currently causes dangerous conflict with SB cyclists and pedestrians in the crosswalk.
PBC-6	3/30/2016	Yes	Yes	Possibly	Occassionally			
PBC-6	4/12/2016	Yes	Yes	Possibly	Occassionally			112th is one of the scariest roads I've traveled when biking around Lake Washington. Replacing ambiguous shoulders with these bike lanes + extra buffered stripes + reflective flags is an incredible improvement. This makes the trip feel sooooo much safer. Yes yes yes.
PBC-7	3/21/2016	Yes	Yes	Definitely	Occassionally	Not that important	Never	Don't know how feasible Section 1 is. There are parts that are quite steep and there are many cars that use this street so can imagine a lot of frustrated drivers as they wait for a cyclist to climb Highland from Forest.
PBC-7	3/25/2016	Yes	Yes	Definitely	Daily	Not that important	Never	Highland Drive is the best street for getting to the hill top. I would recommend a bike lane on the ascent side, especially near the intersection with Newport Way. Downhill bike traffic is essentially at same speed as car traffic. I commute daily on my bike going to Eastgate P&R and would appreciate better connection. I am not comfortable with my 9 and 13 year old children riding on this street b/c of traffic.
PBC-8	3/17/2016	Not at all	Yes	No way	Infrequently			Sharrows are really insufficient for this super heavy traffic area. This is also a very important connection point to get from south of NE 8th St to the 520 trail.
PBC-8	3/18/2016	Not at all	Yes	No way	Infrequently			Having a safe bike route through 140th would really help my daily commute. As described it doesn't make me want to use this facility. As much car traffic operates here I'd really want to be separated from the cars as much as possible.
PBC-8	3/18/2016	Yes	Yes	Definitely	Infrequently			The section along w.b. NE 24th is very short and lack facilities--this is ok for fast cyclists, but will always be difficult for cyclists to turn left onto 140th Ave NE. Going forward or turning right onto n.b. 140th Ave can be improved with bike facilities.
PBC-8	3/18/2016	Not at all	Not at all	Definitely	Daily			The entire 520 bike path access is stupid. There's a great bike path, but there's no access from 24th street to the path. There's a sidewalk halfway up the hill right next to the 520 path, but no connection. The fence along the 520 path is stupid.

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PBC-8	3/18/2016	Probably not	Probably not	No way	Never			I drive this road one a week and have never seen a bicyclist on this road. There are many times more walkers than bicyclists and the priority should be on making walking paths safer. The initiative is being called the pedestrian - bicycle initiative, but it's really all about the bicycle lobby. Let's focus first on making existing walkways safe and then on building pedestrian walkways.
PBC-8	3/21/2016	Yes	Yes	No way	Occassionally			
PBC-8	3/21/2016	Yes	Yes	Definitely	Daily			This section is the worst part of my bicycle commute and improvements in this area would be very beneficial. Thanks.
PBC-8	3/21/2016	Yes	Yes	Unlikely	Occassionally			
PBC-8	3/22/2016	Yes	Yes	Unlikely	About once per week			
PBC-8	3/23/2016	Yes	Yes	Possibly	Several times per week			i ride to work several times a week along 140th from the 520 trail to Factoria. we really need a bike line from 520 to NE8th. recently, you added two crosswalks between bel-red road and NE8th. as part of the install, you added garden medians. that has left cars with less space to pass bikers. i feel less safe on that stretch of road than prior to the additions. a bike lane would help immensely.
PBC-8	3/23/2016	Yes	Maybe	Definitely	Several times per week			
PBC-8	3/25/2016	Maybe	Yes	Unlikely	Several times per week			140th is hugely busy and needs the MISSING BIKE lane added between 24th and north. Protected lane exists south and starts again in north. Need a lane to be added entire way. Many cyclists, many walkers/runners on sidewalk. These intersections are scary during rush hour or anytime really. Need Green bike box at intersections. Need striped cross walks. Need DELAYED Green so folks can cross 140th or W/E first before cars. No turn on Red would add great safety. The area starting at BellRed up through the 7/11 area is very hard to bike. Road needs to be kept clean and needs safety attention. I stopped riding to be safe when we lived by there. Never even knew 520 trail access behind some buildings-forget now where it is. The access needs to be clearly marked on 140th, including north as there is a little road that we took behind shops and found it by surprise. Needs a bike lane leading down both access points and area needs to be glass free. 140th could be an excellent safe N/S route that many already take from 85th to I90, just needs more serious safety attention during busy commercial areas and missing link (no protected lane). Please add this area to your Quick Fix.
PBC-8	3/25/2016	Yes	Yes	Possibly	Occassionally			The cross at 148th to the 520 trail heading east is very dangerous. Heavily trafficked. Needs stripped cross that is wider- tons of walkers and bikers. Bike Box or directional bike lanes to make this crossing as SO MANY FOLKS heading to MS or N/S. If you just somehow road up the street (big hill) you are tired and then rush hour or any hour is scary for average rider as landing on both sides is to small. The lane heading to Fred Meyers could use some safety features as many ride or walk N/S and crossing 520 highway ramp or navigating signals is not safe. Please visit the Overlake Area- Not sure if this is Redmond or Bellevue, but if 50/50, please partner as this has lots of people.
PBC-8	3/25/2016	Yes	Yes	Definitely	Daily			The section between BelRed and NE 8th is more important, great to see its funded. Odd that the crosswalks went in first, as there are more bikers using this road than pedestrians crossing. The new pedestrian crossings make this more dangerous for bikers as the road is now narrower...and cars try to pass where the islands are making it more dangerous than before when they used the center lane to pass.
PBC-9	3/27/2016	Probably not	Probably not	Unlikely	Infrequently	Very unimportant	Never	I have lived in 98007 for 15 years. During that time I have regularly biked to work in Issaquah and Newcastle. I have also regularly biked to Redmond and Downtown Bellevue for recreation. I get nervous about separated bike lanes with bollards. Inevitably a tree branch or some other hazard will find its way into the separated bike lane and cyclists will not be able to merge into the general purpose lane to avoid it.

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PBC-9	3/19/2016	Yes	Yes	Possibly	Several times per week	Neutral	Infrequently	
PBC-9	3/21/2016	Maybe	Maybe	Possibly	Occassionally	Not that important	Never	
PBC-10	3/25/2016	Yes	Yes	Definitely	Daily	Very unimportant	Never	164th needs better markings. I don't think this road has any bicycle lane markings, it just looks like a shoulder.
PBC-10	3/23/2016	Yes	Yes	Possibly	Infrequently	Not that important	Never	A safe North-South route that will get one closer to Microsoft is a fabulous idea and one that I support.
PBC-10	3/22/2016	Yes	Yes	Definitely	Daily	Very unimportant	Never	Bike lanes on 164th are overdue. There are 2 major schools on this road so adding the lanes will provide for healthier ways to get to school. It also provides for a low-traffic N/S route in East Bellevue. I use this route daily in commuting to work and I strongly encourage Bellevue to proceed with this project
PBC-10	3/20/2016	Maybe	Maybe	Definitely	Several times per week	Not that important	Never	Currently use the southern part of the route. Easy in off peak hours when few cars are parallel parked, can get a little dicey when more cars are driving and parked. I turn at NE 4th, rarely need to continue north, comments apply only to south leg.
PBC-10	3/25/2016	Yes	Yes	Possibly	Occassionally	Very unimportant	Never	Good north-side bike path. Needs a bike lane
PBC-10	3/27/2016	Yes	Yes	Unlikely	Infrequently	Very unimportant	Never	I have lived in 98007 for 15 years. During that time I have regularly biked to work in Issaquah and Newcastle. I have also regularly biked to Redmond and Downtown Bellevue for recreation. I really like this project. I like idea of a separated bike lane without bollards blocking the cyclist from merging into the general purpose lane.
PBC-10	3/23/2016	Maybe	Maybe	Definitely	Occassionally	Not that important	Never	The bike lanes are an improvement, but the sections that merge bikes with traffic undermine the effectiveness. This is an area where I ride with my kids, and I will never merge into traffic with children - I will have them ride on the sidewalk.
PBC-10	3/19/2016	Maybe	Yes	Possibly	Several times per week	Not that important	Infrequently	the bike lanes that appear & disappear are dangerous. Work out a plan with metro around the bus stops
PBC-10	3/19/2016	Yes	Yes	No way	Several times per week	Not that important	Every day	The change to section 4 would be very hazardous to the area. Considering that the it is close to a high school and elementary school it is more than likely that children will be biking in the area. Having that section be a direct shared lane with other vehicles would be very unsafe. It would be better to maintain the continuity of the rest of the street and not confuse divers and bicyclist by having a designated bicycle lane.
PBC-10	3/17/2016	Yes	Yes	Definitely	Daily	Not that important	Never	
PBC-10	3/17/2016	Yes	Yes	Unlikely	About once per week	Neutral	Never	
PBC-10	3/21/2016	Yes	Yes	Possibly	Several times per week	Somewhat important	Several times per week	
PBC-11	4/9/2016	Yes	Yes	Unlikely	Infrequently	Very unimportant	Never	Good alternative to Bel-Red for travel to Marymoor from Bellevue.
PBC-11	3/19/2016	Yes	Yes	Definitely	Daily	Not that important	Never	
PBC-11	3/21/2016	Yes	Yes	Possibly	Several times per week	Somewhat important	Never	
PBC-12	3/18/2016	Yes	Yes	Possibly	Infrequently			This makes good use of the NE 12th bridge and continues the facilities west of I-405. Bike facilities like the NE 12th I-405 bridge are best when there are not both travel directions on the same facility but instead split facilities with bike traffic the same as vehicle traffic direction. This extends to bike lanes--please try to keep them same direction as vehicle traffic rather than 2-way which is hard to make turns off the bike facility.

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PBC-12	3/19/2016	Yes	Yes	Possibly	Several times per week			
PBC-12	3/20/2016	Maybe	Maybe	Definitely	Occassionally			Used this route regularly for several years. Plan to start using it again when the new 520 bridge opens. Riding on the travel lane in off-peak hours works OK in this area. On-street lanes would be preferable in my view, as the off-street trail will probably entail poorly synced lights and presumably vanish around 116th. The biggest problem by far is the lack of facilities on Bel-Red from 124th to 148th.
PBC-12	3/21/2016	Yes	Yes	Possibly	Daily			
PBC-12	3/21/2016	Maybe	Maybe	Possibly	Occassionally			
PBC-12	3/21/2016	Yes	Yes	Unlikely	About once per week			
PBC-12	3/21/2016	Yes	Yes	Definitely	Several times per week			First of all, thank you for looking into continue the path started on the I-405 overpass into the downtown area. When crossing the intersection with 112th Ave N while on the path located on the north side, turn on the OK to walk symbol automatically with every east/west bound green light - don't force users to stop to hit the signal button.
PBC-12	3/22/2016	Yes	Yes	Definitely	Occassionally			
PBC-12	3/23/2016	Yes	Yes	Possibly	Several times per week			
PBC-12	3/23/2016	Yes	Yes	Possibly	Occassionally			
PBC-12	3/23/2016		Yes	Possibly	Several times per week			The problem here is cross traffic to get on and off this path - as long as you are travelling thru, the plan is good, but getting on or off this path (onto/off of the Avenues) is bad if you have to turn left (bikes needing to wait for 2 pedestrian light cycles to make it across left). This is especially bad in section 3 west of 112th street going over 405.
PBC-12	3/23/2016	Yes	Maybe	No way	About once per week			I prefer plans 2 & 3, where bikes have their own lane out of the street.
PBC-12	3/23/2016	Not at all	Probably not	Definitely	Daily			Yah... no. Remember that this is mostly just a jaunt from one N-S corridor (116th) to another (112th) It's too difficult to get from the roads to this stupid super-wide sidewalk and back onto the roads. It's too hard and time-consuming to navigate the lights from the sidewalk. Much easier to take your chances with the cars. Shrink the sidewalks, put bike lanes on the road and don't separate bikes over the bridge.
PBC-12	4/9/2016	Yes	Yes	Possibly	Infrequently			This is the most important project in the proposal. If built, this will be the safest East-West route in Downtown Bellevue.
PBC-13	3/23/2016	Maybe	Yes	Definitely	Daily	Very unimportant	Infrequently	Considerable safety concerns now on "improved" Old Main St with increased traffic, bad parking arrangement, and hazardous construction sites.
PBC-13	3/18/2016	Yes	Yes	Possibly	Infrequently	Not that important	Never	Good addition to the bicycle network. This will make it safe to ride to downtown whereas today I don't feel safe east of 101st AV NE.
PBC-13	3/21/2016	Probably not	Probably not	Definitely	Occassionally	Somewhat important	Infrequently	I rode that road segment last week - other than construction re-routing and the obvious and unavoidable crowding at traffic lights i found it a totally great bike-friendly route already - no improvement needed.
PBC-13	3/21/2016	Yes	Yes	Definitely	Infrequently	Not that important	Never	In Segment 3, 12 foot outside lanes are wide enough that many drivers will attempt illegal passing despite sharrows. Is there some other use that requires a wider outside lane than inside lane? Cycling is more comfortable with the narrower lane on the outside, so that it's more obvious drivers must change lanes to pass.
PBC-13	3/25/2016	Probably not	Probably not	Unlikely	Infrequently	Somewhat important	Occassionally	Marked shared lanes are a bad idea. We need dedicated bike lanes in order for it to be safe to commute to work or even go for a recreational ride with kids. Protected lanes are an even better idea.

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PBC-13	3/25/2016	Maybe	Yes	Possibly	Occassionally	Not that important	Never	The lanes are too narrow to act well as "protected lanes". The sharrowed lanes are not safe without clear signage of "Bikes have Rights to be on the Road". No Sharing Road sign- they are NOT effective and still give cars the dominance they assert regardless of safety to bikers. Slow the traffic. Green boxes for bikes are intersections. The green sharrows have to be frequent, and I would always prefer at double protected or ideally flex post lane vs a sharrow.
PBC-13	3/21/2016	Yes	Yes	Unlikely	Occassionally	Not that important	Never	The Sharrows need to be Large and Green and signage that states Bikes have Road Rights are necessary to educate the drivers. Should also teach in Drivers Ed and Lic Reknewal.
PBC-13	3/24/2016	Maybe	Yes	Definitely	About once per week	Very important	Infrequently	There is a *far* better plan for Main Street on the city's web site: https://bellevuewa.gov/pdf/PCD/2015-May-26_Pardoe_comments_RE_Main_Street.pdf
PBC-13	3/17/2016	Yes	Yes	Possibly	Occassionally	Very important	Infrequently	
PBC-13	3/21/2016	Yes	Maybe	Possibly	Occassionally	Not that important	Never	
PBC-13	3/21/2016	Yes	Yes	Possibly	Several times per week	Neutral	Never	
PBC-13	3/22/2016	Yes	Yes	Definitely	Several times per week	Very unimportant	Never	
PBC-13	3/24/2016	Yes	Yes		Occassionally	Not that important	Infrequently	
PBC-13	3/28/2016	Yes	Yes	Possibly	Occassionally	Neutral	Never	
PBC-13	3/30/2016	Yes	Yes	Definitely	Occassionally	Neutral	Never	
PBC-14	3/17/2016	Yes	Yes	Unlikely	Occassionally			
PBC-14	3/18/2016	Not at all	Not at all	No way	Never			Why spend all this money on a minority commuting group? Your never going to put in enough bike lanes to alleviate traffic, yet you insist on taking up road space for less than 1% of the population. Even if these proposed bike lanes go in half of the bikers are still going to be hanging out right on the fog line slowing up traffic. #streatcyclistssuck
PBC-14	3/18/2016	Yes	Yes	Unlikely	About once per week			
PBC-14	3/18/2016	Yes	Yes	Unlikely	Daily			Please put up street lights on lake hills connector on the unlit sections near SE 8th.
PBC-14	3/20/2016	Yes	Yes	Unlikely	Occassionally			
PBC-14	3/21/2016	Yes	Yes	Definitely	Daily			This is the most unsafe portion of my daily bicycle commute. I would LOVE for this project to happen.
PBC-14	3/21/2016	Yes	Maybe	Unlikely	Infrequently			
PBC-14	3/23/2016	Yes	Yes	Unlikely	Several times per week			Dedicated bike lines on Lake Hill Connector will improve bike commuting safety, but needs to connect to dedicated bike lanes reaching Bellevue Transit Center.
PBC-14	3/23/2016	Yes	Yes	Definitely	Several times per week			I commute along Lake Hills Connector and would use this every time I ride. The current areas where I feel most unsafe are westbound on Lake Hills, crossing 405, and turning right onto Lake Hills from SE 8th. Therefore 2,3 and 4 will all be significant benefit.
PBC-14	3/23/2016	Yes	Yes	Definitely	Several times per week			
PBC-14	3/23/2016	Yes	Yes	Unlikely	Occassionally			This would be an important east-west route for cyclists.

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PBC-14	3/24/2016	Yes	Yes	Definitely	Infrequently			Lake Hills connector curves and on the north side is Kelsey Creek Park. Would it make sense to cut the pedestrian/cycle track into the park instead of having it hug the busy road? This might make the bike experience fun instead of just less bad. I currently infrequently cycle this road and I expect to continue to infrequently cycle this road. This is a really steep hill and cyclists will pick up a lot of speed if they choose to. I recall biking this downhill being frustrating/scary since you have the choice of biking on a bumpy sidewalk or biking by fast traffic that doesn't have a lot of time to see you. The speed of this hill should definitley be taken into account in design. Bicyclists are likely to travel quickly down the hill. It might not make the most sense to combine downhill cyclists with pedestrians or uphill cyclists. But, I do think this is an improvement over current conditions if the cycle track is smooth.
PBC-14	3/25/2016	Yes	Yes	Possibly	Occassionally			
PBC-14	3/25/2016	Probably not	Probably not	Unlikely	Never			Too much hill for any but the most ardent biker, and in that case they would use I90 or 520 trails. Better places to spend money.
PBC-14	3/27/2016	Yes	Yes	Definitely	About once per week			This section needs bike lanes east of I-405.
PBC-14	3/27/2016	Yes	Yes	Unlikely	Several times per week			
PBC-14	3/27/2016	Yes	Yes	Unlikely	Occassionally			This is a piece of the north-south route. Without it, it would be difficult to get from Factoria to the 520 trail.
PBC-14	4/6/2016	Yes	Yes	No way	Occassionally			The lower (western) part of this would be great to connect to Richards road, providing a reasonable flat north/south route. The steep Eastern section will probably not get much use.
PBC-14	4/9/2016	Yes	Yes	Unlikely	Infrequently			Great project to make Downtown Bellevue more accessible from Lake Hills.
PBC-15	3/18/2016	Yes	Probably not	Possibly	Infrequently			Unclear why this is a priority. The Lake Hills green belt could be paved with a permeable material and could be come a very nice multiple use off road trail.
PBC-15	3/21/2016	Yes	Yes	Possibly	Several times per week			
PBC-15	3/27/2016	Yes	Yes	Unlikely	Infrequently			I have lived in 98007 for 15 years. During that time I have regularly biked to work in Issaquah and Newcastle. I have also regularly biked to Redmond and Downtown Bellevue for recreation. This project will help recreational riders; as a commuter I choose streets with more gentle topography.
PBC-16	3/21/2016	Maybe	Maybe	Unlikely	Occassionally			

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PBC-17	4/12/2016	Yes	Yes	Possibly	Several times per week	Not that important	Never	First - I think the description of street sections are mislabeled. Section 4, 119th to 123rd there is no existing bike lane, just parking. And the map shows this project continuing from 123rd to coal creek parkway, where there is a bike lane on one side, but there is no section with this label. So, below I will reinterpret what the sections are labeled based on what I think they actually mean. Section 1 (seems correct) + 2 (60th from Lake Wa Blvd to 120th) - YES YES! Existing bike lanes are 'ok', but buses, vans, trucks and trailers often drift into the bike lanes. Additional buffer of wider hashed lines along with the reflector flags is a huge improvement. Section ??? (60th from 120th to 119th) - There is no section like this shown. It has one lane each direction with left turn lanes at both intersections. There is no shoulder or bike lane. Westbound lane is downhill so bike facilities are not critical. Eastbound lane is uphill but a short distance and many users turn left on 119th, so maybe sharrows are best in this case. It is difficult however to merge with overtaking vehicles as you leave the bike lane at 120th. Many drivers do not see you or realize that the bike lane ends. Section 3 (60th from 119th to 123rd) - On street parking makes this section very scary, even when driving a car. You can't see westbound on 60th when turning from 123rd onto 60th because parked cars on the south side of the road obscure oncoming traffic. Removing this parking would really help everyone. If parking remains as shown in the section 3 image, I suggest parking remain on the north side of the road. Adding these new bike lanes, as well as including the hashed lines would be a huge improvement. With this improvement I could easily bicycle to the Library and shopping in Newcastle with my children. Currently I have them ride on the sidewalks here which is not much safer than riding in the street due to vehicles coming in and out of driveways. Section 4 (60th from 123rd to Coal Creek Pkwy) - This should be broken up into 2 sections. 123rd to 129th is uphill heading east, the wider bike lane and markings should be on the eastbound lane to allow slow climbing of the hill by bikes. From 129th to Coal Creek, eastbound lane is going downhill, so the wider marked bike lane should be on the westbound lane allowing uphill slow climbing. I do like the idea of narrowing the traffic lanes and making the unmarked shoulder larger. But, please think about hill climbing when choosing which side of the road to put the 5ft wide marked lane on.
PBC-17	3/23/2016	Maybe	Yes	Definitely	Daily	Not that important	Never	I commute by bike daily to downtown Bellevue on this route. I like Section 3 because it would provide separation from the parked cars. Sections 1 & 2 might be an improvement but that would depend entirely on maintenance. How do you intend to clean out the debris that will accumulate between the divider pylons and the edge of the road? Also, the divider pylons and narrow bike lanes would make it difficult/dangerous to pass slow cyclists on the hills.
PBC-17	3/23/2016	Maybe	Maybe	Definitely	Several times per week	Not that important	Never	I like the Idea of buffers between the traffic lanes and the bike lanes, but I think that putting barrier posts is a bad idea. The bike lanes in this area need frequent cleaning due to downed leaves, needles, branches and general debris, which would be hard to do without access for street cleaners. And if there is debris in the curb lane, cyclists need the space to get around it. Also, this would prevent any passing off or by other cyclists - I don't appreciate being stuck behind a slower cyclist or feeling like I am hindering a faster cyclist.

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PBC-17	3/21/2016	Maybe	Maybe	Definitely	About once per week	Not that important	Never	In segments 1 & 2: Will this be accompanied by improved street sweeping schedules? Debris tends to accumulate towards the curb side of the existing bike lanes, so that the area being converted to a buffer in this proposal is often the best part of the bike lane to ride in. Be sure to have a 4-foot-wide street sweeper in your equipment inventory *before* making this change, since the delineator posts will prevent cleaning with standard sweepers. In segment 3: the door zone of standard passenger vehicles extends 11 feet from the curb, and bicycles should be kept out of this hazard area (NCRHP 766). Consider reducing the left buffer and expanding the right buffer so that more of the bike lane is out of the door zone.
PBC-17	3/23/2016	Yes	Yes	Definitely	Several times per week	Not that important	Never	
PBC-17	3/24/2016	Yes	Yes	Possibly	Occassionally	Not that important	Never	
PBC-17	3/25/2016	Yes	Yes	Possibly	Daily	Somewhat important	Infrequently	
PBC-17	3/26/2016	Yes	Yes	Possibly	Infrequently	Not that important	Never	
PBC-18	3/18/2016	Yes	Yes	Unlikely	Occassionally			Great idea to make this stretch of road safer.
PBC-18	3/21/2016	Yes	Yes	Definitely	Occassionally			Coal Creek to Forest needs special attention because the bike path does not start until the cyclist climbs part of Forest. Only safe if the cyclist rides on the sidewalk first.
PBC-18	3/24/2016	Yes	Yes	Possibly	Several times per week			
PBC-18	3/24/2016	Yes	Yes	Possibly	Occassionally			
PBC-18	3/25/2016	Yes	Yes	Possibly	Occassionally			The project idea appears to show bike lanes between Coal Creek and Lakemont, EXCEPT between 147th ave se and 148th ave se? For that block sharrow lanes are used? If so, sharrow lanes can be difficult for 35 mph zones. Plus switching between bike lanes and sharrow lanes may pose an unsafe situation.
PBC-18	3/25/2016	Yes		Definitely	About once per week			
PBC-19	3/23/2016	Maybe	Yes	Definitely	Occassionally			The crux will be how safe the I-90 ramps will be made for those on bicycles.
BN-2	3/21/2016	Probably not	Maybe	Definitely	Infrequently	Not that important	Never	Bike lane illustrated in Segment 2 is almost entirely within the door zone of parked cars. (NCHRP 766, door zone of standard passenger vehicles extends 11 feet from the curb.) No part of a bicycle should be within the door zone, meaning the bicycle tire track should be a minimum of 13 feet from the curb. Suggest moving the buffer to the right side of the bike lane to increase the buffer distance to parked cars, since dooring is much more frequent than overtaking collisions.
BN-2	4/9/2016	Yes	Yes	Unlikely	Infrequently	Very unimportant	Infrequently	Good project that will make biking in Downtown Bellevue more accessible to novice/recreational riders.
BN-2	3/24/2016	Yes	Yes	Possibly	About once per week	Very important	Infrequently	I live in downtown Bellevue so I wouldn't use the parking. But one reason no one walks in Bellevue is that no one can park and walk to streetside businesses. You park in the mall, you stay at the mall. You park in a business' lot, there are no walkoffs. Compare Bellevue downtown to Redmond downtown. How did they become Little Ballard? On-street parking.
BN-2	4/4/2016							test-steve

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BN-2	3/18/2016	Yes	Yes	Unlikely	Occassionally	Not that important	Never	This is a good idea--there are very few safe options for traveling South-North through downtown Bellevue.
BN-2	3/21/2016	Yes	Yes	No way	Occassionally	Not that important	Never	This one looks great- the Green will be awesome!
BN-2	3/21/2016	Yes	Yes	Unlikely	Occassionally	Not that important	Never	We definitely need some sort of trail across downtown. Many cyclists do an around the lake trip. Currently it is very difficult to get through downtown Bellevue and then either to Kirkland or to Redmond. I did this trip on Friday and ended up on some very unsafe streets. There needs to be some signs to show people how to get from the 520 trail to the I-90 trail. I get lost every time and end up getting too close to crazy traffic.
BN-2	3/21/2016	Yes	Yes	Unlikely	About once per week	Not that important	Never	
BN-2	3/21/2016	Yes	Maybe	Unlikely	Infrequently	Somewhat important	Infrequently	
BN-2	3/23/2016	Yes	Yes	Definitely	Several times per week	Not that important	Never	
BN-2	3/23/2016	Yes	Yes	Possibly	Infrequently	Neutral	Infrequently	
BN-2	3/23/2016	Yes	Yes	Possibly	Several times per week	Not that important	Never	
BN-3	3/25/2016	Maybe	Maybe	Possibly	Occassionally			
BN-4	4/12/2016	Yes	Yes	Definitely	Daily	Very unimportant	Never	Section 1 (60th to 56th) - This is a no-brainer. Yes yes yes! There is a huge shoulder and this is a great solution. Separating the bike lanes with wide stripes and flag/reflectors is a great upgrade to simple bike lanes. When remarking the road, full crosswalks should be added at 58th and 119th, similar to those at 60th and 56th. The existing crosswalk leads to a storm drain that is flooded whenever it rains. Section 2 + 3 - I guess the sharrows might help. But, adult cyclists are already fairly comfortable on this stretch of road, and kids are still going to need to ride on the sidewalk. The shoulder usually has cars parked on it so that's not much help unless marked for bicycles. Section 4 - As a cyclist I really like this plan to remove parking, and add a real uphill bike lane and partial down hill bike lane (not really needed since the hill is so steep you can easily go 20+mph on a bike). But, I do feel bad for the residents on this street. A quick google drive down the street shows a lot of houses have extra long driveways or other parking areas, so maybe it's not a big deal. But it does seem to make it hard for them to have more than a few people over for a party or that type of thing. That being said, they are on the major arterial into the neighborhood and should know that the city right of way could take away much of their front yard at anytime, so they should already be prepared for this kind of change. ---- If this section is not implemented due to protests by the residents, I hope that at least the Lake Heights route is implemented and has good signs so bikes can turn off 119th and cut through the neighborhood and get back to 119th at 56th.
BN-4	3/18/2016	Yes	Yes	Possibly	Occassionally	Not that important	Never	
BN-4	3/25/2016	Yes	Yes	Unlikely	Occassionally	Somewhat important	Infrequently	
BN-5	3/18/2016	Yes	Yes	Definitely	Several times per week			This is on my route from work to home. It wouldn't be bad except for the planters in the middle of the street make it unsafe for cars to pass. Some wait, which is awkward, and others crowd by.

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BN-5	3/18/2016	Yes		Unlikely	About once per week			There is room to expand the road for a full bike lane here.
BN-5	3/23/2016	Maybe	Yes	Definitely	Several times per week			This location is on my work commute route, so I ride it several times a week. Sharrows might increase motorists' awareness of cyclists. A longer term solution would be to convert the existing sidewalk on east side of the street to a 2-way multi-purpose path.
BN-5	3/24/2016	Yes	Yes	Unlikely	Occassionally			I think the green paving would help and be an improvement, but cars are going to be very very hostile to bikes on that stretch of road because it is so narrow and they go so fast.
BN-5	3/24/2016	Maybe	Maybe	Unlikely	Occassionally			I think that this proposal does not go far enough for this particular section of road. The road is too narrow for the amount of traffic and really needs a bike lane to connect the trail to the existing bike lane further down the road.
BN-5	3/25/2016	Maybe	Yes	No way	Occassionally			not sure how effective sharrows work with 35 mph roads
BN-5	3/30/2016	Not at all	Probably not	Definitely	About once per week			I do not think that "sharrows" are effective in protecting bicycles in traffic, especially here where there is no width to pass. It is ridiculous that there is no connection between the bike trail and the bikes lanes to the south that accommodates bikes, and I don't think this will be an improvement. The medians should be removed so that bikes lanes can be put in.
BN-5	4/12/2016	Not at all	Probably not	Possibly	Occassionally			This is still a horrible end to the Factoria trail. What is needed here is a speed reduction. 25mph instead of 35mph combined with the sharrows may make it feel safer. Better yet, the road is really two general purpose lanes with a suicide turn lane in the middle, broken up in a few places by planting strips that divide the road - removing the handful of planters, and removing the turn lanes would allow for full bike lanes to be installed in both directions. Another thought is completing the trail to 41st - a two way bike path on the west side of the road may be possible if the fence were moved over a few feet from the existing trail to Target. Going south from there, it seems there is room next to the existing sidewalk in front of the self storage and apartment properties. I suspect a trail next to the sidewalk would be within the existing road right of way and not encroach on the properties.
BN-6	3/25/2016	Yes	Yes	Possibly	Occassionally	Not that important	Never	I do not like the idea of sharing a lane with busses as they frequently take liberties with cars and bikes. They OWN the road in a very scary aggressive way. If you put us close to busses, there must be signage- they would rush a recreational rider and turning is a hazard. Something is better than nothing, but clear signage and probably better to have a protected bike lane that the bus stays out of vs a road sharing. LOVE double protected lane paint.
BN-6	3/21/2016	Yes	Yes	Unlikely	Occassionally	Not that important	Never	Important to always put the LARGE bike sharrow. No Bike Image or the teeny tiny ones are not seen by bikers or drivers. Make the lane well marked please.
BN-6	3/27/2016	Yes	Yes	Unlikely	Occassionally	Neutral	Never	This, along with one of the southern routes, could be one of the best ways for me to get from the Factoria area to the 520 bike trail.
BN-6	3/28/2016	Yes	Probably not	Unlikely	Infrequently	Not that important	Never	While I can see the necessity of connecting to the Lake Hills Connector route, it's unfortunate that this plan overlooks much-needed and relatively painless improvements for access to Wilburton Hill Park and the Botanical Garden via 124th Ave NE.
BN-6	3/21/2016	Yes	Yes	Possibly	Occassionally	Very unimportant	Never	
BN-6	3/21/2016	Yes	Yes	Unlikely	Infrequently	Not that important	Never	
BN-6	3/23/2016	Maybe	Yes	Possibly	Occassionally	Very unimportant	Never	
BN-6	3/23/2016	Yes	Yes	Possibly	About once per week	Not that important	Never	

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BN-7	3/24/2016	Probably not	Probably not	Definitely	About once per week			I bike in this area and it is just a neighborhood street, I have never felt unsafe biking there. I don't think improvements are necessary here.
BN-7	3/25/2016	Yes	Yes	Possibly	Daily			
BN-7	4/12/2016	Probably not	Maybe	Possibly	Occassionally			Section 1 - There are only 3 houses on this short street. Two of them have gravel off street where people can park. There is also street parking around the corner on 59th. I would think the street parking could be vacated and dedicated bike lanes would fit within the 37 ft street width. Section 2 - This might be a good stop gap solution. But a better solution would be a paved path along the pipeline trail between 59th and 56th. Then continued paving from 60th to Newcastle Way. This is an excellent off street connection from Newport Hills to Newcastle, but it's muddy and has standing water in winter which is difficult for walkers. Also, the rough path only works well for mountain bikes. A paved path along this pipeline trail right of way should be a high priority for the city.
BN-8	3/25/2016	Yes	Yes	Unlikely	Occassionally			To help families and those of all abilities, intersection bike boxes allow bikers to go through the intersection first and calmly with cars able to easily see them and they tend to go slower and all bikes traversing time. A protected bike lane or atleast a GREEN sharrow vs just slower speed, helps cars to know serious and bikers to easily follow the marked bath to a destination which makes adventure riding easier.
BN-9	3/17/2016	Probably not	Yes	Unlikely	Occassionally			This looks like just sharrows... not very effective and the parking area that we travel though to get to the 520 trail isn't bike friendly.
BN-9	3/18/2016	Not at all	Probably not	Definitely	Daily			You're connecting the bike access to near the bridge on 24th & 520 where there should be bike access. My biggest problem here is there's a fence between viewpoint park and the bike path!!! Seriously? Why's there a fence along the 520 path at all? (except where there's a dangerous hill or something). Provide access from the viewpoint park, and then the 520 path connects these places that are trying to be connected.
BN-9	3/21/2016	Yes	Yes	No way	Occassionally			
BN-9	3/25/2016	Yes	Yes	Possibly	Occassionally			140th absolutely has lots of car traffic during rush hour and it has lots of bikers. There is a MISSING Link of protected bike lane heading north past 24th (I believe it is) all the way up to where a great protected bike lane starts again. It would be GREAT to reconfigure the strip between the sidewalk and road to create a designaged and continued bike lane. Til then the green sharrows help, but need to go all the way up the MISSING protected lane of 140th. Also- need Directional Signage from 140th and a painted or well marked way to access the 520 trail. We found it behind buildings when walking our dog and had no idea this trail access was located there. The area needs to be cleaned of glass and debris also so more know how to find it and not get a flat tire. All cross walks of 140th should have the bright striped cross walk area vs just the 2 lines. 140th is very busy and could be greatly improved to make it safer as an excellent and well used North/South route for bikers and walkers. Also over the sidewalk in the missing link area, needs trees/bushes trimmed and a light as the area is dark but lots use it to walk and bike. Great to make safer as folks want to use this even more.
BN-10	3/21/2016		Yes	Unlikely	About once per week			
BN-10	3/26/2016	Yes	Yes	Unlikely	Several times per week			
BN-11	3/18/2016	Yes	Yes	Unlikely	About once per week			
BN-11	4/6/2016	Yes	Yes	Possibly	Daily			Great linkage. Needs good wayfinding signs for bikers to find it

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BN-12	3/22/2016	Yes	Yes	Unlikely	Several times per week	Not that important	Infrequently	All good suggestions - being safe on bike won't be just matter of luck.
BN-12	3/25/2016	Yes	Yes	Possibly	Occassionally	Not that important	Never	Best north-south bike path in terms of grade. Needs a bike lane.
BN-12	3/20/2016	Maybe	Maybe	Definitely	Several times per week	Not that important	Never	Crntly. use 156th from Eastgate Wy. to SE 16th, over to 164th, then up to NE 4th. Bike lanes would be nice, could make it preferable to take 156th to 4th instead. Climbing from Eastgate Wy. on the sidewalk is OK, then wide shoulders/trails are fairly useful. Current options in this area are far better than many Bellevue routes.
BN-12	3/17/2016	Yes	Yes	Possibly	Occassionally	Not that important	Never	I don't think I'd use segment 1... too busy a street and unprotected bike lanes would make it more challenging to take a full lane from vehicle traffic. Typeo speed limit isn't 230MPH. When this project gets close to NE 8th St sharrows will be insufficient I won't bike here I'd deviate to a nearby residential road.
BN-12	3/21/2016	Yes	Yes	Unlikely	About once per week	Very unimportant	Never	I don't understand the on-street parking question. Is that directed at bike users riding in the parking lane, or drivers parking there?
BN-12	3/27/2016	Yes	Yes	Unlikely	Infrequently	Very unimportant	Never	I have lived in 98007 for 15 years. During that time I have regularly biked to work in Issaquah and Newcastle. I have also regularly biked to Redmond and Downtown Bellevue for recreation. I think all portions of this project will enhance safety with the exception of part 3. I would be concerned about the safety of a separated bike lane in the downhill section north of SE 24th St. I would be going a minimum of 25mph in that section and I would not take the risk of encountering an obstruction (e.g. tree branch) and being unable to merge into the general purpose lane.
BN-12	3/24/2016	Yes	Maybe	Definitely	Occassionally	Not that important	Never	I used to commute on this street daily. I don't bike as often on the eastside now that I live in Seattle but I do bike on this road and will continue to do so. NE 6th to NE 4th currently is a bit scary. This plan looks like a notable improvement. Not sure why a bike is painted on the uphand side and not on the downhill side. 4' is still not a lot of space. Approaching NE 8th from the south I currently go on the sidewalk rather than taking the lane because it feels unsafe to take a lane. I would continue to go on the sidewalk at this location even after this plan is implemented. How are bus stops handled with the seperated bike lane? Looks like typos in the pdf: * I'm assuming you mean NE 8th not SE 8th in the street view image * The map numbers are 5-8 and the street view image numbers are 1-4
BN-12	3/20/2016	Yes	Yes	Possibly	Infrequently	Very important	Never	I'd like to see even less parking on this street. Riding next to parked cars where someone could open a door at any moment does not feel safe.
BN-12	3/23/2016	Yes	Yes	Unlikely	About once per week	Very unimportant	Never	
BN-12	3/26/2016	Yes	Yes	Unlikely	Several times per week	Not that important	Never	
BN-13	3/19/2016	Yes	Yes	Definitely	Infrequently	Not that important	Never	There is virtually no on street parking on this street. A sidewalk and a bike path are needed.

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BN-13	3/19/2016	Not at all	Not at all	No way	Never	Not that important	Occassionally	There should be limited parking on this street if it is to be to apart of the bicycle initiative. There should also be stop signs and no bike lane sharing with cars. There should be a separate pathway for cars and pedestrians for safety and use sake.
BN-13	3/19/2016	Not at all	Not at all	Possibly	Occassionally	Not that important	Never	
BN-13	3/22/2016	Yes	Yes	Possibly	Several times per week	Not that important	Never	
BN-14	3/21/2016	Maybe	Maybe	Definitely	Infrequently			As shown in your own photo of the existing lanes, debris accumulates on the curb side of the bike lanes. If you're going to put in delineator posts, be sure you have a narrow sweeper with frequent scheduled cleaning, since moving cars further from the curb reduces the wind that helps sweep debris out of the left side of the bike lane.
BN-14	3/23/2016	Yes	Yes	No way	Occassionally			
BN-14	3/23/2016	Yes	Yes	Possibly	Occassionally			As it is now, Coal Creek Parkway is downright scary on a bike!!!
BN-14	3/24/2016	Yes	Yes	Possibly	Several times per week			
BN-14	3/24/2016	Yes	Yes	Unlikely	Occassionally			Given the 40 mph speed limit, I generally avoid this road. I would use it with the buffering.
BN-14	3/25/2016	Yes	Yes	Unlikely	Occassionally			
BN-14	3/27/2016	Yes	Yes	Possibly	Occassionally			need more safety on this major highway. Cars get too close for comfort and often drift into the bike lane.
BN-14	4/12/2016	Yes	Yes	Possibly	Occassionally			This is way better. Existing bike lanes are scary scary scary. I ride them but I don't like it. Additional buffer and reflector/flags are great. Heading northwest, there is still an issue at 124th where it's not convenient to leave the bike lane and takes a long time to cross to the wide sidewalk. Anyone going north to Lake Wa Blvd or the I-90 trail are probably just as likely to take a general purpose lane and go under I405 on the road, rather than wait to cross at several crosswalks and get onto the Lake Wa trail on the other side of the freeway when they only ride a short section of trail before being dumped back onto Lake Wa Blvd. My only point here is that this interchange is a big slow mess and while you can navigate it slowly as a bike pedestrian, if you are trying to just get somewhere it makes just as much sense to act like a car and zoom downhill towards the lake. With that in mind, it might make more sense to figure out a way to make some on street bike lanes if the road could be reconfigured to do so.
BN-15	3/18/2016	Yes	Yes	Unlikely	About once per week			
BN-15	3/24/2016	Yes	Yes	Unlikely	Occassionally			This would be a very nice improvement.
BN-15	4/12/2016	Yes	Yes	Possibly	Occassionally			Bike lane separators like this are great. Where the bike lane goes off road onto the sidewalk path, the stripe should go all the way to the curb and should have some signs to clarify if you take the path, you'll end up on Newport Way. Otherwise people will jump out into the right turn lane with the cars to get around the corner onto Newport Way. I've done this several times because I can't tell where the path goes (maybe just to the church?).
BN-16	3/25/2016	Yes	Yes	Possibly	Occassionally			
BN-16	4/12/2016	Yes	Yes	Possibly	Occassionally			This is a great connection. The rest of Lakemont Blvd is pretty good for bicycle travel. If the city could work with Newcastle to improve Newcastle Golf Club road, that would be a huge help as well. This route is much easier for getting around Somerset hill than taking Forest Drive, but it feels less safe as some of the sections of Newcastle Golf Club Road are narrow with negligible shoulder.

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BN-17	3/23/2016	Yes	Yes	Definitely	Daily	Neutral	Infrequently	Existing bike lanes are OK, but division will improve safety with children.
BN-17	3/27/2016	Probably not	Probably not	Unlikely	Infrequently	Very unimportant	Never	I have lived in 98007 for 15 years. During that time I have regularly biked to work in Issaquah and Newcastle. I have also regularly biked to Redmond and Downtown Bellevue for recreation. Part 3 of this project is the only part I believe is worth doing. In this case I believe conversion of a conventional bike lane to a separated bike lane will decrease safety. Inevitably a tree branch or some other hazard will find its way into the separated bike lane and cyclists will not be able to merge into the general purpose lane to avoid it. I am also not a fan of narrow separated bike lanes anytime a cyclist is going downhill. Speed makes avoiding hazards even more difficult and many novice cyclists are not stable enough to stay in a narrow lane (especially if they hit a bump).
BN-17	3/18/2016	Yes	Maybe	Possibly	Occassionally	Not that important	Never	The protected bike lanes here are great. How we keep them clear of debris? Are bikes visible enough from the driveways and the uncontrolled intersections?
BN-17	3/25/2016	Maybe	Maybe	Definitely	Daily	Neutral	Never	The section between 164th and 160th is residential and the people will balk at removing on street parking there. The section between 160th and 156th is also residential, but is also a steep hill so on-street parking is used less and a separated bike lane would be good. Between 156th and 148th, separate bike lanes are necessary, I've lost count of the number of times I have to tap on car windows while cycling to tell them to keep out of the bicycle lane.
BN-17	3/17/2016	Yes	Yes	Possibly	Occassionally	Not that important	Never	
BN-17	3/20/2016	Yes	Yes	Definitely	About once per week	Very important	Never	
BN-17	3/21/2016	Yes	Yes	Unlikely	About once per week	Not that important	Never	
BN-17	4/14/2016	Yes	Yes	Possibly	Daily	Not that important	Never	
BN-18	3/19/2016	Yes	Yes	Possibly	Several times per week	Not that important	Occassionally	1) why cant you get rid of the planting strip median? 2) people o nly use ne 1st there to loop around trolling for parking. be bold & close it off to cars, or at least make it one of those streets thats hard for cars but good for bikes & peds. it'd fit right in with dt park.
BN-18	3/21/2016	Yes	Yes	Definitely	Daily	Not that important	Infrequently	Currently, there are parts of the route from 108th to 112th that have parking on both sides that is not represented.
BN-18	3/23/2016	Not at all	Not at all	Unlikely	Infrequently	Very unimportant	Never	Most critical need in Bellevue is dedicated bike lanes to connect Bellevue Transit Center to businesses east of I-405 and north of I-90. Sharrows will not improve safety for cyclists attempting to use transit as part of daily commute.
BN-18	3/25/2016	Yes	Yes	Possibly	Occassionally	Very unimportant	Occassionally	Narrow protected bike lanes and sharrowed roads are not that safe. I would ask that you include signage that "Bikes have equal Rights to the Road" vs the ineffective and confusing "Share the Road" sign. I would ask for green bike boxes at the front of cars at intersections with the CARS STOP HERE behind bikes.
BN-18	3/24/2016	Maybe	Yes	Definitely	Several times per week	Very important	Infrequently	On-street parking is vital to encouraging pedestrian traffic. Business parking has a "no walk-off" policy. That's why Bellevue is a mall-focused city: there's no pedestrian traffic outside.
BN-18	3/23/2016	Maybe	Maybe	Definitely	Occassionally	Neutral	Occassionally	Remember - sharrows don't work on steep uphill sections of road. Bikes are slower than cars. So section 3 needs to be reworked here.
BN-18	3/25/2016	Yes	Yes	Possibly	Occassionally	Somewhat important	Infrequently	the project idea appears to be missing information for the block from 105th ave and Bellevue Way (104th ave)
BN-18	4/9/2016	Yes	Yes	Unlikely	Infrequently	Very unimportant	Infrequently	The project will improve safety for bikers; a pity about the topography of NE 2nd...

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BN-18	3/18/2016	Yes	Yes	Unlikely	Daily	Neutral	Never	This is a steep uphill section to downtown Bellevue. A sharrow with cars backed up and crawling up hills behind bikes on a hill climb seems inappropriate.
BN-18	3/28/2016	Probably not	Maybe	Possibly	Occassionally	Not that important	Never	This is like Solomon and the baby: wouldn't it be better to have one live baby than two sawn halves of a baby? There must be continuous bike lanes on at least one east-west street in downtown Bellevue, all the way from 100th Ave to 114th Ave. Instead of marked shared lanes on both Main and NE 2nd St, pick one for bike lanes (probably 2nd) and leave the other one alone.
BN-18	3/23/2016	Yes	Yes	Possibly	Several times per week	Neutral	Never	This would be a great safe route from East to downtown Bellevue along a not-very-busy road. Thanks! Dan
BN-18	3/21/2016	Yes	Yes	Possibly	Several times per week	Very unimportant	Occassionally	
BN-18	3/23/2016	Yes	Yes	Definitely	Several times per week	Very unimportant	Never	
BN-18	3/23/2016	Yes	Yes	Definitely	Daily	Not that important	Infrequently	
BN-18	3/30/2016	Yes	Yes	Unlikely	Occassionally	Neutral	Never	
BN-19	3/18/2016	Maybe	Maybe	Definitely	Occassionally			
BN-19	3/18/2016	Not at all	Not at all	No way	Infrequently			There is no improvement in this idea. shadows will not help anything. People fly down this road and a little paint of a bicycle on the pavement will do nothing to encourage cycling or make folks safer. Perhaps a bi-directional cycle track to the south side ofNE 24th St would be good. At least widen the road to allow for a bike lane and have a traffic circle or some speed bumps (like on 108th Ave NE between NE 12th St and NE 24th St). Sharrows might be ok IF there are some significant traffic calming (read: slowing).
BN-19	3/23/2016	Yes	Yes	Unlikely	Several times per week			Currently there is no shoulder and bikes are forced into traffic here. Commuters headed West on 520 use this neighborhood road to avoid congestion on the freeway. They this road to cut through the neighborhoods! They avoid the freeway by using this road.
BN-19	3/25/2016	Yes	Yes	Possibly	Occassionally			Need signage in addition to Green Sharrow so drivers know Bikes have Right to road.... just saying Bikes are here, still implies to drivers... "fine, just get off the road into glass or debris or storm drain holes or potholes so I can go by uninterrupted". Drivers race car driving on residential roads already know you are there, they just thing "they own the road" that you may be on.
BN-20	3/19/2016	Yes	Yes	Possibly	Several times per week			
BN-20	3/21/2016	Yes	Maybe	Possibly	Occassionally			
BN-20	3/22/2016	Yes	Yes	Unlikely	About once per week			
BN-20	3/23/2016	Yes	Yes	Possibly	About once per week			Vehicles speed on this stretch of 24th Street near the 520 Bike Access Trail. The speed limit is 30mph but there is only 1 sign. We need speed mitigation, a "slow" sign or a reminder of speed limit especially coming down the hill towards Northup.
BN-20	3/23/2016	Yes	Yes	Definitely	Daily			The downhill section close to Northrup is pretty fast. Better to flag the street with Sharrows rather than a dedicated bike lane.
BN-20	3/23/2016	Yes	Yes	Possibly	About once per week			

Project Idea	Created (DD/MM/YYYY)	Do you think that this facility would make it feel safer to bicycle here?	Do you think this facility would help connect peopleon bicycles to the places they want to go?	How likely are you to bicycle here if this bicycle facility is NOT implemented?	How often would you bicycle here if the candidate project is implemented?	How important is the on-street parking along the portions of this street impacted by this candidate project to you?	How often do you use the on-street parking along the portions of this street impacted by this candidate project?	Comments?
BN-20	3/23/2016	Yes	Yes	Definitely	About once per week			
BN-20	3/23/2016	Not at all	Not at all	Definitely	Several times per week			NO NO NO!!! This change will make riding on this street MORE DANGEROUS!!!!!!! Really?? Putting bollards next to a bike lane where downhill speeds approach the speed limit??? What are you smoking??? Bicyclists will be seriously injured with your plan. In addition, note that residents put their trashcans on the bike lane on Fridays, so bikes have to swerve into the traffic lane anyway.
BN-20	3/25/2016	Yes	Yes	Unlikely	Daily			Great to see this missing link is being filled in for 520 trail!!!!
BN-20	3/27/2016	Probably not	Probably not	Definitely	Several times per week			There is nothing wrong with this section of road. It is right near where I live, and I ride it frequently. Better to spend the money elsewhere.
BN-20	3/28/2016	Probably not	Maybe	Definitely	Daily			Upgrading to a protected lane is always a step up, although this section has a wide enough roadway that there isn't much danger to cyclists currently. While it's nice to extend the WB bike lane all the way to Northup Way, this increases the potential for bicycle-car conflict while turning onto WB Northup. At the Northup & 24th intersection, cyclists traveling from 24th St to the western continuation of the 520 trail have had two choices: 1) turn right into the WB Northup shoulder lane and cross right-turning traffic at 116th Ave NE, or 2) merge with cars turning right from 24th to Northup, to reach the WB Northup through lane. The new Northup Way configuration, currently being built in the Northup Way Corridor Improvements, will preserve the dangerous lane-cross at 116th. By extending the 24th street bike lane here, it encourages cyclists to use the dangerous Northup Way bike lane. To effect a comprehensive improvement to this section, move the entire WB Northup bike lane east of 116th from the shoulder to between the through lane and right-turn lane - all the way to 24th St - so that cyclists have a safe lane to turn into.
BN-20	3/30/2016	Yes	Yes	Definitely	Occassionally			
BN-21	3/18/2016	Maybe	Maybe	Unlikely	Never			Bicyclists are currently not using the bike lanes that we have already built. I routinely see bicyclists riding on the road - even when there are bike lanes available. It is not a good expenditure of our scarce resources to invest in bike lanes for a small percentage of the population that rides bikes when we have higher priorities that benefit more people.
BN-21	3/21/2016	Yes	Yes	Unlikely	Occassionally			
BN-21	3/21/2016	Maybe	Yes	Unlikely	About once per week			
BN-21	3/23/2016	Yes	Yes	Unlikely	Occassionally			
BN-21	3/23/2016	Yes	Yes	Unlikely	Daily			
BN-21	3/25/2016	Yes	Yes	Possibly	Several times per week			140th absolutely has a Missing Link as there is a protected bike lane to N and one to S. This is heavily walked and biked. Absolutely needs a protected bike lane and long term the shrub median btw sidewalk and road needs to be taken out and a more substantial protected bike lane needs to be added on both sides. This is a very popular commuting and recreational run/bike N/S corridor. This 40th/140th intersection is BAD as walkers and some bikers heading N have to cross from the east to jump onto the trail on the west side. Need striped cross walk. Traffic backs up here like crazy as cars turning to go to MS as a back street access. This little cozy segment of street sadly needs to be wider and safer the way it is to the N or S. Also, it can become very hard to pull out on this road from driveways. Please do come during rush hour. There will be a lot going on, but definitely 140th could be a huge asset to safe route N/S if you work on it.

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BN-22	3/18/2016	Yes	Yes	Unlikely	Occassionally			
BN-22	3/18/2016	Not at all	Not at all	No way	Never			
BN-22	3/19/2016	Yes	Yes	Unlikely	Occassionally			The problem here is that the road would have to be widened - again. We don't need our neighborhood turned into a bunch of 4 Â½ lane roads. What we need are separate, dedicated bike trails.
BN-22	3/20/2016	Maybe	Maybe	Unlikely	Occassionally			This route might gain some appeal once the current Northup improvement is complete. However, lack of a preferable route east of 140th will limit it's utility to East Bellevue & SW Redmond cyclists. I will most likely continue to use Bel-Red.
BN-22	3/21/2016	Yes	Yes	No way	Several times per week			
BN-22	3/21/2016	Yes	Yes	Unlikely	Occassionally			Northup is a major thoroughfare in Bellevue. If the new 520 bridge has a bike lane, this will be a great way to feel safe biking from Bellevue neighborhoods to the bridge, and it will allow bikers to have a safe and quick way to get to the north parts of Seattle.
BN-22	3/22/2016	Yes	Yes	Unlikely	About once per week			
BN-22	3/23/2016	Yes	Yes	Unlikely	Occassionally			
BN-22	3/25/2016	Yes	Yes	Unlikely	Occassionally			Signage is absolutely needed so busses do not intimidate bikers and for right hand turns so cars LOOK back to see if biker coming up in bike lane. Intersections must have bike boxes with cars STOP Behind HERE signage.
BN-22	3/28/2016	Yes	Yes	Definitely	About once per week			This could be a boon to businesses along Northup Way, with more customers coming by bicycle. Because of the frequency of driveways and parking lots along this section, for maximum safety the bike lanes will need to be well signed, and have green pavement markings to alert drivers to watch and stop for bicycles.
BN-23	3/18/2016	Yes	Yes	Possibly	Occassionally			Any chance we could remove a general purpose lane or a turn lane to allow protected bike lanes or something off the road completely.
BN-23	3/18/2016	Yes	Yes	Unlikely	Infrequently			I rode this section once and it was nerve-racking for someone who is fairly adventurous. I applaud you for adding bicycle facilities to this stretch of road.
BN-23	3/18/2016	Yes	Yes	Unlikely	Daily			Connection from Lake Hills Connector to 132nd Ave has a lane barrier which causes vehicles to edge near cyclists and is precarious with wider vehicles like trucks and buses Please expand that section of road. Bike lane ends immediately before the connection from 132nd Ave to Lake Hills Connector and is therefore dangerous particularly during rush hour where there are no breaks in traffic for a cyclist to merge into the main road. Please extend the bike lane all the way to the intersection.
BN-23	3/21/2016	Yes	Yes	Possibly	Occassionally			
BN-23	3/23/2016	Yes		Unlikely	Several times per week			Dedicated bike lanes to Eastgate businesses will help improve bike commuting, but needs to connect to dedicated bike lanes serving Bellevue Transit Center.
BN-23	3/23/2016	Yes	Yes	Possibly	Occassionally			This is a good candidate for cycling improvements.
BN-23	3/25/2016	Yes	Yes	Possibly	Occassionally			
BN-23	3/27/2016	Yes	Yes	Unlikely	About once per week			
BN-23	3/27/2016	Yes	Yes	Possibly	Occassionally			This is a key route to get from Factoria to the 520 bike path.
BN-23	3/28/2016	Yes	Yes	Definitely	About once per week			

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BN-23	4/9/2016	Maybe	Yes	Unlikely	Infrequently			Solid project. Please ditch the bollards.
BN-24	4/12/2016	Yes	Yes	Possibly	Occassionally	Very unimportant	Never	I didn't even think you could park here. I thought they were just wide shoulders. Marking these for bicycles, along with the updates on 119th and 56th to the west would be really great for connecting the neighborhood.
BN-24	4/12/2016	Yes	Yes	Possibly	Occassionally	Very unimportant	Never	I didn't even think you could park here. I thought they were just wide shoulders. Marking these for bicycles, along with the updates on 119th and 56th to the west would be really great for connecting the neighborhood.
BN-25	3/19/2016	Maybe	Maybe	Possibly	About once per week			
BN-25	3/20/2016	Maybe	Probably not	No way	Never			I think the section west of 139th Ave SE is low priority, and the section of SE Eastgate Way from 139th to 148th will mostly be used for local access. We're better off directing bicyclists over onto SE 36th St, and improving that corridor to the Lake Washington trails. For example, improving bicycle access to the HOV overpass at Eastgate P&R.
BN-25	3/20/2016	Maybe	Maybe	Definitely	Several times per week			I currently use 36th from 90 trail, reqs. only 1 major xing in Factoria. Bike lanes from 148th to 156th could be useful if weaves can be managed. Would have to be better than ex. w.-bound sidewalk to be attractive. Main sidewalk concern is Sunset Village main access, people not looking both ways.
BN-25	3/21/2016	Yes	Yes	Definitely	Infrequently			Suspect your software does not illustrate transit buses to scale -- width including mirrors is 10'6", so the bus on segment 1 should be shown hanging beyond its lane lines. May not be significant in this case unless buses meet head-on, but a transit bus doesn't physically fit in a 10-foot lane. Segment 3 looks like a huge improvement, many drivers expect bikes to hug the curb until veering out of the right-turn-only lanes at the last minute -- make it clear that through cyclists belong left of the RTO lanes. Segment 4 layouts show sharp, last-minute veering across right-turning traffic, bikes should move left earlier so they're visible before drivers need to devote their attention to the turn. As shown, the design would be a serious right-hook risk.
BN-25	3/21/2016	Yes	Yes	Unlikely	Occassionally			I currently ride on 36th but the bike lane disappears. The Bellevue Honda trucks including their car carriers park right on the bike lane. Bellevue Police need to start giving them tickets... But, if the lane on the other side of the freeway is open, then the 36th lane could be closed. 36th needs to be closed or the bike lane needs to be enforced. Right now it is too dangerous.
BN-25	3/21/2016	Yes	Yes	No way	Occassionally			
BN-25	3/22/2016	Yes		Unlikely	About once per week			
BN-25	3/23/2016	Yes	Yes	Unlikely	Several times per week			Dedicated bike lanes serving Eastgate businesses will improve bike commuting, but needs to be connected to dedicated bike lanes serving Bellevue Transit Center.
BN-25	3/23/2016	Yes	Yes	Unlikely	Several times per week			
BN-25	3/23/2016	Yes	Yes	Unlikely	About once per week			
BN-25	3/23/2016	Yes	Yes	Definitely	Several times per week			This is an important one to work on!
BN-25	3/25/2016	Yes	Yes	Unlikely	Occassionally			

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BN-25	3/26/2016	Yes	Yes	Unlikely	Several times per week			
BN-25	3/27/2016	Yes	Yes	Unlikely	Several times per week			
BN-25	3/27/2016	Yes	Yes	Definitely	Several times per week			Getting from the I-90 trail to 156th Ave when traveling in an easterly direction is very difficult. Traveling west there is a path along the road but not east.
BN-25	3/30/2016	Yes	Yes	Unlikely	Occassionally			
BN-25	4/9/2016	Yes	Yes	Unlikely	Infrequently			Please ditch the bollards; I don't feel they enhance safety. How can I avoid debris in the bike lane if bollards prevent me from merging into the general traffic lane?
BN-25	4/12/2016	Yes	Yes	Possibly	Occassionally			This is great. When taking the Mountains to Sound Greenway trail along I-90, I've often just stayed on Eastgate, crossing to the other trailhead at Richards Road. This ares seems less busy than the south side of I-90 and having the bike lanes marked will be great. Especially since this shows the full length of this having extra wide lines with the cross marks in them along with reflector flags. Just make sure to include signage, possibly including mileage where the trail dumps you out onto this road. That way you know you can follow the bike lanes to Bellevue college, Factoria, or the rest of the I-90 trail. The more signs the better (even along this route, not just at the start or end).
BN-26	4/12/2016	Yes	Yes	Possibly	Occassionally			This makes getting to Tyee, the Newport Library, and the I-90 trail to Issaquah from Newport Hills, much easier. It works even better to help coming back west and trying to get off Newport Way onto Factoria Blvd. This green lane is really nice.
BN-27	3/19/2016	Yes	Yes	Definitely	About once per week			
BN-27	3/21/2016	Yes	Yes	Unlikely	Occassionally			
BN-27	3/21/2016	Yes	Yes	Possibly	Occassionally			this is the safest way currently to get to lake Sammamish/Issaquah from factoria/eastgate and there are several sections that are very dangerous with no bike shoulder at all.
BN-27	3/22/2016	Yes	Yes	No way	About once per week			
BN-27	3/23/2016	Yes	Yes	Definitely	Occassionally			Take a good look at the current conditions of the pavement where the separated bike lane would be place on the I-90 side of the road. Don't leave the rough edge of previous paving or raised manhole covers in the middle of the separated bike lane.
BN-27	3/23/2016	Yes	Yes	Possibly	About once per week			Newport Way would be safer for cyclists with these improvements.
BN-27	3/23/2016	Probably not	Not at all	Unlikely	Never			This parallels the new off-road Mountains to Sound Bike way which is in the planning stages. To be implemented this year. This is redundant. Staying on Newport Way would mean more hills.
BN-27	3/27/2016	Yes	Yes	Unlikely	Occassionally			Not safe to get through the tunnel now!
BN-27	4/6/2016	Yes	Yes	Unlikely	Several times per week			Very important high traffic bike corridor. Currently extremely dangerous with no room for bikes and bad sight lines for cars to pass.
BN-27	4/9/2016	Maybe	Maybe	Definitely	Several times per week			Newport Way is part of my route to work. I connect to Newport via the I-90 Pedestrian Overpass and and continue to Issaquah. I don't feel like Newport Way East of the Pedestrian Overpass is a high priority for improvements. The street has low-traffic and generous shoulders. Areas West of the Pedestrian Overpass could stand to be improved.
BN-27	4/12/2016	Yes	Yes	Possibly	Occassionally			This is great. I've gone this way a few times and while the road was not too busy, marking the bike lanes would be really nice. And dividing the bike lanes from the street and adding a place to walk on the elevated road (section 2) will be great as well.

Project Idea	Created (DD/MM/YYYY)	Do you think that this facility would make it feel safer to bicycle here?	Do you think this facility would help connect peopleon bicycles to the places they want to go?	How likely are you to bicycle here if this bicycle facility is NOT implemented?	How often would you bicycle here if the candidate project is implemented?	How important is the on-street parking along the portions of this street impacted by this candidate project to you?	How often do you use the on-street parking along the portions of this street impacted by this candidate project?	Comments?
BN-28	3/19/2016	Yes	Yes	Definitely	Daily			
BN-28	3/21/2016	Yes	Yes	Definitely	Daily			Section 4 of this route needs to have the bike lane in them middle especially for the right turn lane as the cyclist heads up the hill. Cars will try to overtake and the cyclist will be squeezed out before they can make a right onto Somerset Blvd which would be dangerous for the cyclist. I do this every work day I ride home.
BN-28	3/25/2016	Yes	Yes	Definitely	About once per week			Bike lane should be on uphill side only.
BN-28	4/12/2016	Yes	Yes	Possibly	Infrequently			Adding these bike lanes is a great idea allowing people to slowly pedal uphill while staying out of traffic and not having to swerve around parked cars. Thumbs up! I've ridden up to Somerset Elementary a few times and with these markings I might prefer to go this way instead of up Highland Drive.
BN-29	3/25/2016	Maybe	Maybe	Definitely	Occassionally			
NB-1	3/18/2016	Not at all	Not at all	Unlikely	Never			I don't really understand this project proposal with 164th so close. If a choice is necessary I'd pick more investment in 164th over any bikeway designation here.
NB-1	3/19/2016	Maybe	Yes	Definitely	About once per week			
NB-1	3/20/2016	Probably not	Probably not	Unlikely	Never			I've experimented with this route and personally find 164th to be superior. Some might prefer this as a lower traffic alternative. I find the needless grades and stops to be a disincentive.
NB-1	3/21/2016	Yes	Yes	Possibly	Occassionally			I don't see any info about what the proposed project is for this section. However, any bike lane addition would make it more attractive to me
NB-1	3/23/2016	Maybe	Maybe	Possibly	Occassionally			It isn't clear what improvement is proposed. Having a through route off main streets would be a good idea if it is clearly marked as a bicycle street.
NB-1	3/23/2016	Yes	Yes	Possibly	Several times per week			Another important N/S route to get people to and from Microsoft
NB-1	3/24/2016	Probably not	Maybe	Definitely	Several times per week			I don't see any actual plans in that PDF -- basically just a highlighted section of the map, a few photos, and some general information. What would actually occur? "how likely ... if it's NOT" and "how often ... if it IS" -- shouldn't these be more similar to compare? E.g. how likely for both, or how often for both.
NB-2	3/23/2016	Probably not	Probably not	Definitely	Infrequently			This covers very lightly traveled residential streets so bike lane funds would be better spent elsewhere.
NB-2	3/24/2016	Yes	Yes	Definitely	Daily			I don't see any proposed changes for this project? (I did click the orange button and pull up the project page.) Lake Heights Street off 119th is treacherous for bikes and pedestrians, sidewalks would be a hugely appreciated improvement! Sidewalks on the west side of 119th Av SE would also be an amazing improvement. I don't bike on the sidewalks, but frequently walk in this neighborhood, as do my three children.
NB-2	3/25/2016	Not at all	Not at all	Definitely	Occassionally			
NB-2	3/26/2016	Maybe	Yes	Definitely	About once per week			

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NB-2	4/12/2016	Maybe	Yes	Definitely	Occassionally			Marking this route will be the biggest benefit as it bypasses the more congested 119th Ave. This is most helpful for southbound bicycles that are slowly going uphill. It would help cyclists unfamiliar with the neighborhood make their way through the winding streets. An important part of this would be signs to tell bicycles where they are going (including distance to those points) - for example at the north end you could tell users to turn off 119th and say where the path leads - Newport Heights Elementary 0.9mi, Jing Mei Elementary 1.6mi, Newport Hills Shopping Center 1.3mi. Or even points further south like Newcastle 2.8mi (via the pipeline trail). At the south end where 56th intersects with 119th, there is a bit of a question for cyclists as the best route to follow. If going to Newcastle, taking 119th, to 60th, to 123rd has the least hills. But continuing on 56th to the pipeline trail has the least traffic. Some info about that would be helpful.
NB-3	3/21/2016							What's the proposal? Cars definitely drive around here quick and the entrances to Somerset Dr from Somerset Blvd and Forest Dr are a little more dangerous because they have islands between the two car lanes meaning the cyclist needs to take the lane. The one off Forest is the worst because it is a steep hill and there are trees making it tougher for drivers whipping around the corner to see a cyclist.
NB-4	3/18/2016	Yes	Yes	Possibly	Several times per week			
NB-4	3/18/2016	Probably not	Maybe	Definitely	Several times per week			The section of this route south of SE 10th St is fine, but the northern portion has such steep hills that very few cyclists will ride this way. The real problem is the lack of a connection that's even close to flat between the 104th Ave/SE 10th intersection by the garden center up to the 102nd ave/SE 6th intersection. North/south biking on the west side of Bellevue will never be practical until there is a bike route along Bellevue Way which runs along the only geographically flat route through the area.
NB-4	3/18/2016	Yes	Yes	Unlikely	Several times per week			Not sure what the suggested improvements are for this stretch, but it could use some form of markings.
NB-4	3/18/2016	Yes	Yes	Unlikely	Occassionally			This is a big improvement over the current bike routing along Killarney Way SE. While the current routing is acceptable s.b. (downhill), I have never ridden n.b. on Killarney Way due to the steepness and lack of dedicated facilities.
NB-4	3/19/2016	Yes	Yes	Definitely	Several times per week			i dont really see th eproposal....
NB-4	3/21/2016	Maybe	Maybe	Definitely	Infrequently			Already fairly safe. Better traffic enforcement would do more than paint to make it feel safer.
NB-4	3/21/2016	Maybe	Maybe	Possibly	Occassionally			It's unclear what the plan is.
NB-4	3/21/2016	Maybe	Yes	Unlikely	Occassionally			connecting the eastgate neighbor hoods to downtown Bellevue in a safe fashion is a great idea
NB-4	3/22/2016	Maybe	Maybe	Possibly	Occassionally			No improvements were displayed on Project PDF. No comment
NB-4	3/23/2016	Probably not	Probably not	Unlikely	Infrequently			Much too squirrelly route to be practical for bike commuting. Could be a good recreational connector thru neighbourhoods, but not bike friendly connections at either end.
NB-4	3/23/2016	Probably not	Maybe	Definitely	About once per week			Not clear what improvements are planned. Great route for biking. I use parts of it today without issues.
NB-4	3/23/2016	Yes	Yes	Possibly	Occassionally			
NB-4	3/23/2016	Yes	Yes	Unlikely	Occassionally			Connecting to the I-90 is critical

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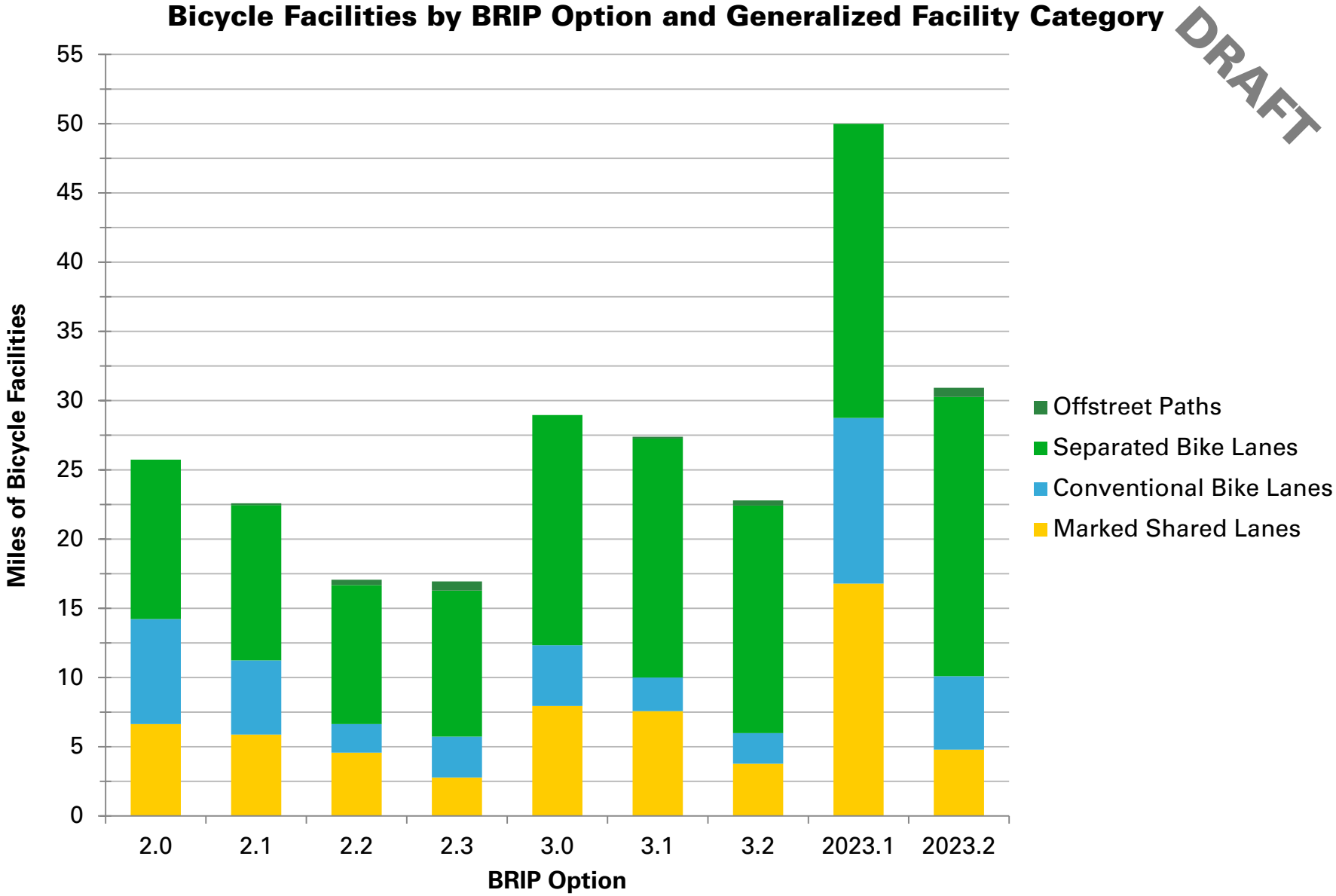
NB-4	3/24/2016			Definitely	Infrequently			What are proposed changes for this area? The attached document just talks about current conditions. I don't bike here very often (it's out of the way for me) but I always greatly enjoy it whenever I do.
NB-4	3/24/2016	Yes	Yes	Definitely	Several times per week			
NB-4	3/25/2016	Yes	Yes	Definitely	Occassionally			Still like to see bike lane, worst case sharrows. They help bikers to know where to go and that this is a designated effort to SAFE route. Also tells residence that this street will absolutely have bikers daily and it is NOT a race track. Lowering speed limits that are NOT followed are not effective, need road markings to say- YOU know that bikers are here and the city expects bikers here, so do not race on this road in your car. You need more to help bikers find their way safely.
NB-4	3/25/2016	Maybe	Yes	Possibly	Occassionally			
NB-4	3/27/2016	Yes	Yes	Unlikely	About once per week			
NB-4	4/6/2016	Not at all	Not at all	No way	Never			Way too hilly!
NB-4	4/9/2016	Probably not	Maybe	Definitely	Infrequently			To make the connection to 108th I go down Bellevue Way. It is much easier and you're not on it for long. It seems a lot of work for a bike route that would be hillier, longer and would not, I expect, get much use. Seems like there are better places to spend money.
NB-4	4/12/2016	Yes	Yes	Possibly	Occassionally			I love how you could use this route when going around Lake Washington and you could avoid travel on 118th and 114th which don't feel very safe for inexperienced users. An important feature for this would be signs at both ends telling you where you are going - South end could have signs telling I-90 trail users that they can reach downtown Bellevue by this trail (2.5mi). Markings at the north end should point out the connection to the I-90 trail. Also at the north end, it would help to point users toward other roads they can use to continue on the Lake Washington Bike loop (even if this is off the traditional route as some kind of bypass).

ATTACHMENT 5:
Bicycle Rapid Implementation Program Options

BRIP Options Summary:

Bicycle Facility Types
and Estimated Installation Costs



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Options Summary

DRAFT

BRIP Options	Generalized Bicycle Facility Categories by BRIP Option (miles)				All Facilities (miles)	Estimated Installation Cost (Millions)
	Marked Shared Lanes	Conventional Bike Lanes	Separated Bike Lanes	Offstreet Paths		
2.0	6.6	7.6	11.5	-	25.74	$5.6
2.1	5.9	5.4	11.2	0.1	22.59	$6.1
2.2	4.6	2.1	10.0	0.4	17.06	$6.2
2.3	2.8	3.0	10.5	0.7	16.19	$6.2
3.0	7.9	4.4	16.6	-	28.96	$5.8
3.1	7.6	2.4	17.3	0.1	27.39	$6.6
3.2	3.8	2.2	16.4	0.4	22.80	$7.3
2023.1	16.8	12.0	21.2	-	50.26	$8.7
2023.2	4.8	5.3	20.2	0.7	30.93	$9.4

Note: *All cost estimates reflect 2016 dollars*

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Options Summary

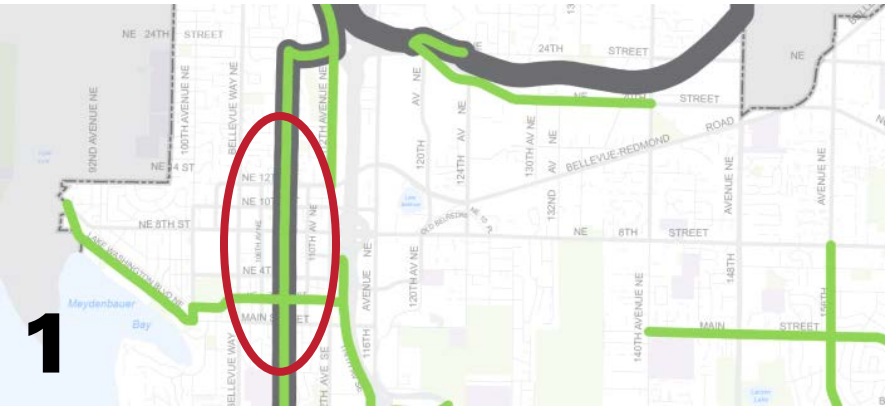
Key Tradeoffs:

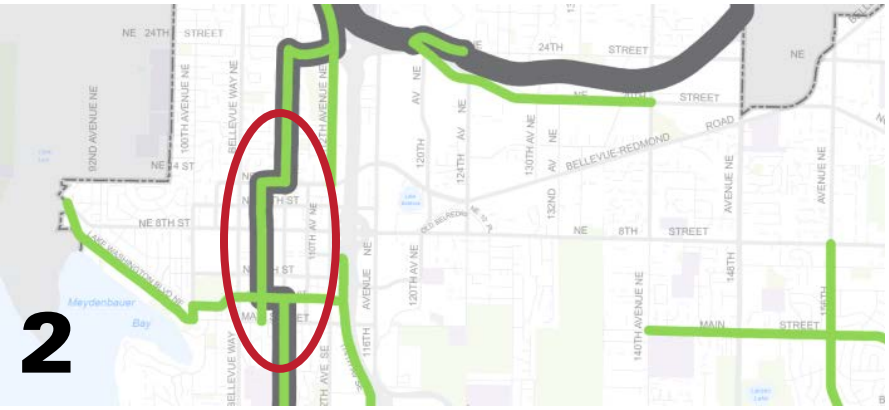
Downtown N-S bicycle facilities

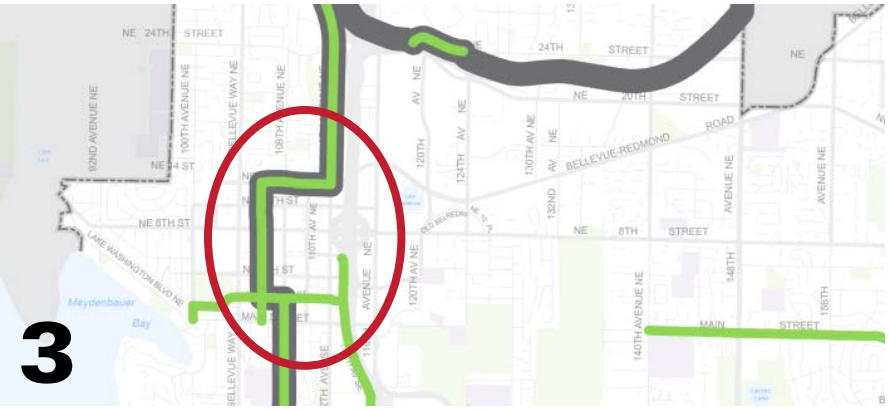
- 108th Ave NE:
  - Primarily marked shared lanes
  - Follows direct, planned NS-1 route
- NE 2nd St, 106th Ave NE, NE 12th St:
  - Continuous exclusive bicycle facilities
  - Deviation of one superblock from planned route

Three Alternatives:

1. No off-street path construction
   - Lowest cost ($0.16M), least protected
2. Short off-street path
   - Higher cost ($1.73M), no connection to existing NE 12th St off-street path
3. No off-street path construction
   - Highest cost ($2.79M)
   - Most connected and protected
   - Least resources available for supplementary access improvements







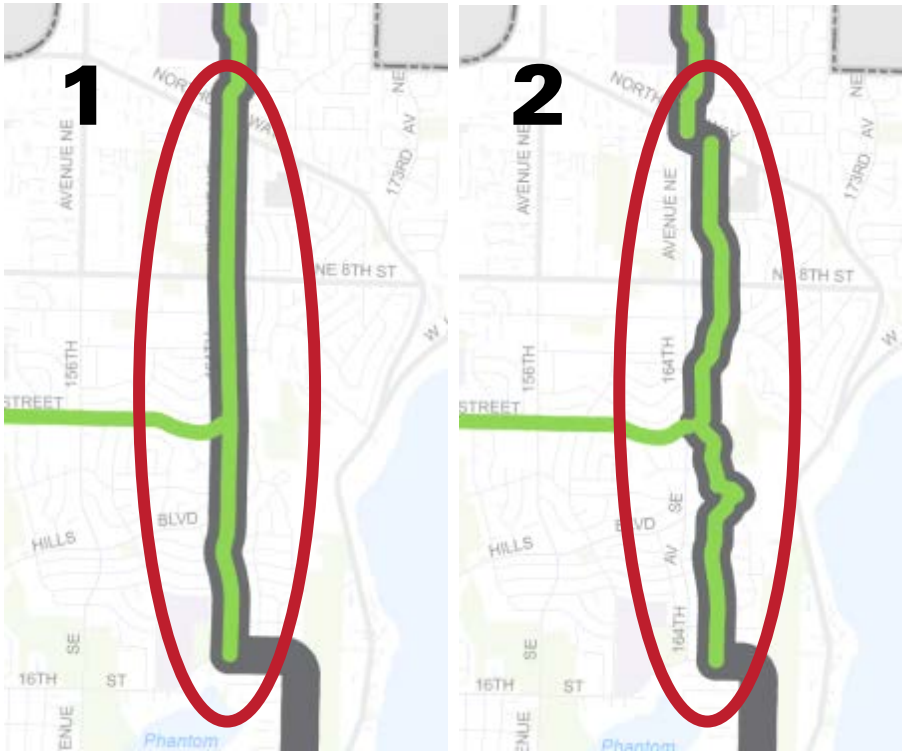
BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Key Tradeoffs

Key Tradeoffs:

East Bellevue NS-5 Alignment

1. 164th Ave:
   - Continuous separated bicycle facilities from SE 12th St to Northup Way
   - Direct, straight-line route
   - Displaces on-street parking where permitted from SE 12th St to Northup Way
   - Higher cost ($652k)
2. 165th/166th Aves:
   - Marked shared lanes as part of a new neighborhood bikeway
   - Meandering route with two left turns and more challenging climbs
   - May require reconfiguration of multiple stop-controlled intersections
   - Lower cost ($88k)



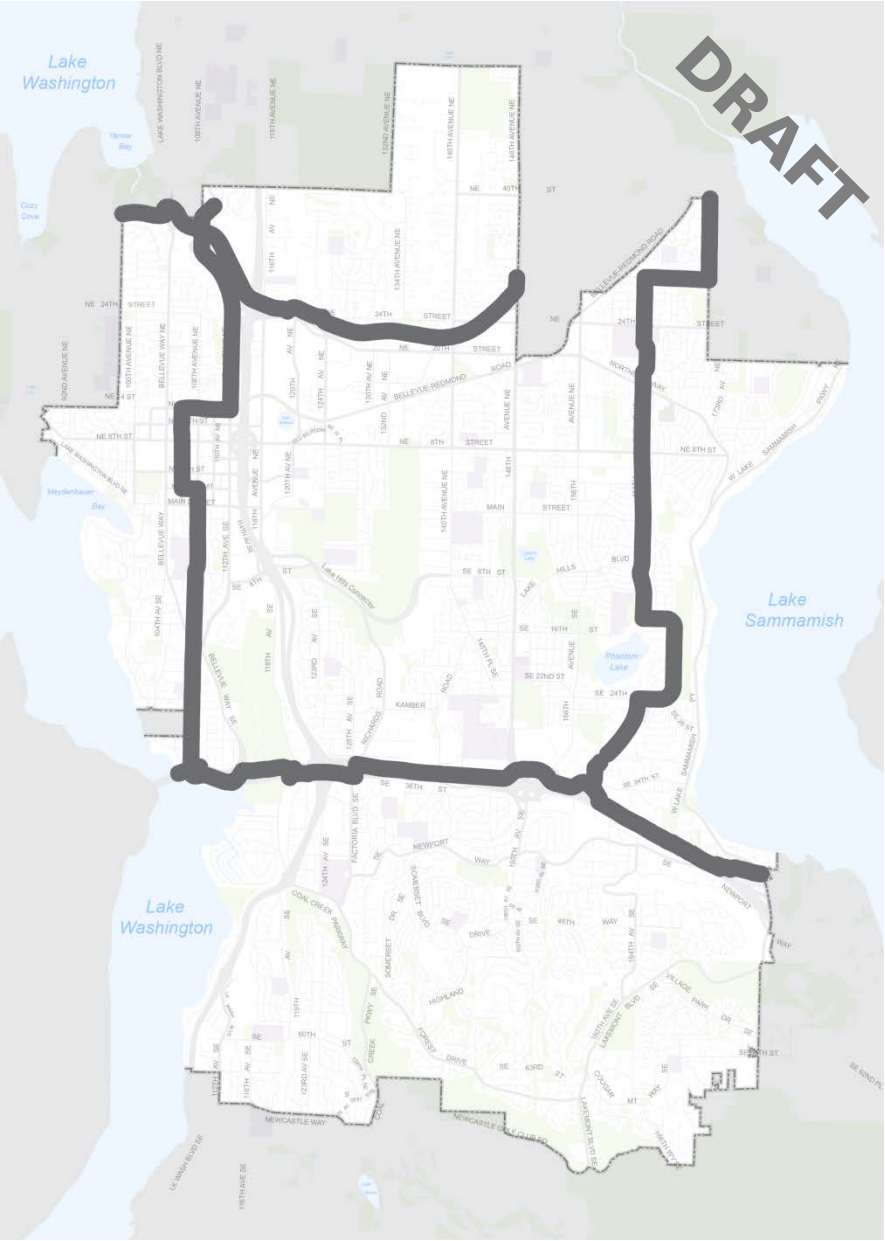
BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Key Tradeoffs

Key Tradeoffs:

Cross-City Connections

1. 2 N-S / 2 E-W:
   - Continuous bicycle facilities…
     - spanning SR-520 and I-90 corridors
     - connecting I-90 Trail to 520 Trail through Downtown
     - connecting Eastgate to Redmond via the 164th corridor
   - No cross-city connections through central or south Bellevue
   - Cost for completing CCCs ranges from $2.04M to $5.32M depending on alignment



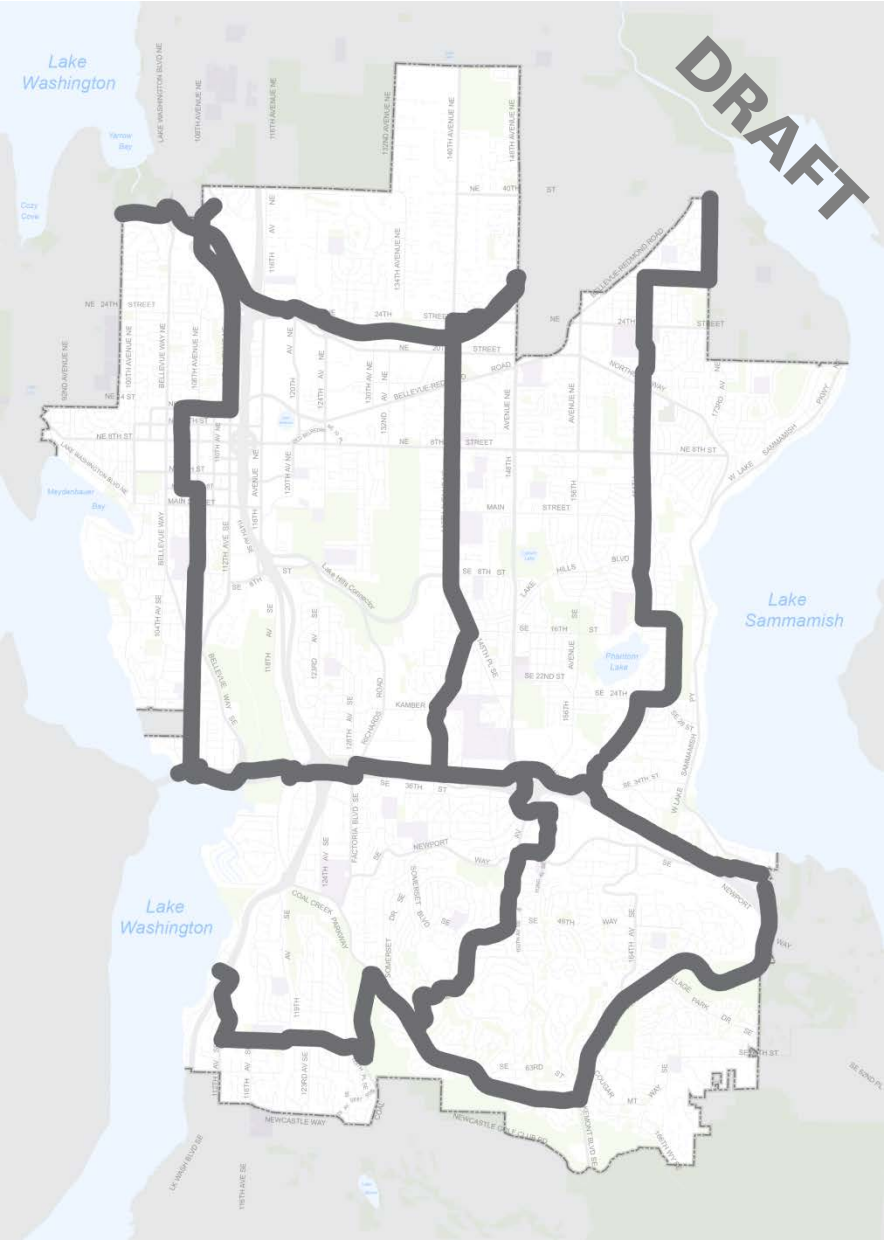
BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Key Tradeoffs

Key Tradeoffs:

Cross-City Connections

1. 3 N-S / 3 E-W:
   - Continuous bicycle facilities…
     - spanning SR-520 and I-90 corridors
     - connecting I-90 Trail to 520 Trail through Downtown
     - connecting Bridle Trails to Somerset via Eastgate
     - connecting Eastgate to Redmond via the 164th corridor
     - spanning south Bellevue via SE 60th St, Forest Dr, and Lakemont Blvd SE
   - Cost for completing CCCs ranges from $3.68M to $6.97M depending on alignment
   - Generally, fewer resources remain to invest in supplemental access improvements



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Key Tradeoffs

BRIP Options Details:

Constituent Project Ideas and Resulting Bicycle Networks

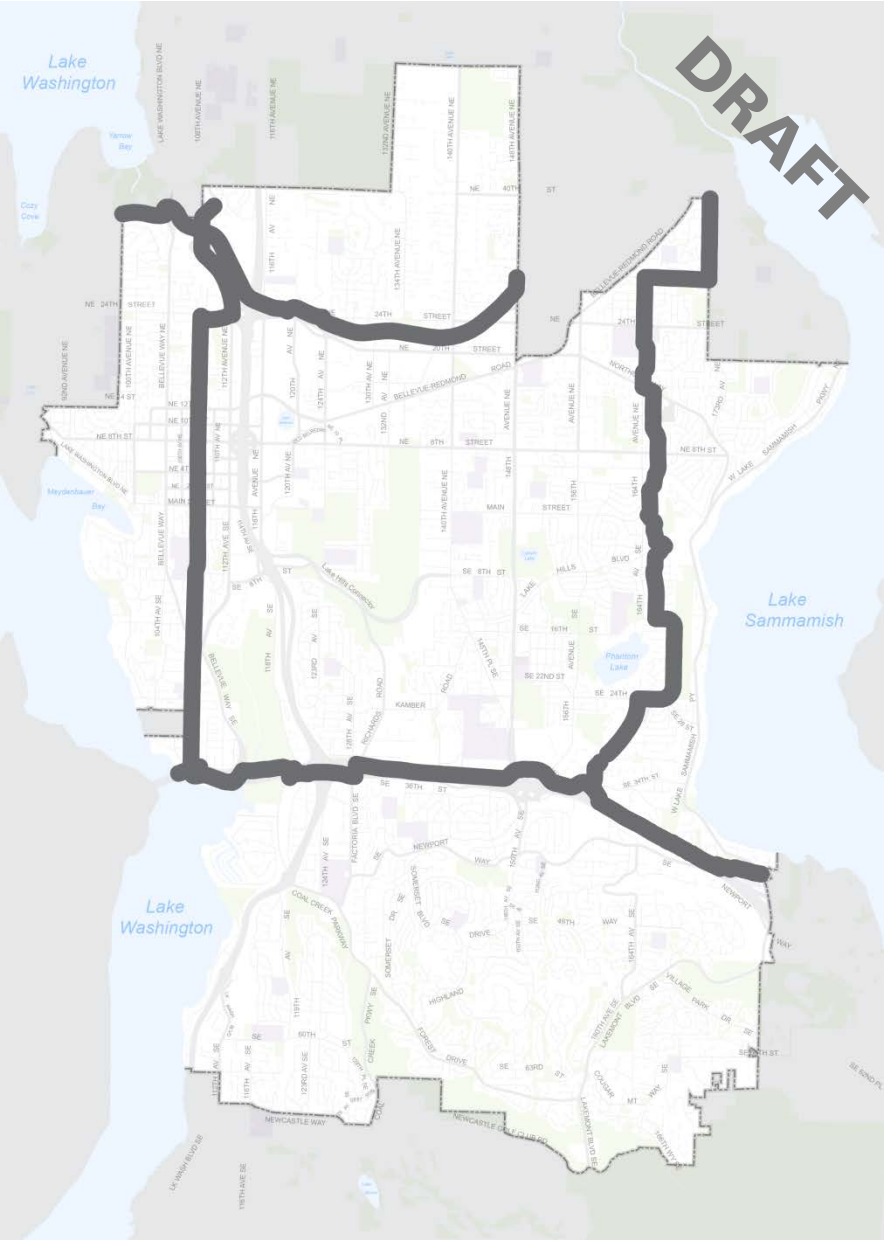
Key Features:

2 North-South cross-city connections

- NS-1: Enatai to South Kirkland
  - 108th Ave, NE 24th St, 112th Ave NE
- NS-5: Spirit Ridge to Sammamish River
  - 161st Ave SE, SE 24th St, 168th Ave SE, SE 14th St, 166th Ave, 165th Ave, 164th Ave NE, NE 30th St, 172nd Ave NE

2 East-West cross-city connections

- EW-1: 520 Trail
  - 520 Trail (west), Northup Way, NE 24th St, 520 Trail (east)
- EW-4: Mountains to Sound Greenway
  - I-90 Trail (west), Richards Rd, SE Eastgate Way, I-90 Trail (east)



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Option 2.0

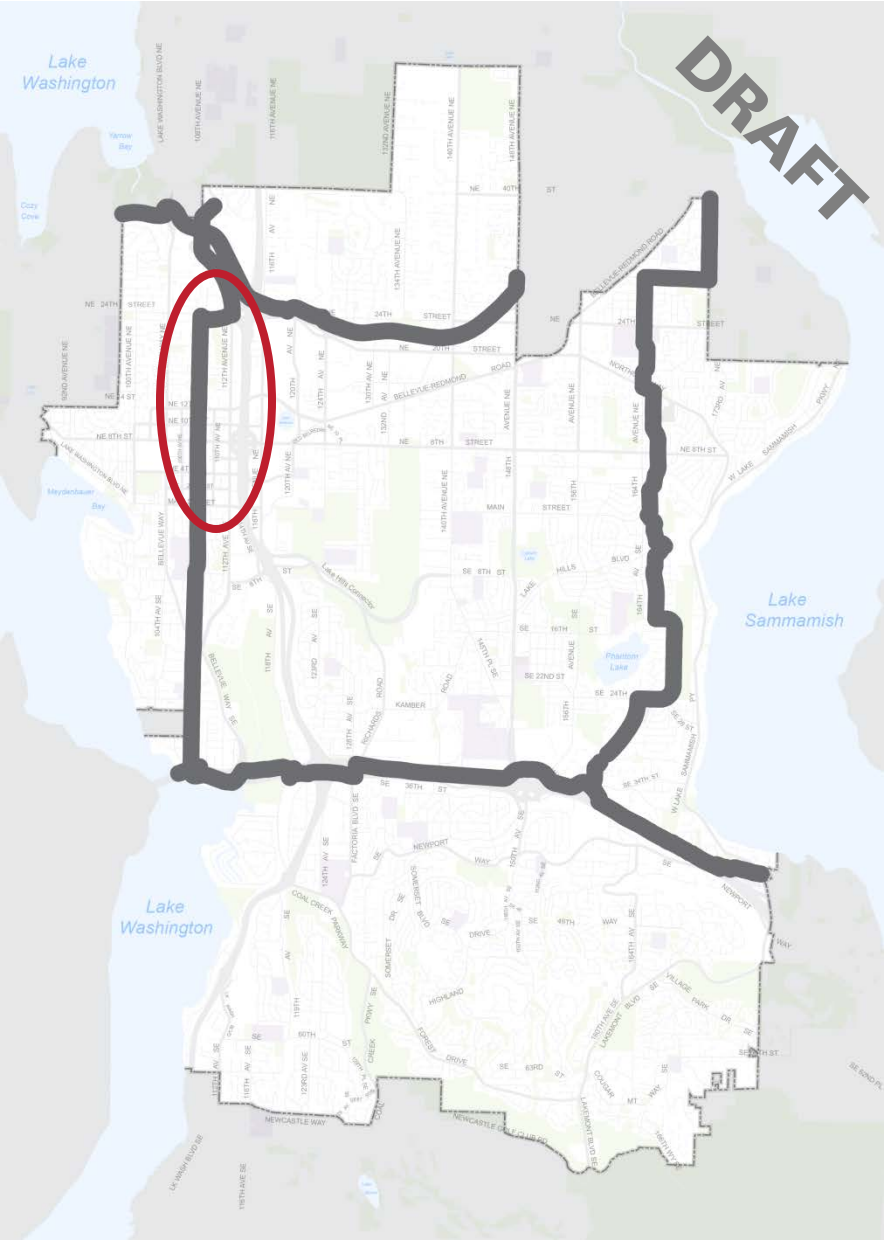
Key Features:

2 North-South cross-city connections

- NS-1: Enatai to South Kirkland
  - 108th Ave, NE 24th St, 112th Ave NE
- NS-5: Spirit Ridge to Sammamish River
  - 161st Ave SE, SE 24th St, 168th Ave SE, SE 14th St, 166th Ave, 165th Ave, 164th Ave NE, NE 30th St, 172nd Ave NE

2 East-West cross-city connections

- EW-1: 520 Trail
  - 520 Trail (west), Northup Way, NE 24th St, 520 Trail (east)
- EW-4: Mountains to Sound Greenway
  - I-90 Trail (west), Richards Rd, SE Eastgate Way, I-90 Trail (east)



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

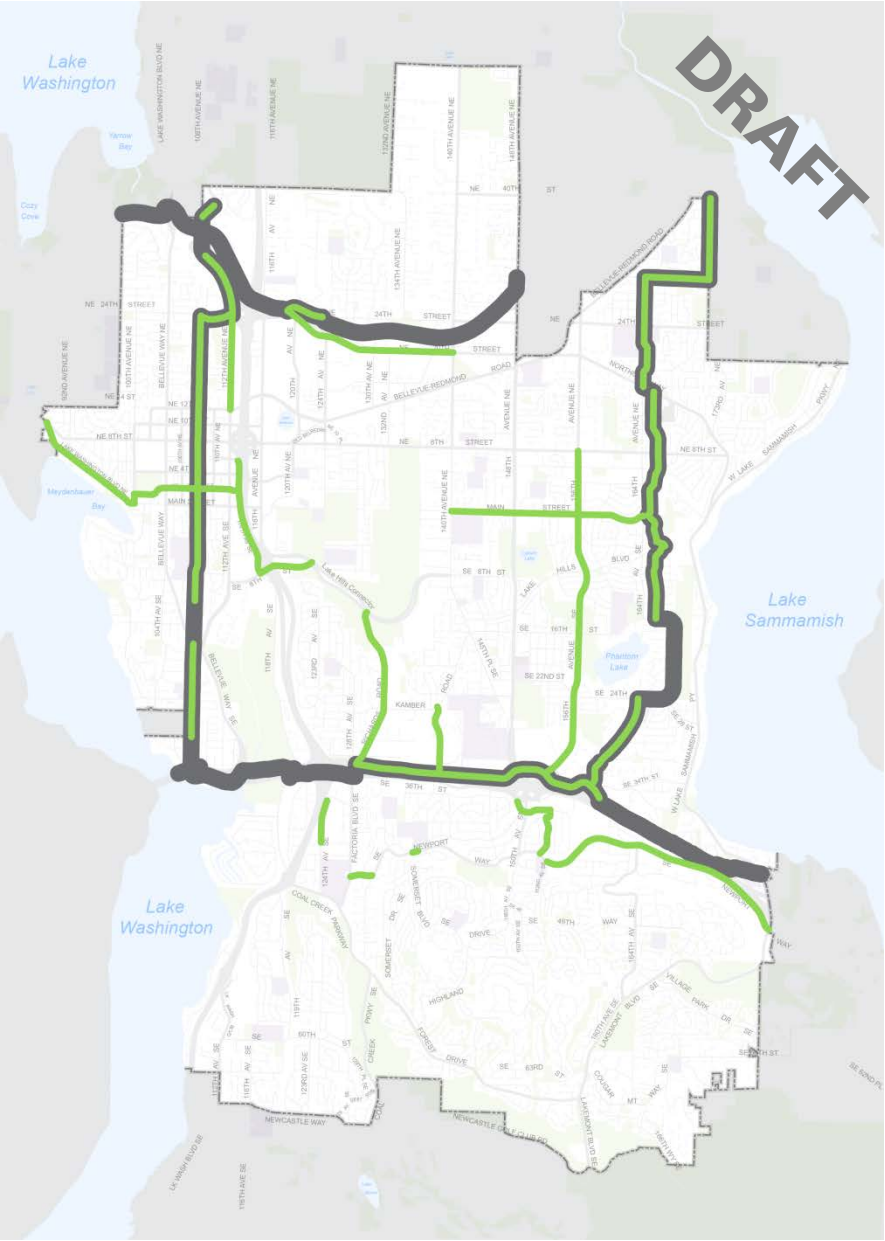
BRIP Option 2.0

Key Features:

- $5.62M est. installation cost
  - $2.0M along CCCs
  - $3.6M for supplemental bike access
- No off-street path construction
- High level of supplemental bicycle access improvements

Tradeoffs:

- No dedicated N-S bicycle facility through Downtown
- Indirect, hilly neighborhood route alternative for NS-5
- Moderate level of bicycle improvements south of I-90



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Option 2.0

Key Features:

- $5.62M est. installation cost
  - $2.0M along CCCs
  - $3.6M for supplemental bike access
- No off-street path construction
- High level of supplemental bicycle access improvements

Tradeoffs:

- No dedicated N-S bicycle facility through Downtown
- Indirect, hilly neighborhood route alternative for NS-5
- Moderate level of bicycle improvements south of I-90

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

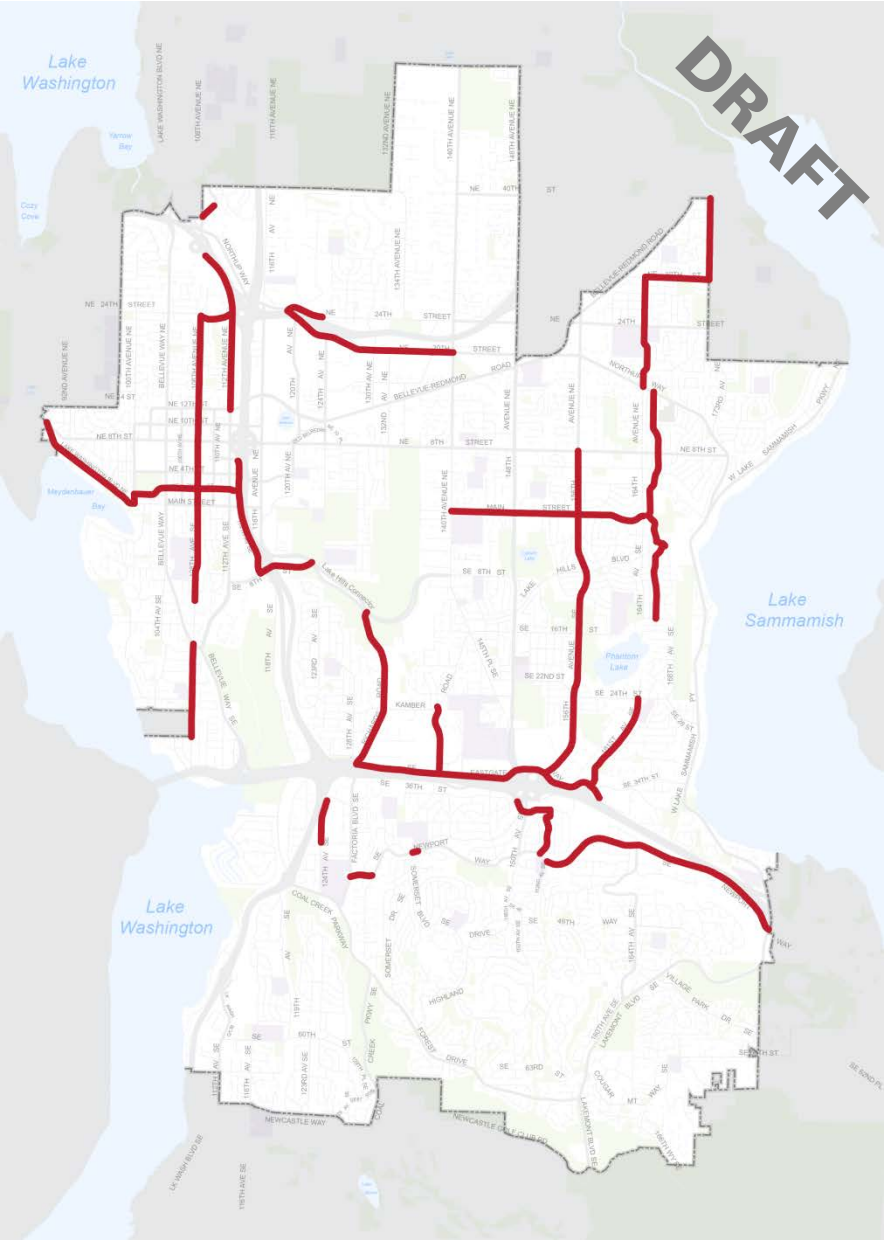
BRIP Option 2.0

Key Features:

- $5.62M est. installation cost
  - $2.0M along CCCs
  - $3.6M for supplemental bike access
- No off-street path construction
- High level of supplemental bicycle access improvements

Tradeoffs:

- No dedicated N-S bicycle facility through Downtown
- Indirect, hilly neighborhood route alternative for NS-5
- Moderate level of bicycle improvements south of I-90



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Option 2.0

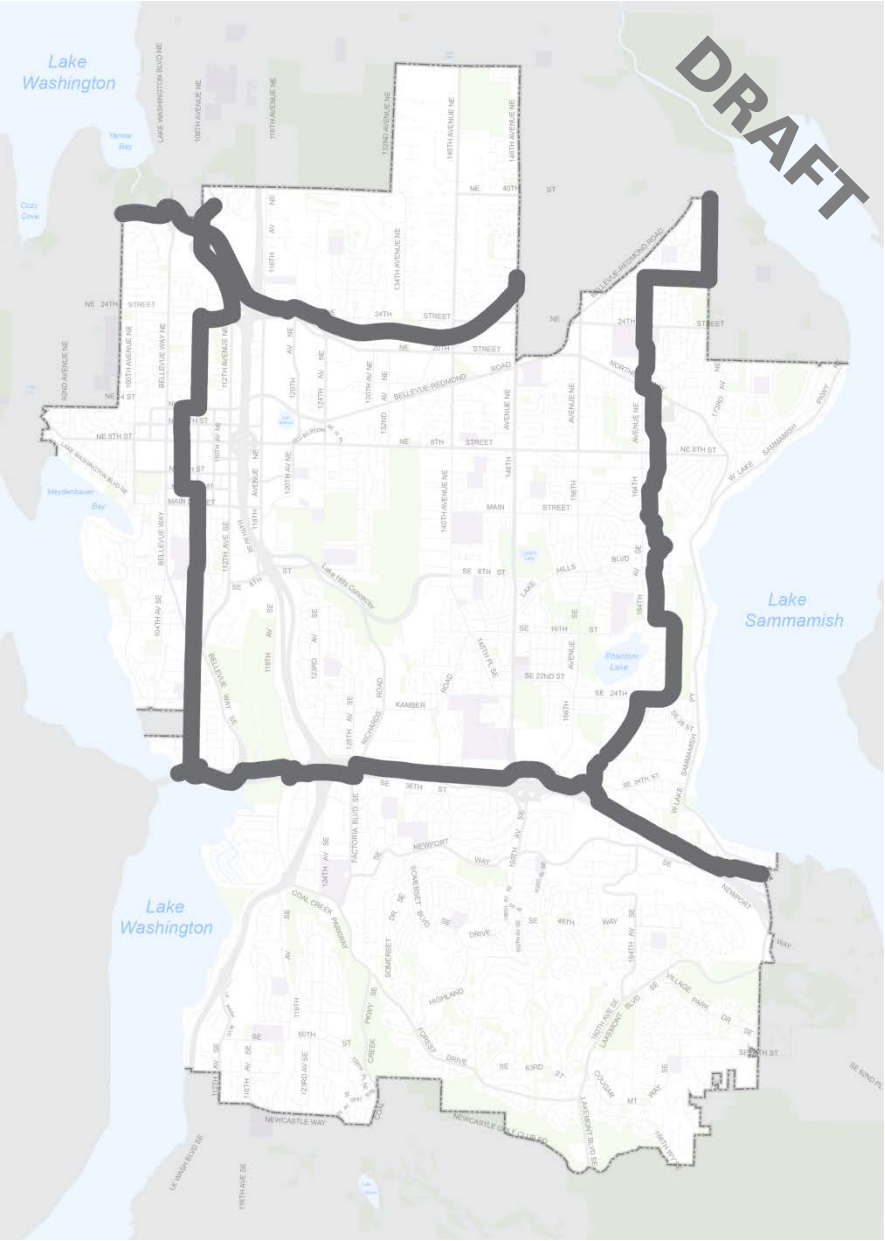
Key Features:

2 North-South cross-city connections

- NS-1: Enatai to South Kirkland
  - 108th Ave SE, NE 2nd St, 106th Ave NE, NE 12th St, 108th Ave NE, NE 24th St, 112th Ave NE
- NS-5: Spirit Ridge to Sammamish River
  - 161st Ave SE, SE 24th St, 168th Ave SE, SE 14th St, 166th Ave, 165th Ave, 164th Ave NE, NE 30th St, 172nd Ave NE

2 East-West cross-city connections

- EW-1: 520 Trail
  - 520 Trail (west), Northup Way, NE 24th St, 520 Trail (east)
- EW-4: Mountains to Sound Greenway
  - I-90 Trail (west), Richards Rd, SE Eastgate Way, I-90 Trail (east)



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Option 2.1

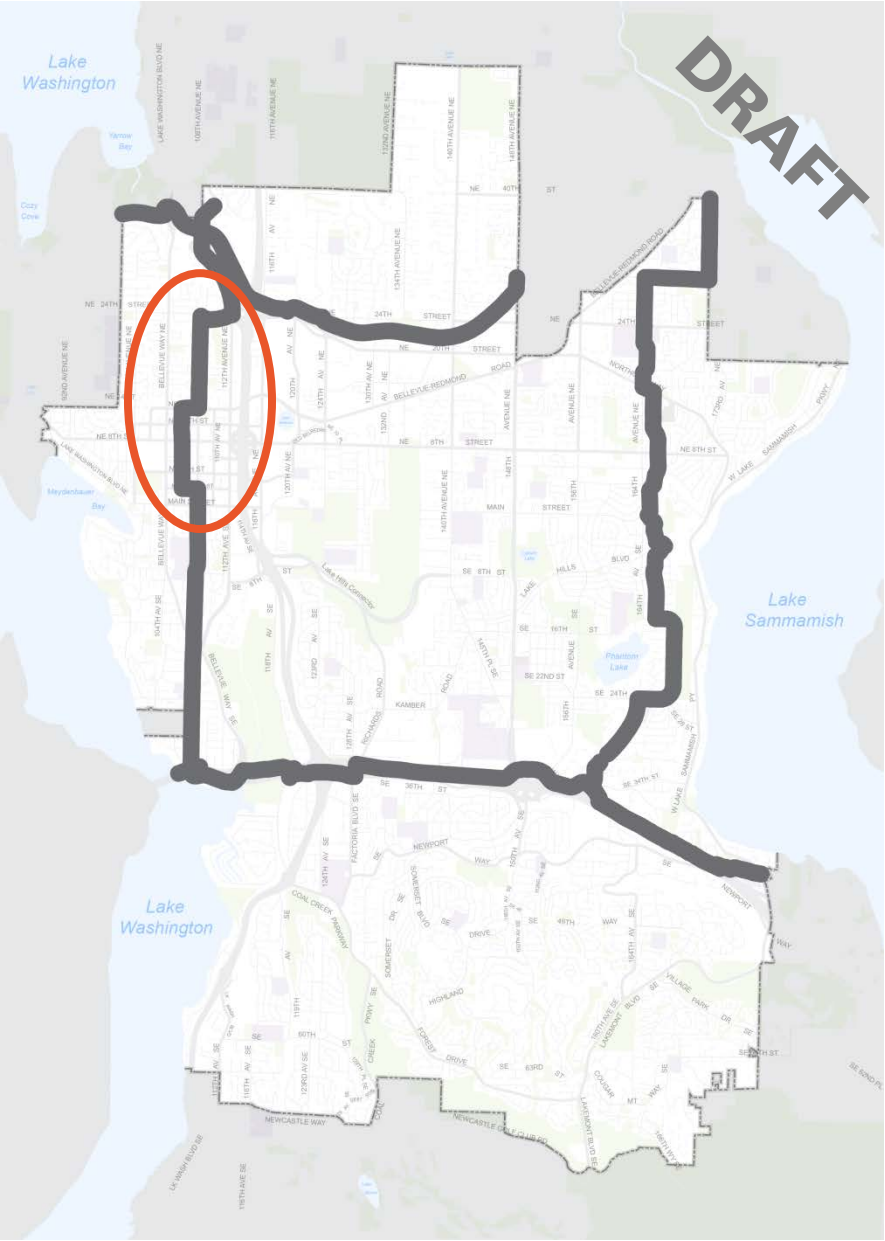
Key Features:

2 North-South cross-city connections

- NS-1: Enatai to South Kirkland
  - 108th Ave SE, NE 2nd St, 106th Ave NE, NE 12th St, 108th Ave NE, NE 24th St, 112th Ave NE
- NS-5: Spirit Ridge to Sammamish River
  - 161st Ave SE, SE 24th St, 168th Ave SE, SE 14th St, 166th Ave, 165th Ave, 164th Ave NE, NE 30th St, 172nd Ave NE

2 East-West cross-city connections

- EW-1: 520 Trail
  - 520 Trail (west), Northup Way, NE 24th St, 520 Trail (east)
- EW-4: Mountains to Sound Greenway
  - I-90 Trail (west), Richards Rd, SE Eastgate Way, I-90 Trail (east)



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Option 2.1

Key Features:

- $6.15M est. installation cost
  - $3.6M along CCCs
  - $2.5M for supplemental bike access
- Off-street path construction from 106th–108th Ave NE
- Dedicated N-S bicycle facilities on 106th Ave NE in Downtown
- Moderate level of supplemental bicycle access improvements

Tradeoffs:

- Indirect, hilly neighborhood route alternative for NS-5
- Low level of bicycle improvements south of I-90

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Option 2.1

Key Features:

- $6.15M est. installation cost
  - $3.6M along CCCs
  - $2.5M for supplemental bike access
- Off-street path construction from 106th–108th Ave NE
- Dedicated N-S bicycle facilities on 106th Ave NE in Downtown
- Moderate level of supplemental bicycle access improvements

Tradeoffs:

- Indirect, hilly neighborhood route alternative for NS-5
- Low level of bicycle improvements south of I-90

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

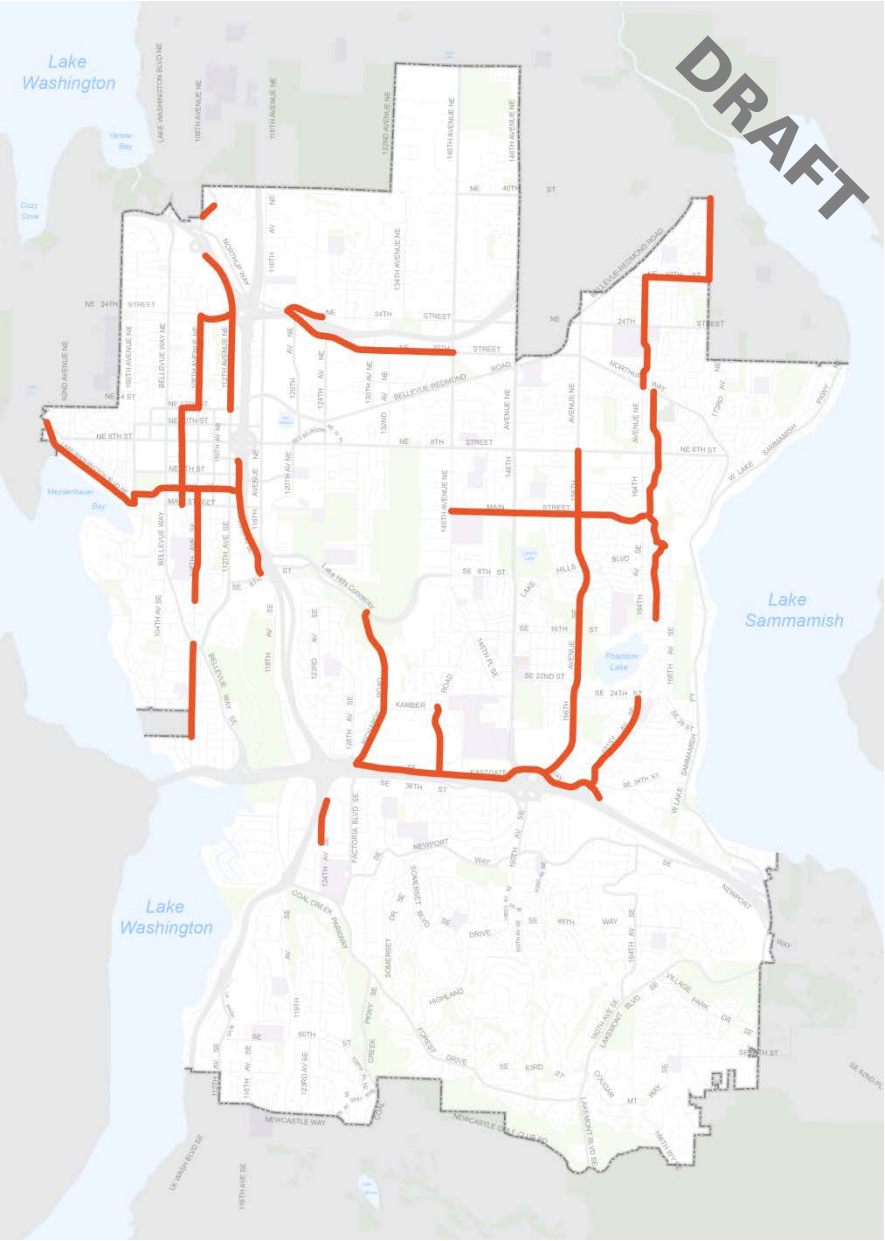
BRIP Option 2.1

Key Features:

- $6.15M est. installation cost
  - $3.6M along CCCs
  - $2.5M for supplemental bike access
- Off-street path construction from 106th–108th Ave NE
- Dedicated N-S bicycle facilities on 106th Ave NE in Downtown
- Moderate level of supplemental bicycle access improvements

Tradeoffs:

- Indirect, hilly neighborhood route alternative for NS-5
- Low level of bicycle improvements south of I-90



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Option 2.1

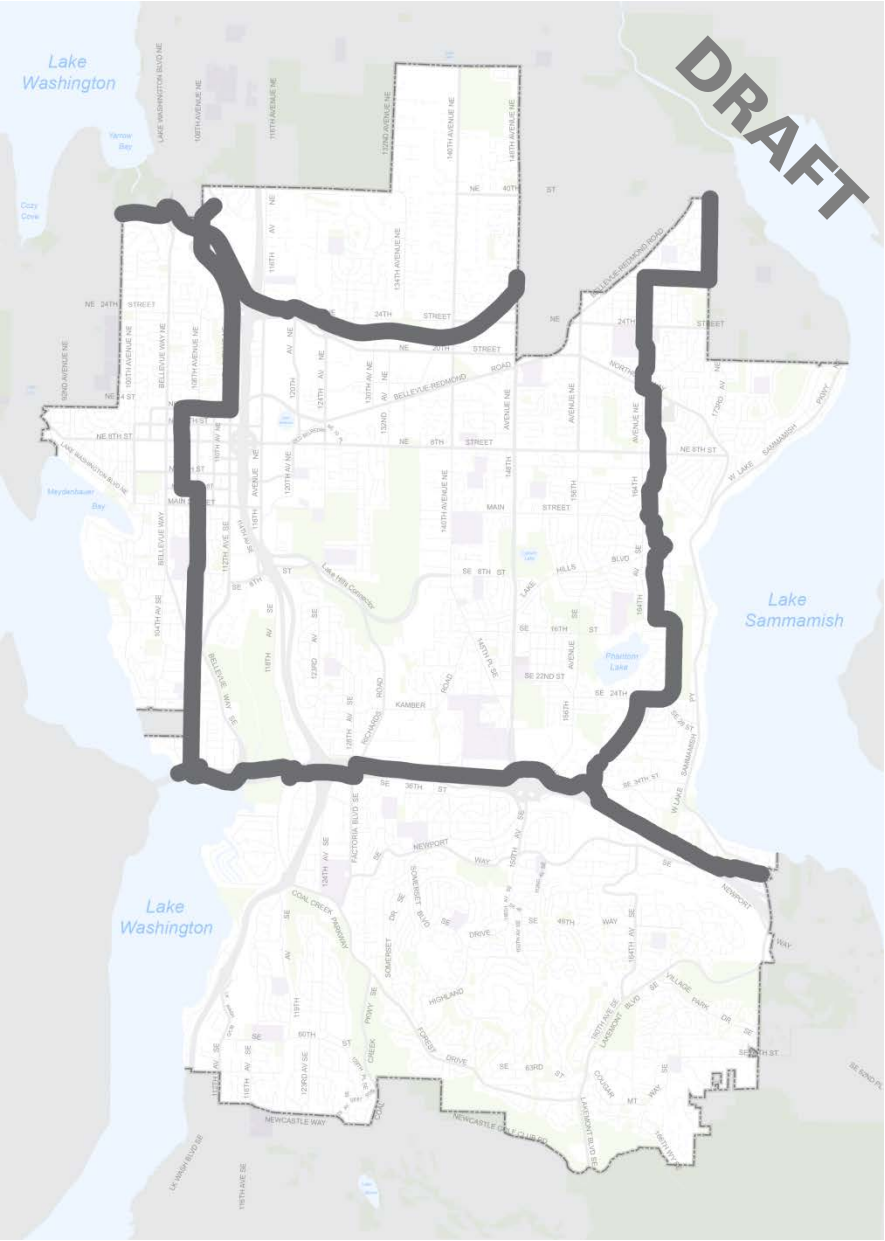
Key Features:

2 North-South cross-city connections

- NS-1: Enatai to South Kirkland
  - 108th Ave SE, NE 2nd St, 106th Ave NE, NE 12th St, 112th Ave NE
- NS-5: Spirit Ridge to Sammamish River
  - 161st Ave SE, SE 24th St, 168th Ave SE, SE 14th St, 166th Ave, 165th Ave, 164th Ave NE, NE 30th St, 172nd Ave NE

2 East-West cross-city connections

- EW-1: 520 Trail
  - 520 Trail (west), Northup Way, NE 24th St, 520 Trail (east)
- EW-4: Mountains to Sound Greenway
  - I-90 Trail (west), Richards Rd, SE Eastgate Way, I-90 Trail (east)



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Option 2.2

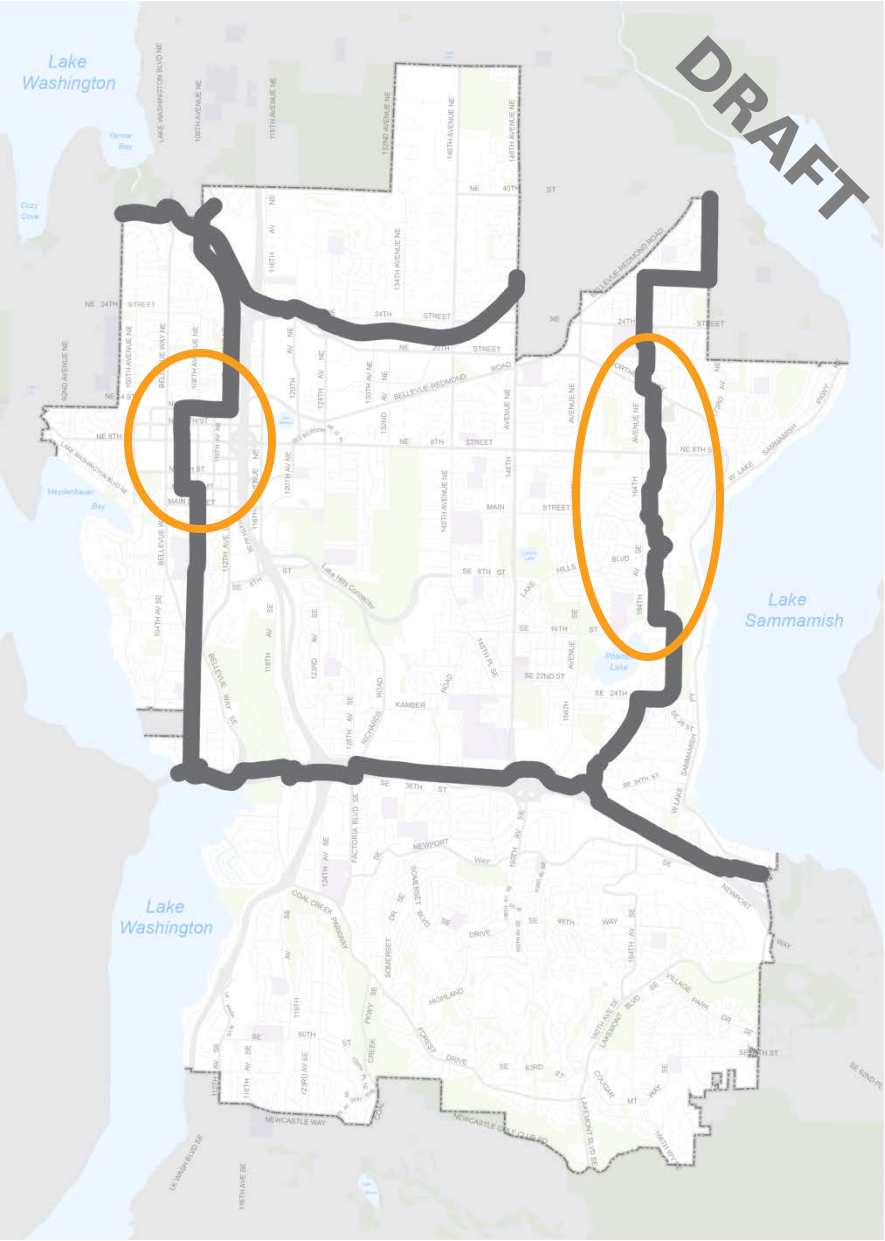
Key Features:

2 North-South cross-city connections

- NS-1: Enatai to South Kirkland
  - 108th Ave SE, NE 2nd St, 106th Ave NE, NE 12th St, 112th Ave NE
- NS-5: Spirit Ridge to Sammamish River
  - 161st Ave SE, SE 24th St, 168th Ave SE, SE 14th St, 166th Ave, 165th Ave, 164th Ave NE, NE 30th St, 172nd Ave NE

2 East-West cross-city connections

- EW-1: 520 Trail
  - 520 Trail (west), Northup Way, NE 24th St, 520 Trail (east)
- EW-4: Mountains to Sound Greenway
  - I-90 Trail (west), Richards Rd, SE Eastgate Way, I-90 Trail (east)



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

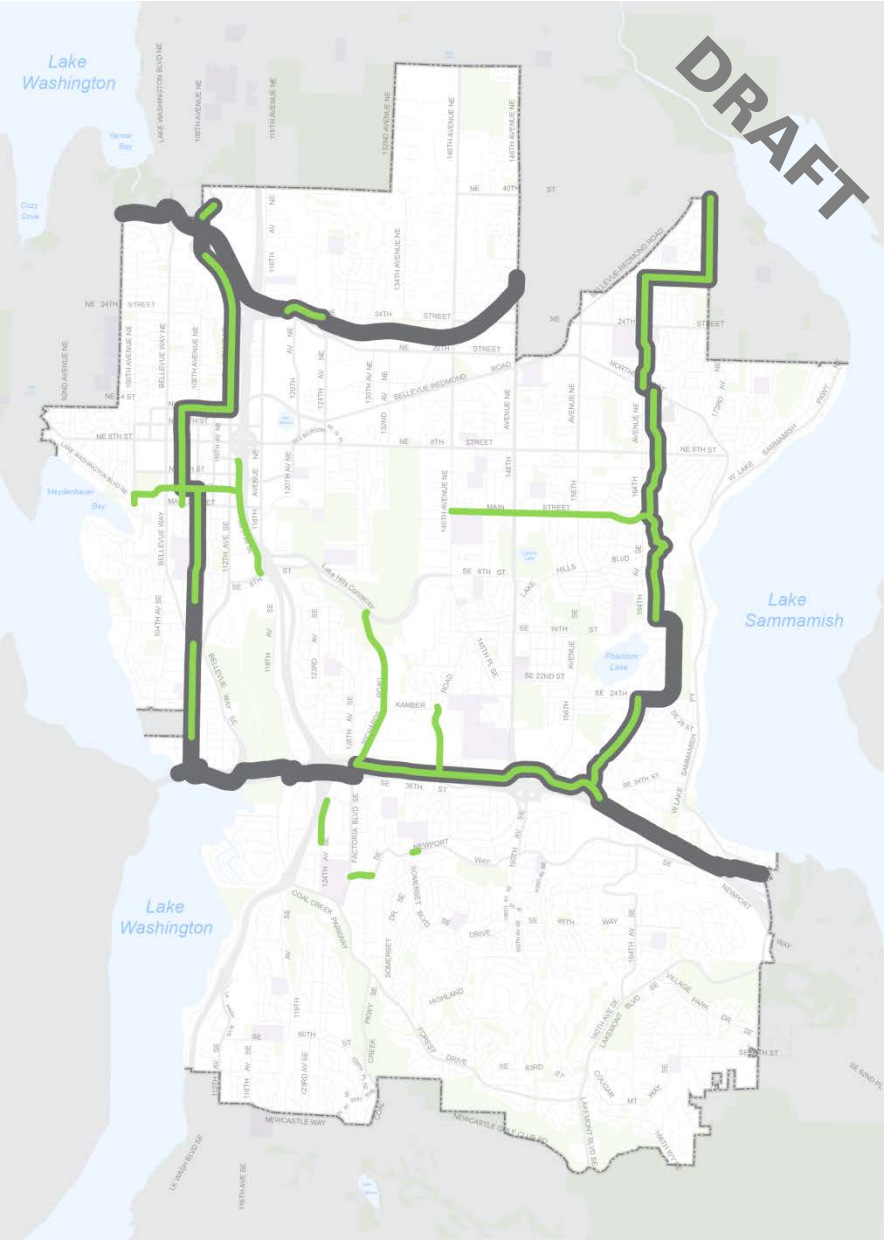
BRIP Option 2.2

Key Features:

- $6.21M est. installation cost
  - $4.9M along CCCs
  - $1.2M for supplemental bike access
- Off-street path construction from 106th–112th Ave NE
- Dedicated N-S bicycle facilities on 106th Ave NE in Downtown

Tradeoffs:

- Low level of supplemental bicycle access improvements
- Indirect, hilly neighborhood route alternative for NS-5
- Low level of bicycle improvements south of I-90



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Option 2.2

Key Features:

- $6.21M est. installation cost
  - $4.9M along CCCs
  - $1.2M for supplemental bike access
- Off-street path construction from 106th–112th Ave NE
- Dedicated N-S bicycle facilities on 106th Ave NE in Downtown

Tradeoffs:

- Low level of supplemental bicycle access improvements
- Indirect, hilly neighborhood route alternative for NS-5
- Low level of bicycle improvements south of I-90

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

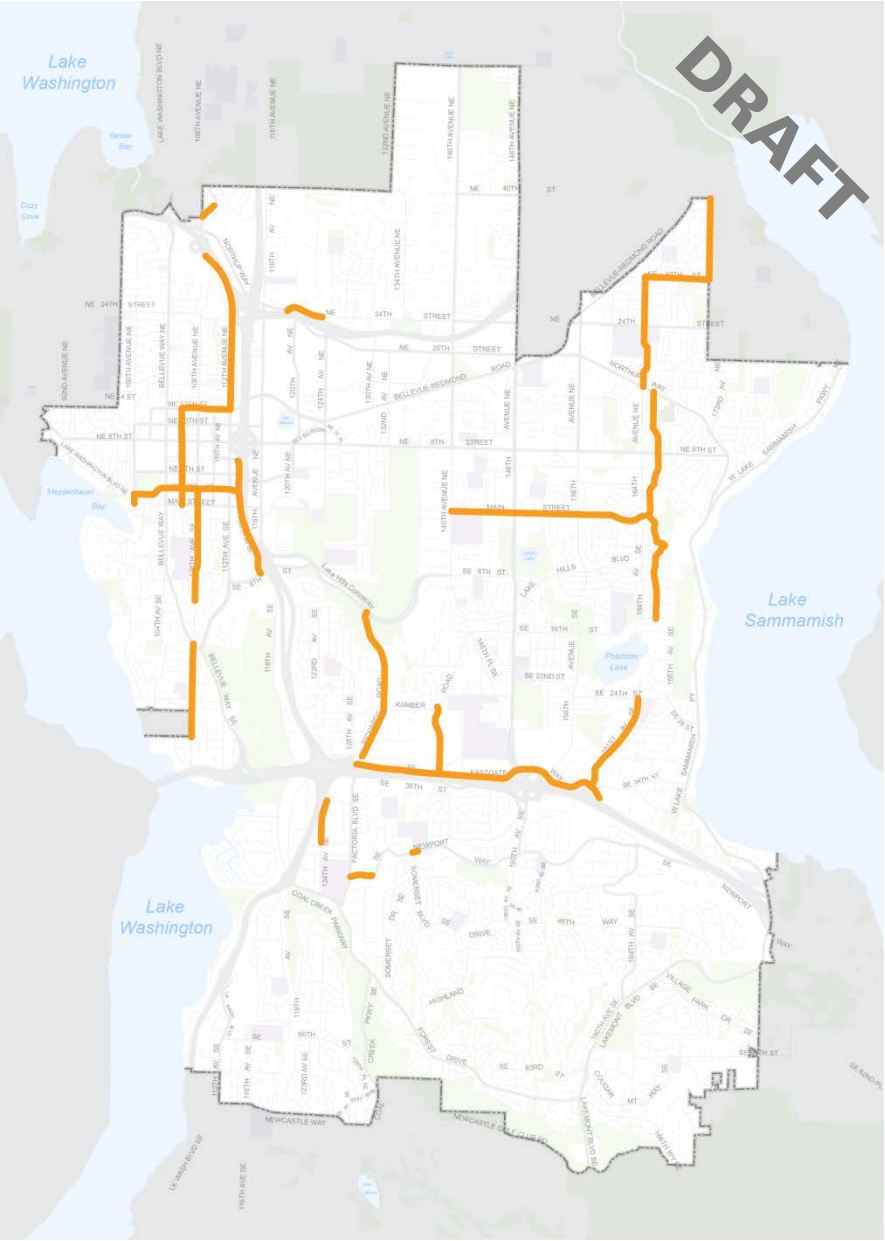
BRIP Option 2.2

Key Features:

- $6.21M est. installation cost
  - $4.9M along CCCs
  - $1.2M for supplemental bike access
- Off-street path construction from 106th–112th Ave NE
- Dedicated N-S bicycle facilities on 106th Ave NE in Downtown

Tradeoffs:

- Low level of supplemental bicycle access improvements
- Indirect, hilly neighborhood route alternative for NS-5
- Low level of bicycle improvements south of I-90



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Option 2.2

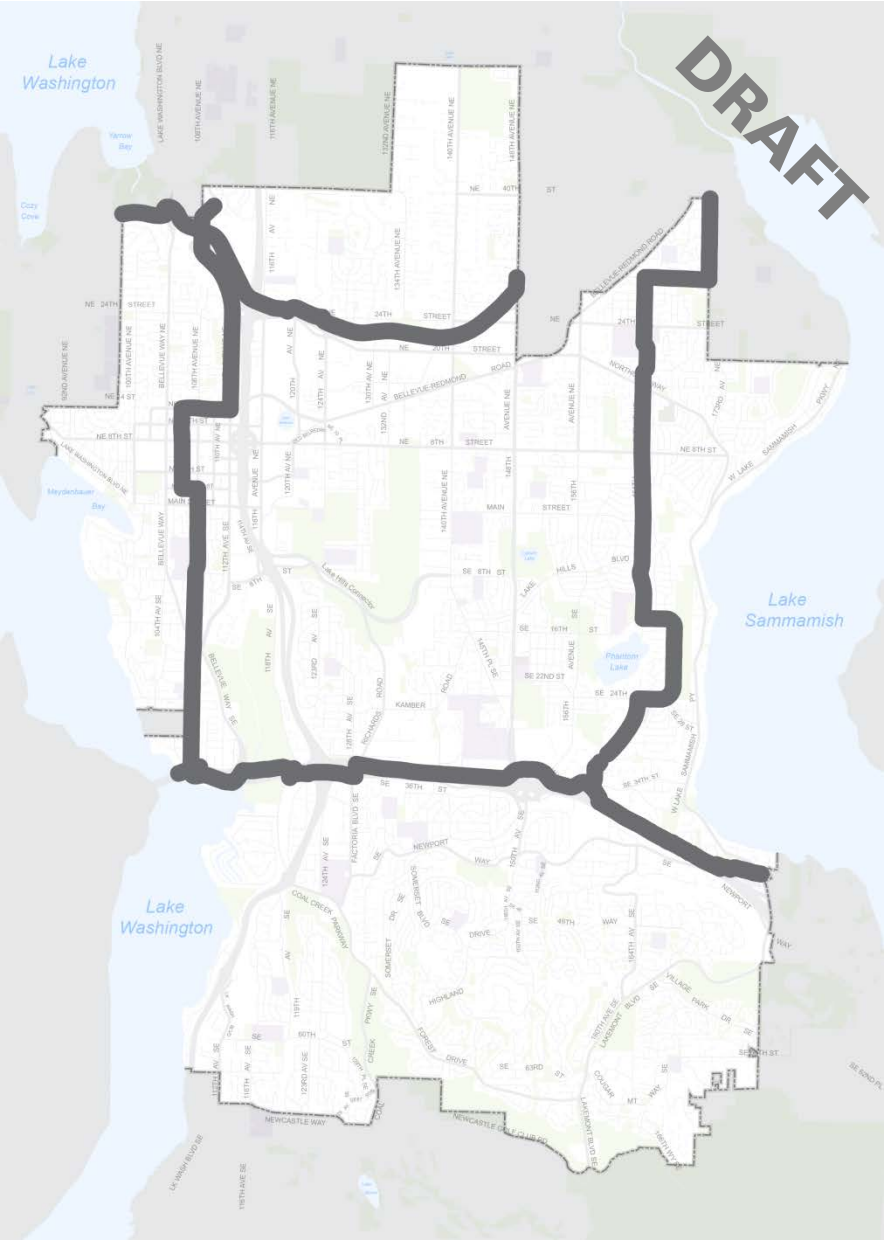
Key Features:

2 North-South cross-city connections

- NS-1: Enatai to South Kirkland
  - 108th Ave SE, NE 2nd St, 106th Ave NE, NE 12th St, 112th Ave NE
- NS-5: Spirit Ridge to Sammamish River
  - 161st Ave SE, SE 24th St, 168th Ave SE, SE 14th St, 164th Ave, NE 30th St, 172nd Ave NE

2 East-West cross-city connections

- EW-1: 520 Trail
  - 520 Trail (west), Northup Way, NE 24th St, 520 Trail (east)
- EW-4: Mountains to Sound Greenway
  - I-90 Trail (west), Richards Rd, SE Eastgate Way, I-90 Trail (east)



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Option 2.3

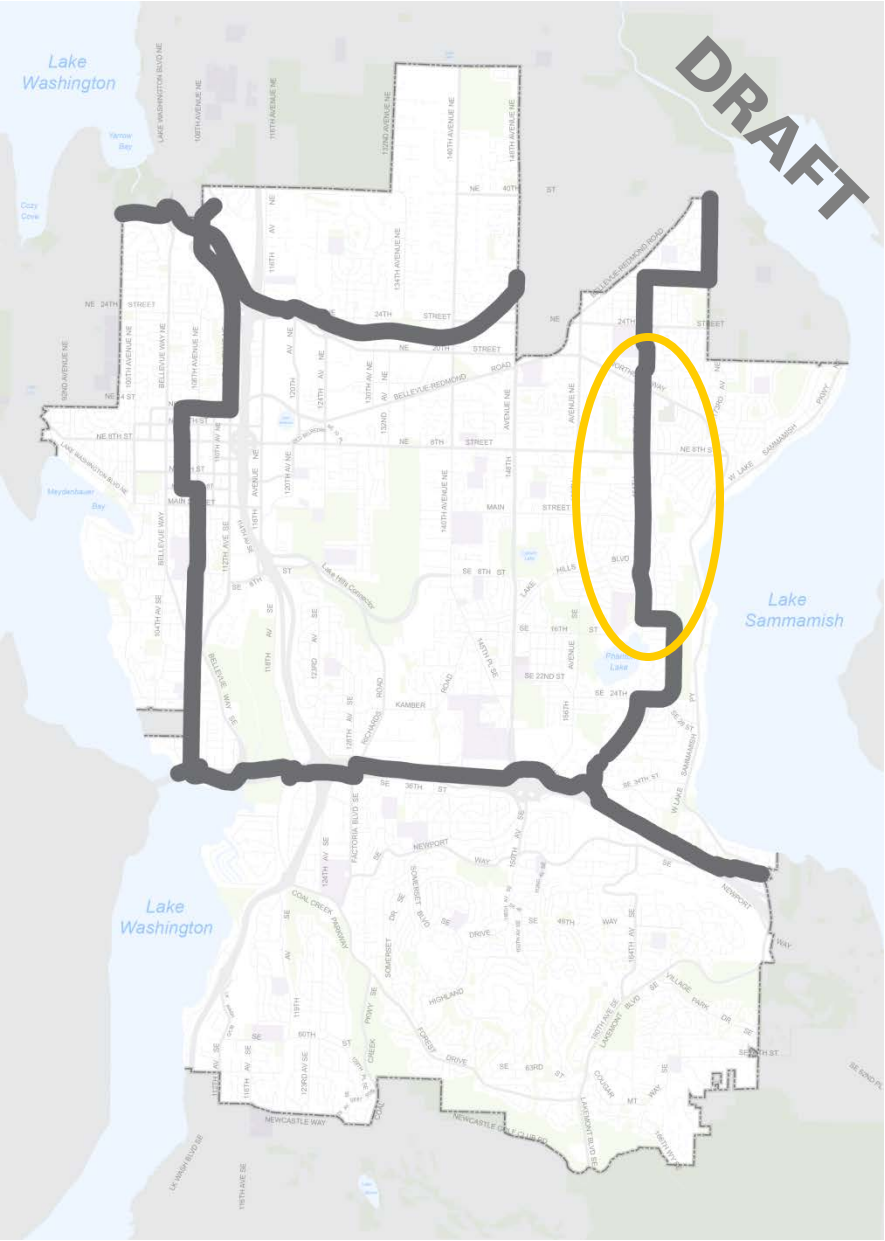
Key Features:

2 North-South cross-city connections

- NS-1: Enatai to South Kirkland
  - 108th Ave SE, NE 2nd St, 106th Ave NE, NE 12th St, 112th Ave NE
- NS-5: Spirit Ridge to Sammamish River
  - 161st Ave SE, SE 24th St, 168th Ave SE, SE 14th St, 164th Ave, NE 30th St, 172nd Ave NE

2 East-West cross-city connections

- EW-1: 520 Trail
  - 520 Trail (west), Northup Way, NE 24th St, 520 Trail (east)
- EW-4: Mountains to Sound Greenway
  - I-90 Trail (west), Richards Rd, SE Eastgate Way, I-90 Trail (east)



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

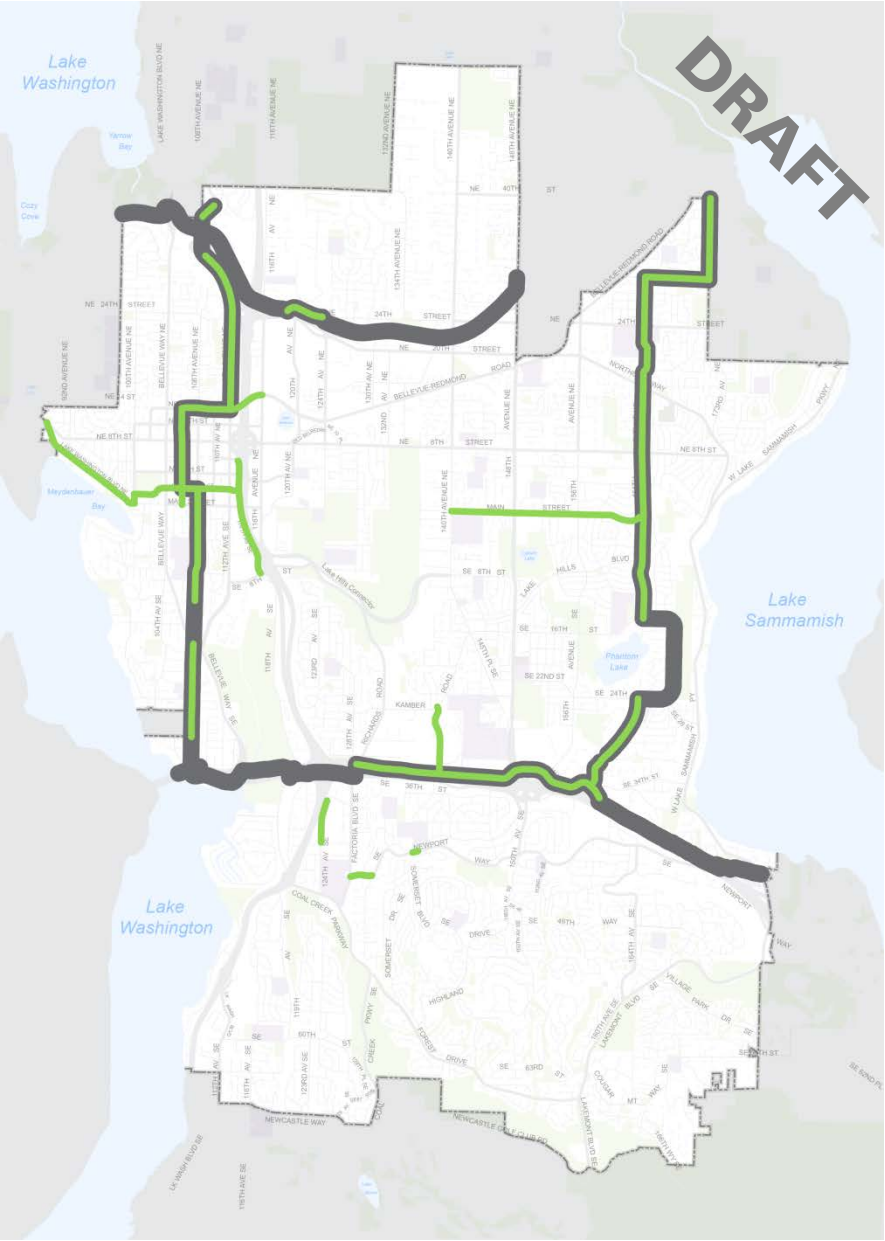
BRIP Option 2.3

Key Features:

- $6.21M est. installation cost
  - $5.3M along CCCs
  - $0.9M for supplemental bike access
- Off-street path construction from 106th–112th Ave NE
- Dedicated N-S bicycle facilities on 106th Ave NE in Downtown
- Direct, buffered NS-5 route

Tradeoffs:

- Low level of supplemental bicycle access improvements
- On-street parking displacement along 164th Ave (NS-5)
- Low level of bicycle improvements south of I-90



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

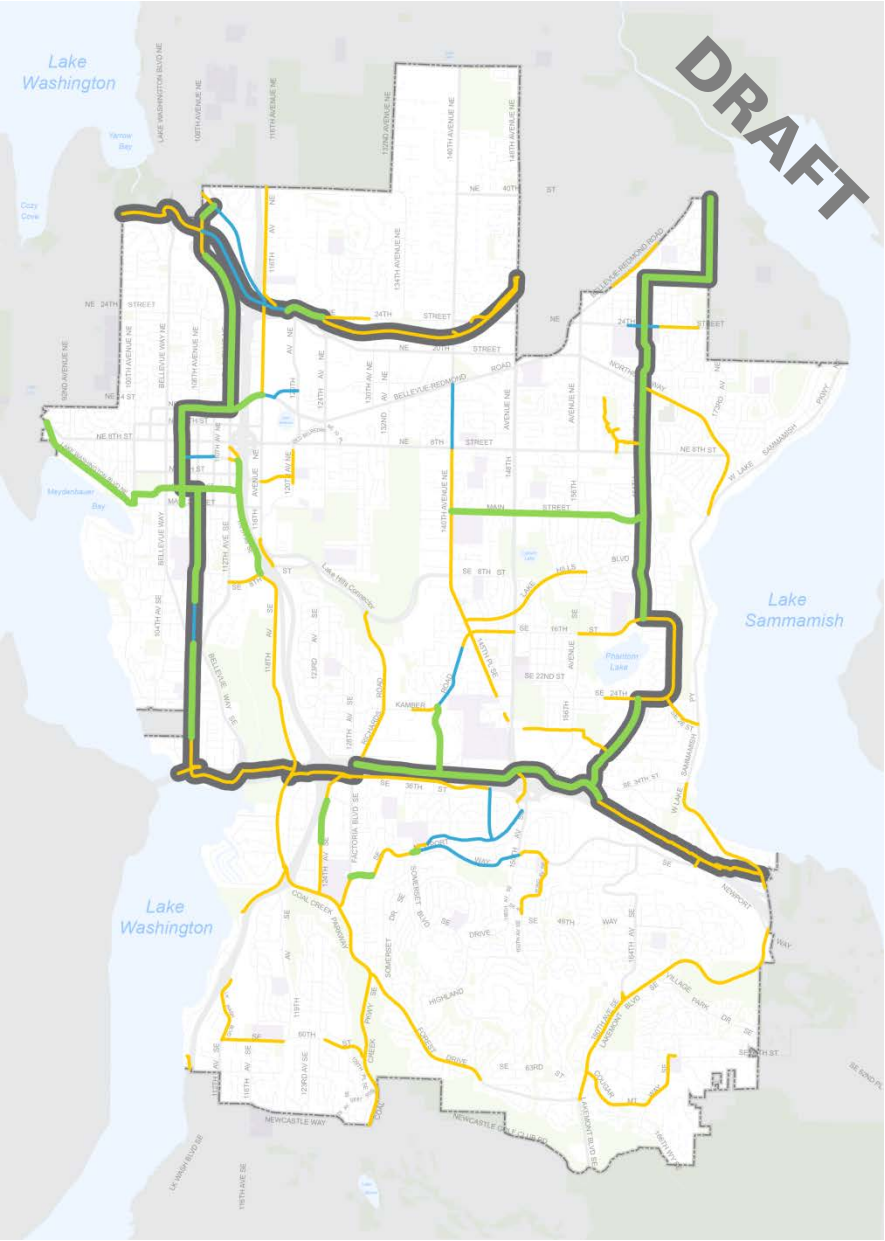
BRIP Option 2.3

Key Features:

- $6.21M est. installation cost
  - $5.3M along CCCs
  - $0.9M for supplemental bike access
- Off-street path construction from 106th–112th Ave NE
- Dedicated N-S bicycle facilities on 106th Ave NE in Downtown
- Direct, buffered NS-5 route

Tradeoffs:

- Low level of supplemental bicycle access improvements
- On-street parking displacement along 164th Ave (NS-5)
- Low level of bicycle improvements south of I-90



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

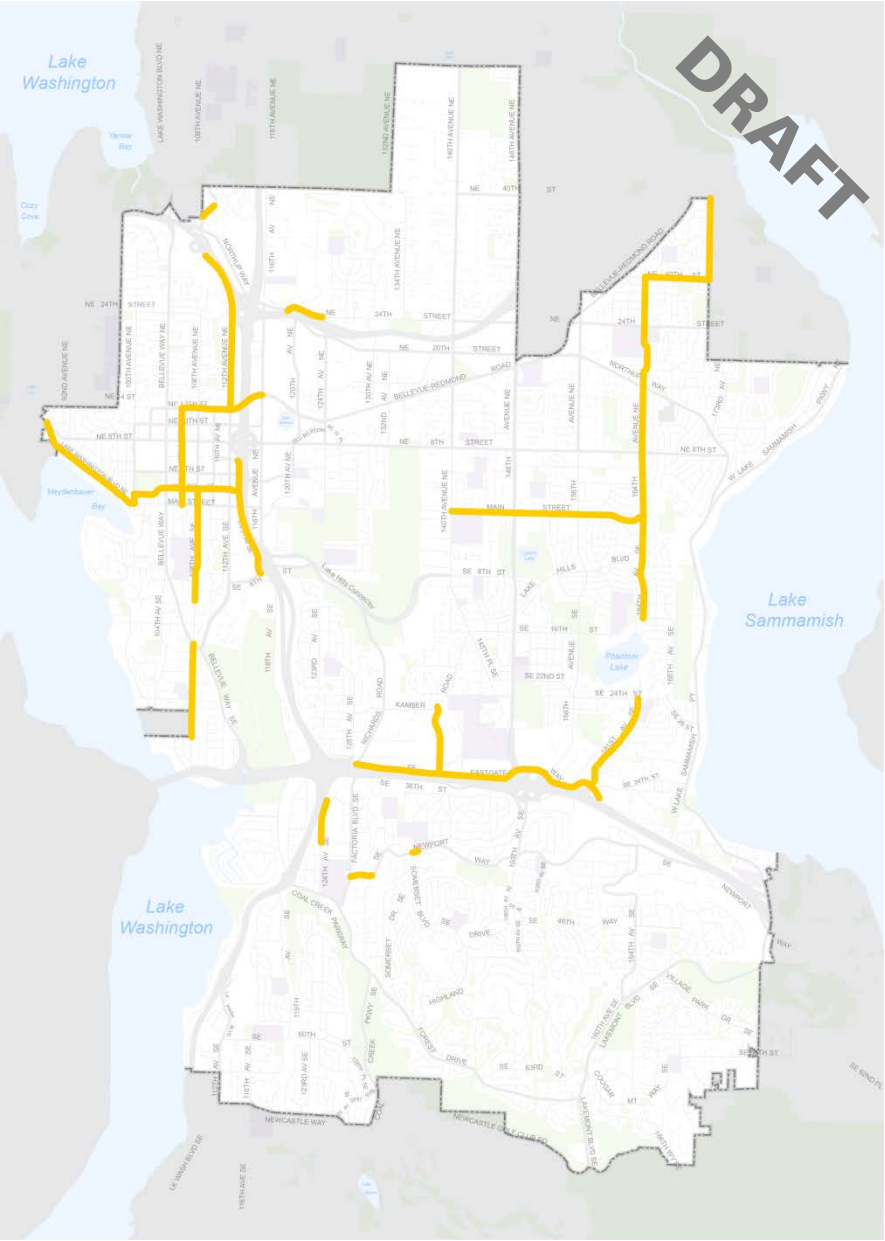
BRIP Option 2.3

Key Features:

- $6.21M est. installation cost
  - $5.3M along CCCs
  - $0.9M for supplemental bike access
- Off-street path construction from 106th–112th Ave NE
- Dedicated N-S bicycle facilities on 106th Ave NE in Downtown
- Direct, buffered NS-5 route

Tradeoffs:

- Low level of supplemental bicycle access improvements
- On-street parking displacement along 164th Ave (NS-5)
- Low level of bicycle improvements south of I-90



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Option 2.3

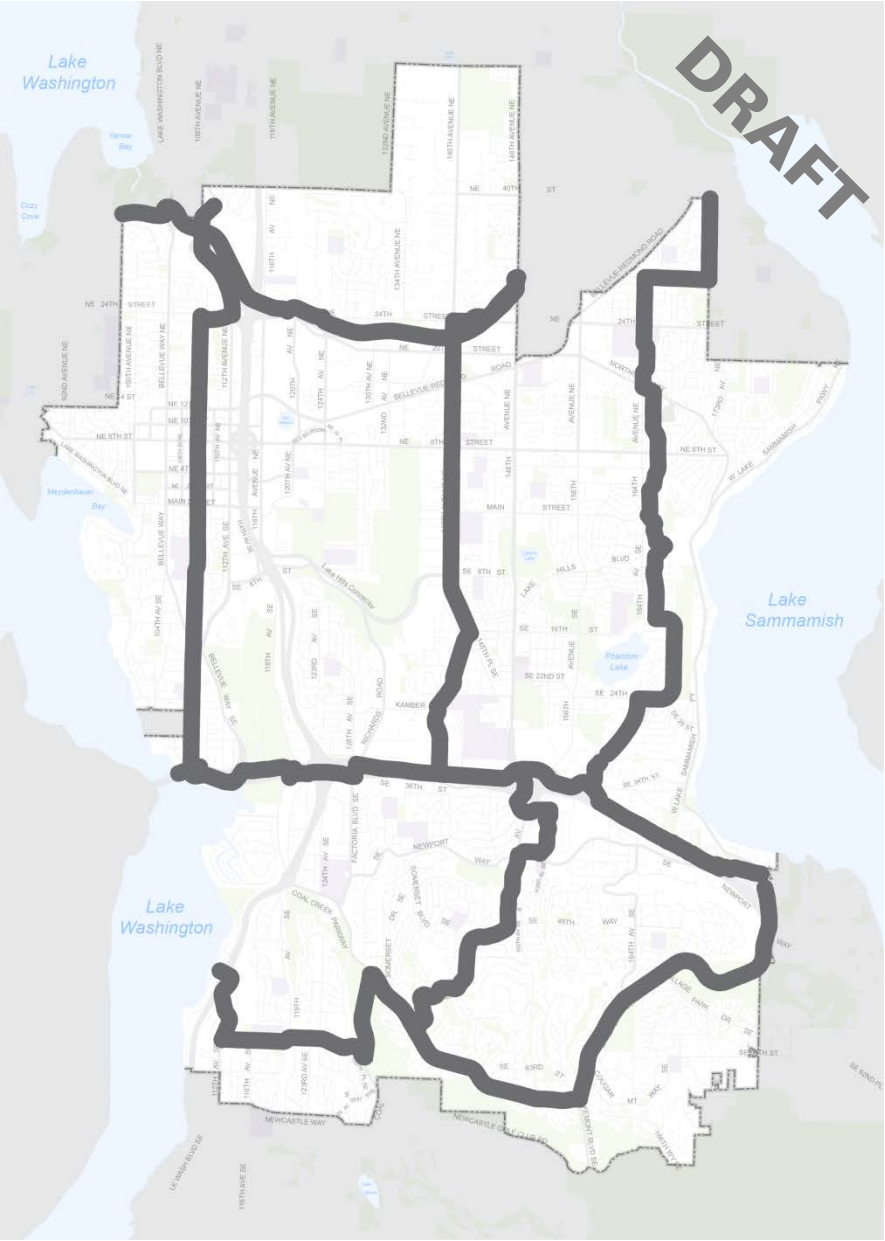
Key Features:

3 North-South cross-city connections

- NS-1: Enatai to South Kirkland
  - 108th Ave, NE 24th St, 112th Ave NE
- NS-4: Somerset to Redmond
  - Highland Dr, 140th Ave SE, Newport Way, 154th Ave SE, SE 38th St, I-90 Overpass, SE Eastgate Way, 139th Ave SE, Kamber Rd, 140th Ave, NE 24 St, NE 29th Pl
- NS-5: Spirit Ridge to Sammamish River
  - 161st Ave SE, SE 24th St, 168th Ave SE, SE 14th St, 166th Ave, 165th Ave, 164th Ave NE, NE 30th St, 172nd Ave NE

3 East-West cross-city connections

- EW-1: 520 Trail
  - 520 Trail (W), Northup Way, NE 24th St, 520 Trail (E)
- EW-4: Mountains to Sound Greenway
  - I-90 Trail (W), Richards Rd, SE Eastgate Way, I-90 Trail (E)
- EW-5: Coal Creek to Cougar Mountain
  - Lake Washington Blvd SE, SE 60th St, Coal Creek Pkwy SE, Forest Dr SE, Lakemont Blvd SE



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Option 3.0

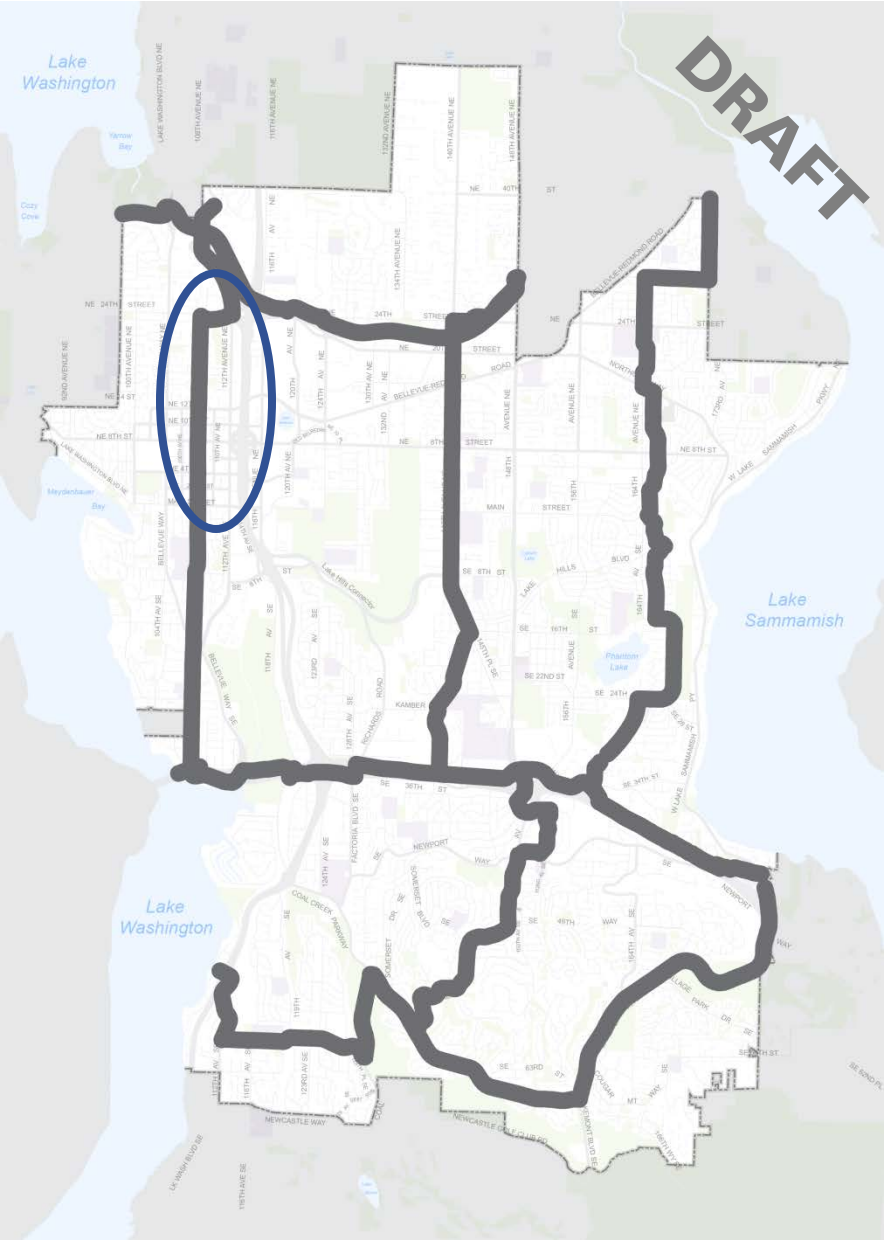
Key Features:

3 North-South cross-city connections

- NS-1: Enatai to South Kirkland
  - 108th Ave, NE 24th St, 112th Ave NE
- NS-4: Somerset to Redmond
  - Highland Dr, 140th Ave SE, Newport Way, 154th Ave SE, SE 38th St, I-90 Overpass, SE Eastgate Way, 139th Ave SE, Kamber Rd, 140th Ave, NE 24 St, NE 29th Pl
- NS-5: Spirit Ridge to Sammamish River
  - 161st Ave SE, SE 24th St, 168th Ave SE, SE 14th St, 166th Ave, 165th Ave, 164th Ave NE, NE 30th St, 172nd Ave NE

3 East-West cross-city connections

- EW-1: 520 Trail
  - 520 Trail (W), Northup Way, NE 24th St, 520 Trail (E)
- EW-4: Mountains to Sound Greenway
  - I-90 Trail (W), Richards Rd, SE Eastgate Way, I-90 Trail (E)
- EW-5: Coal Creek to Cougar Mountain
  - Lake Washington Blvd SE, SE 60th St, Coal Creek Pkwy SE, Forest Dr SE, Lakemont Blvd SE



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

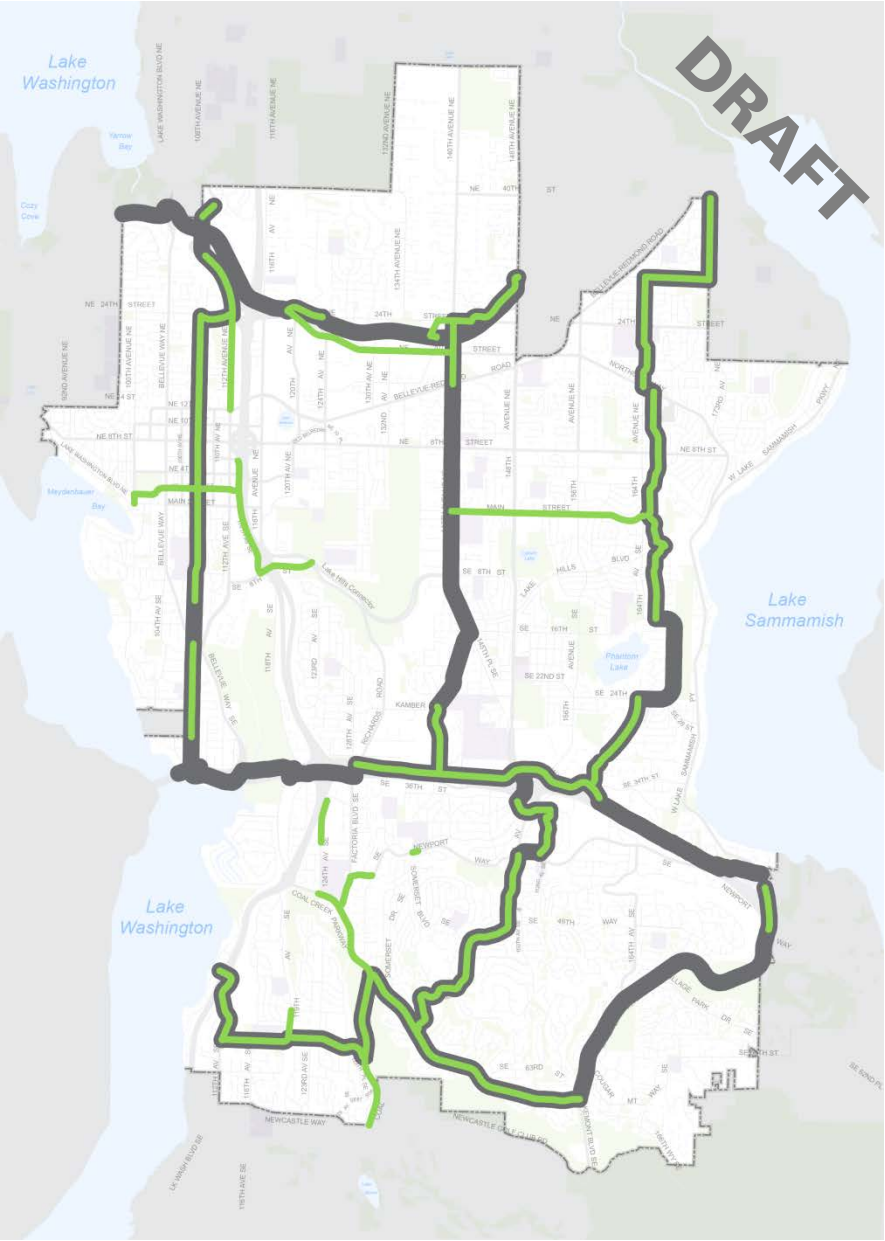
BRIP Option 3.0

Key Features:

- $5.82M est. installation cost
  - $3.6M along CCCs
  - $2.1M for supplemental bike access
- Exceeds 2019 goals for cross-city connections
- No off-street path construction
- Moderate level of supplemental bicycle access improvements

Tradeoffs:

- No dedicated N-S bicycle facility through Downtown
- Indirect, hilly neighborhood route alternative for NS-5



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Option 3.0

Key Features:

- $5.82M est. installation cost
  - $3.6M along CCCs
  - $2.1M for supplemental bike access
- Exceeds 2019 goals for cross-city connections
- No off-street path construction
- Moderate level of supplemental bicycle access improvements

Tradeoffs:

- No dedicated N-S bicycle facility through Downtown
- Indirect, hilly neighborhood route alternative for NS-5

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

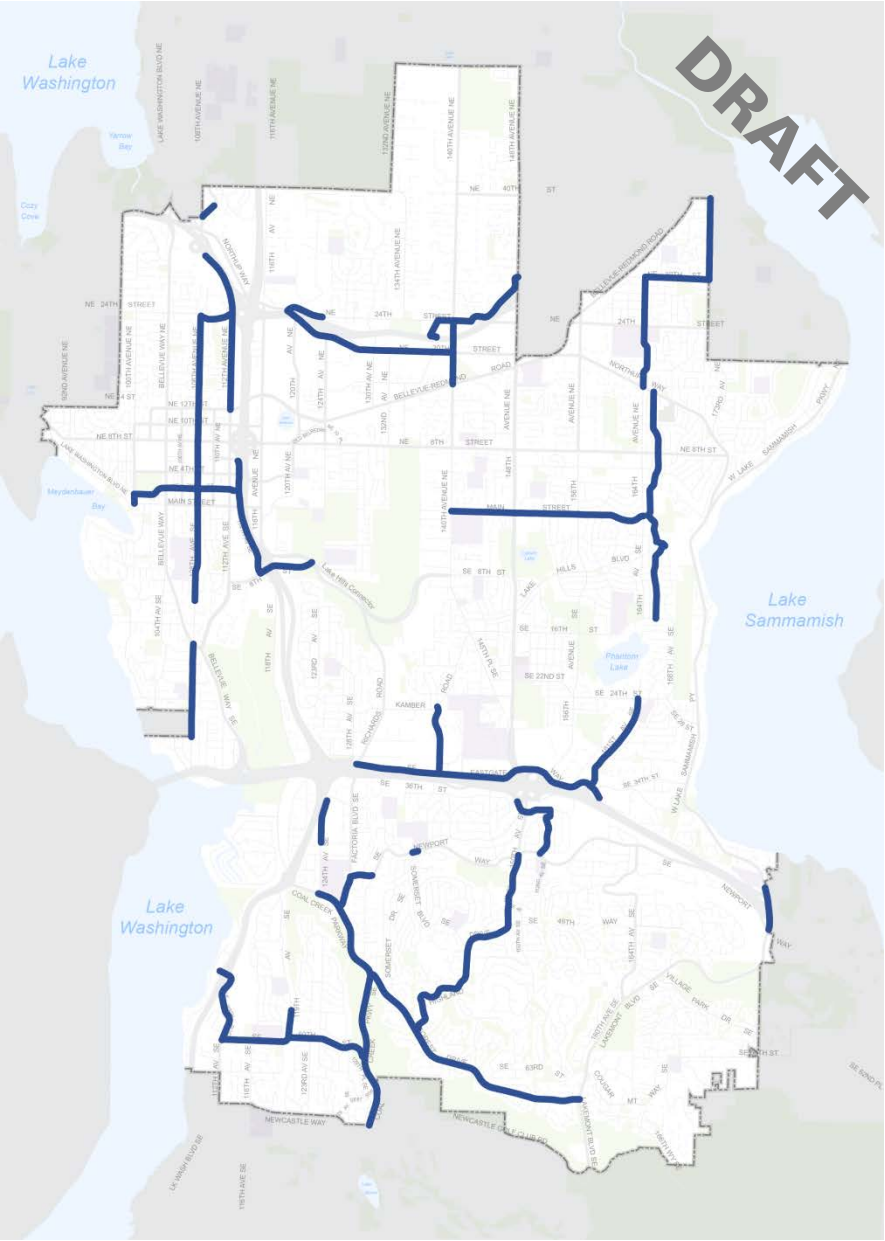
BRIP Option 3.0

Key Features:

- $5.82M est. installation cost
  - $3.6M along CCCs
  - $2.1M for supplemental bike access
- Exceeds 2019 goals for cross-city connections
- No off-street path construction
- Moderate level of supplemental bicycle access improvements

Tradeoffs:

- No dedicated N-S bicycle facility through Downtown
- Indirect, hilly neighborhood route alternative for NS-5



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Option 3.0

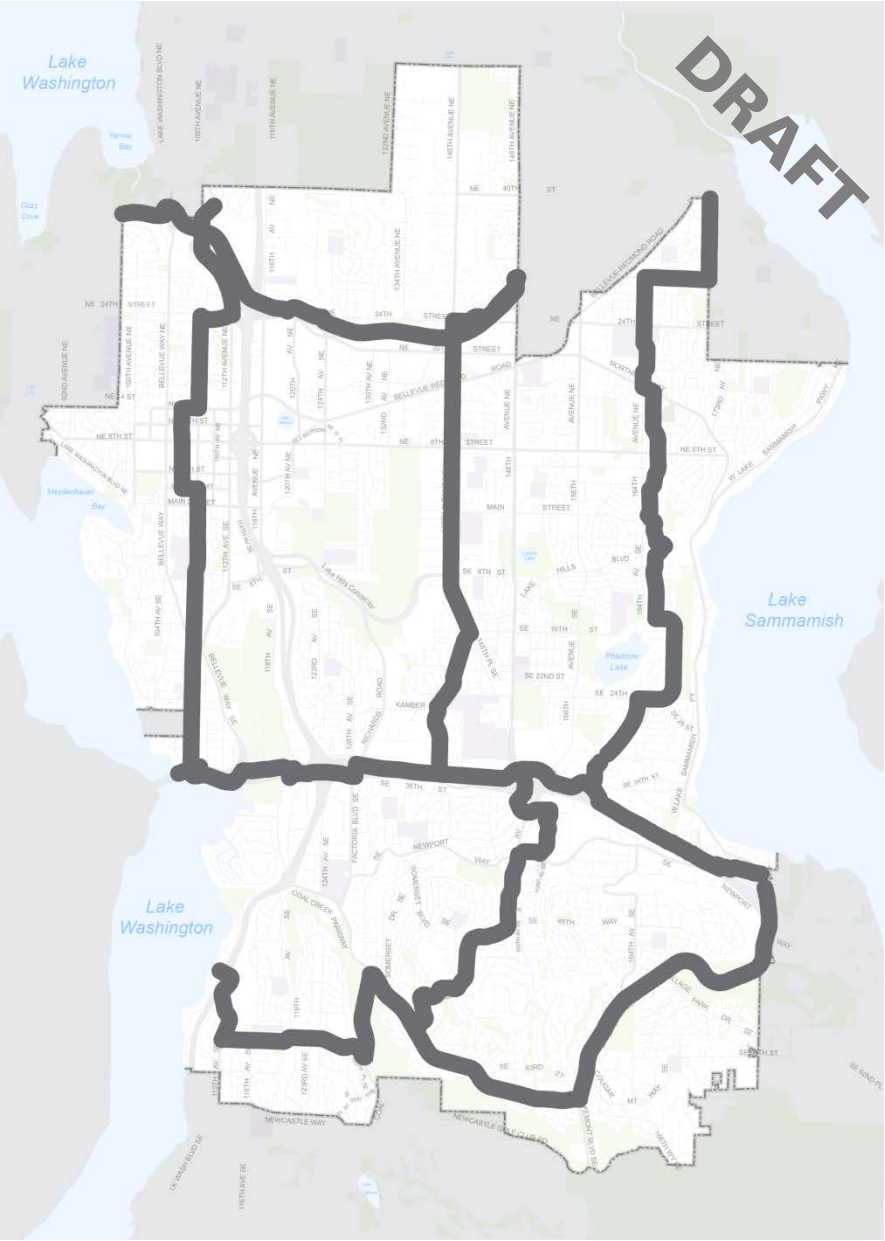
Key Features:

3 North-South cross-city connections

- NS-1: Enatai to South Kirkland
  - 108th Ave SE, NE 2nd St, 106th Ave NE, NE 12th St, 108th Ave NE, NE 24th St, 112th Ave NE
- NS-4: Somerset to Redmond
  - Highland Dr, 140th Ave SE, Newport Way, 154th Ave SE, SE 38th St, I-90 Overpass, SE Eastgate Way, 139th Ave SE, Kamber Rd, 140th Ave, NE 24 St, NE 29th Pl
- NS-5: Spirit Ridge to Sammamish River
  - 161st Ave SE, SE 24th St, 168th Ave SE, SE 14th St, 166th Ave, 165th Ave, 164th Ave NE, NE 30th St, 172nd Ave NE

3 East-West cross-city connections

- EW-1: 520 Trail
  - 520 Trail (W), Northup Way, NE 24th St, 520 Trail (E)
- EW-4: Mountains to Sound Greenway
  - I-90 Trail (W), Richards Rd, SE Eastgate Way, I-90 Trail (E)
- EW-5: Coal Creek to Cougar Mountain
  - Lake Washington Blvd SE, SE 60th St, Coal Creek Pkwy SE, Forest Dr SE, Lakemont Blvd SE



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Option 3.1

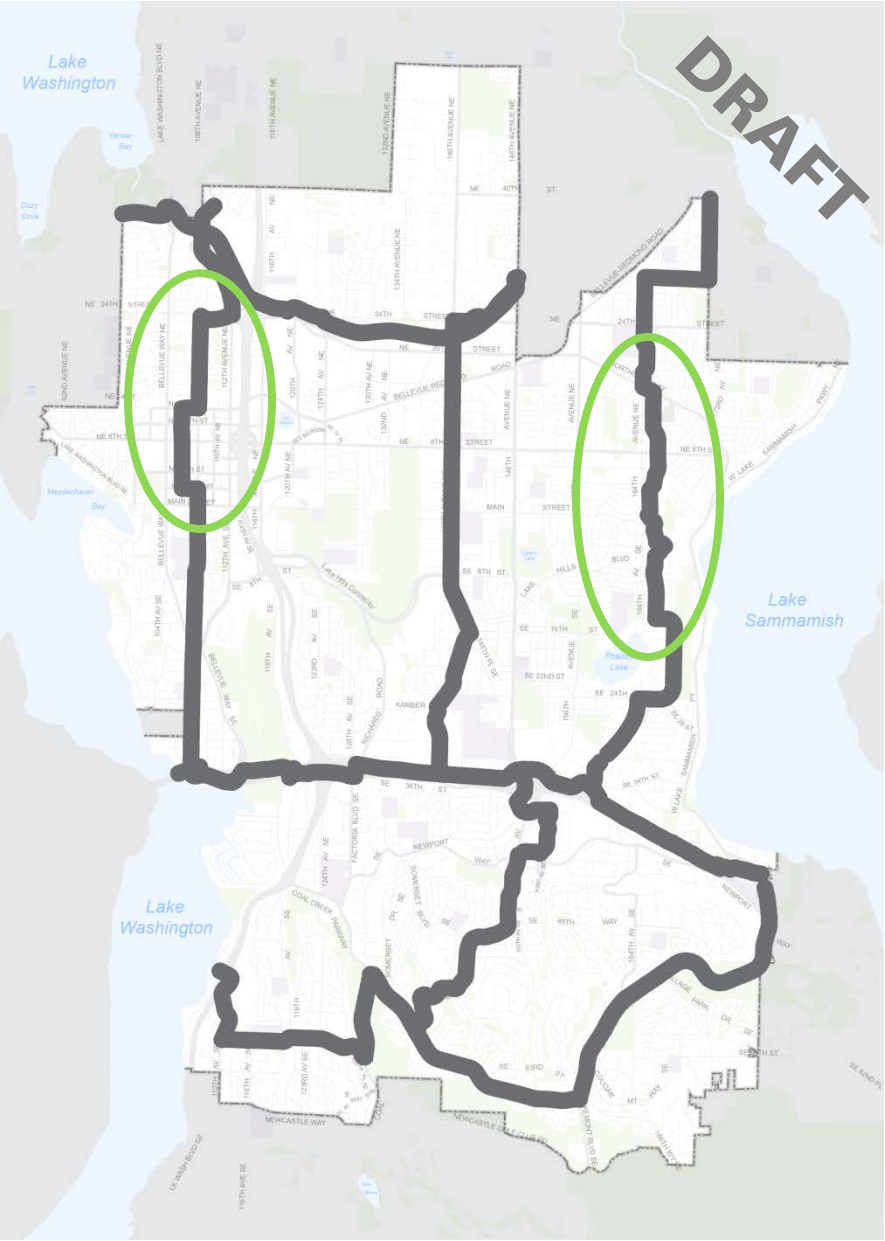
Key Features:

3 North-South cross-city connections

- NS-1: Enatai to South Kirkland
  - 108th Ave SE, NE 2nd St, 106th Ave NE, NE 12th St, 108th Ave NE, NE 24th St, 112th Ave NE
- NS-4: Somerset to Redmond
  - Highland Dr, 140th Ave SE, Newport Way, 154th Ave SE, SE 38th St, I-90 Overpass, SE Eastgate Way, 139th Ave SE, Kamber Rd, 140th Ave, NE 24 St, NE 29th Pl
- NS-5: Spirit Ridge to Sammamish River
  - 161st Ave SE, SE 24th St, 168th Ave SE, SE 14th St, 166th Ave, 165th Ave, 164th Ave NE, NE 30th St, 172nd Ave NE

3 East-West cross-city connections

- EW-1: 520 Trail
  - 520 Trail (W), Northup Way, NE 24th St, 520 Trail (E)
- EW-4: Mountains to Sound Greenway
  - I-90 Trail (W), Richards Rd, SE Eastgate Way, I-90 Trail (E)
- EW-5: Coal Creek to Cougar Mountain
  - Lake Washington Blvd SE, SE 60th St, Coal Creek Pkwy SE, Forest Dr SE, Lakemont Blvd SE



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

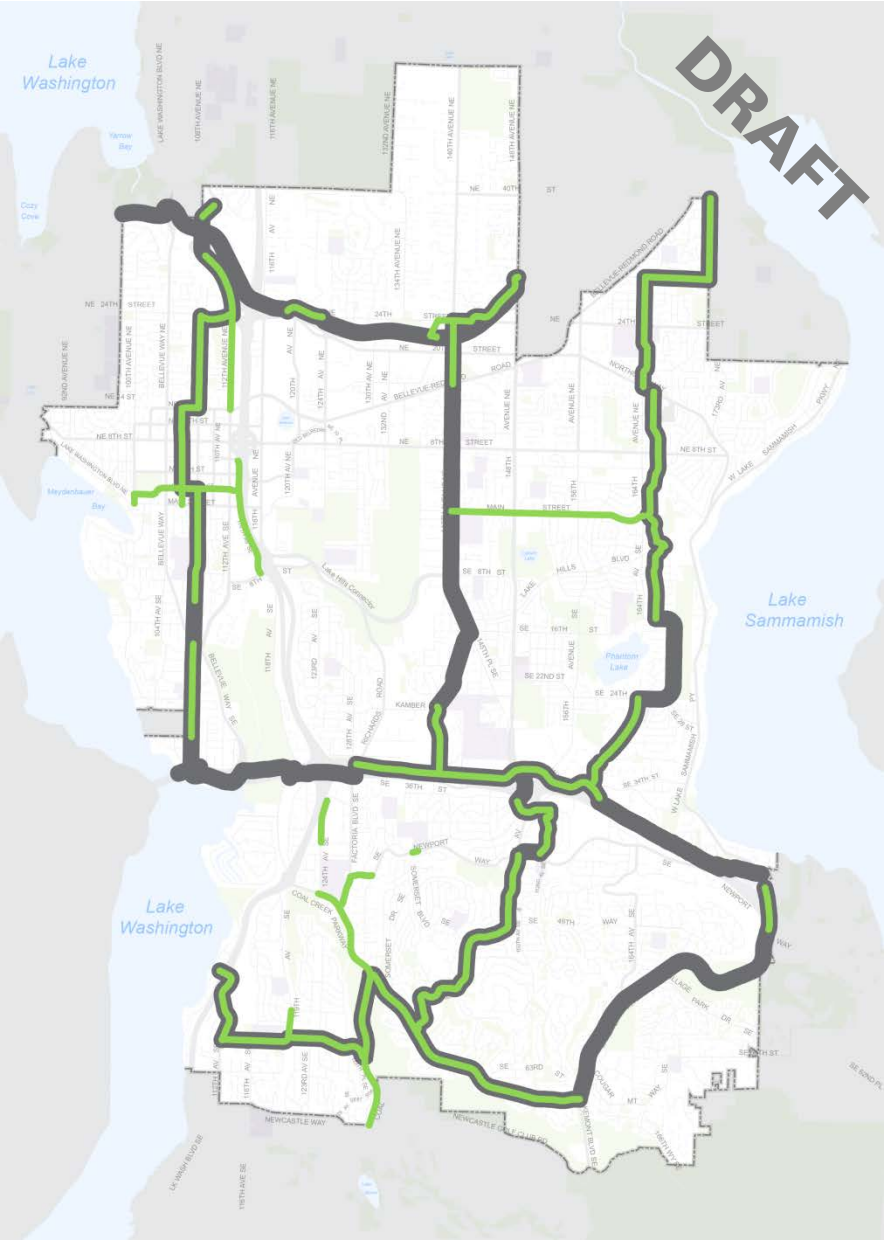
BRIP Option 3.1

Key Features:

- $6.58M est. installation cost
  - $5.2M along CCCs
  - $1.3M for supplemental bike access
- Exceeds 2019 goals for cross-city connections
- Off-street path construction from 106th–108th Ave NE
- Dedicated N-S bicycle facilities on 106th Ave NE in Downtown
- Moderate level of supplemental bicycle access improvements

Tradeoffs:

- Indirect, hilly neighborhood route alternative for NS-5



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Option 3.1

Key Features:

- $6.58M est. installation cost
  - $5.2M along CCCs
  - $1.3M for supplemental bike access
- Exceeds 2019 goals for cross-city connections
- Off-street path construction from 106th–108th Ave NE
- Dedicated N-S bicycle facilities on 106th Ave NE in Downtown
- Moderate level of supplemental bicycle access improvements

Tradeoffs:

- Indirect, hilly neighborhood route alternative for NS-5

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

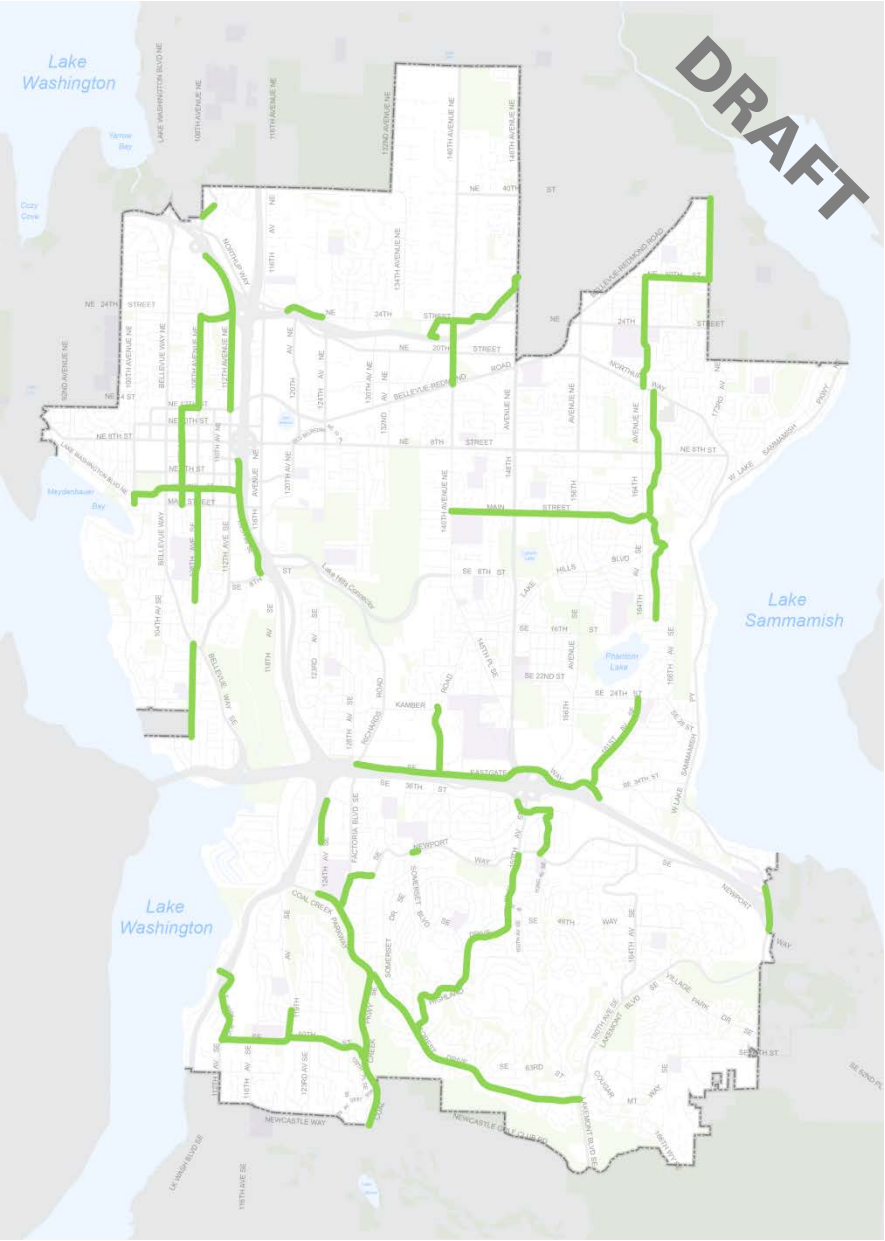
BRIP Option 3.1

Key Features:

- $6.58M est. installation cost
  - $5.2M along CCCs
  - $1.3M for supplemental bike access
- Exceeds 2019 goals for cross-city connections
- Off-street path construction from 106th–108th Ave NE
- Dedicated N-S bicycle facilities on 106th Ave NE in Downtown
- Moderate level of supplemental bicycle access improvements

Tradeoffs:

- Indirect, hilly neighborhood route alternative for NS-5



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Option 3.1

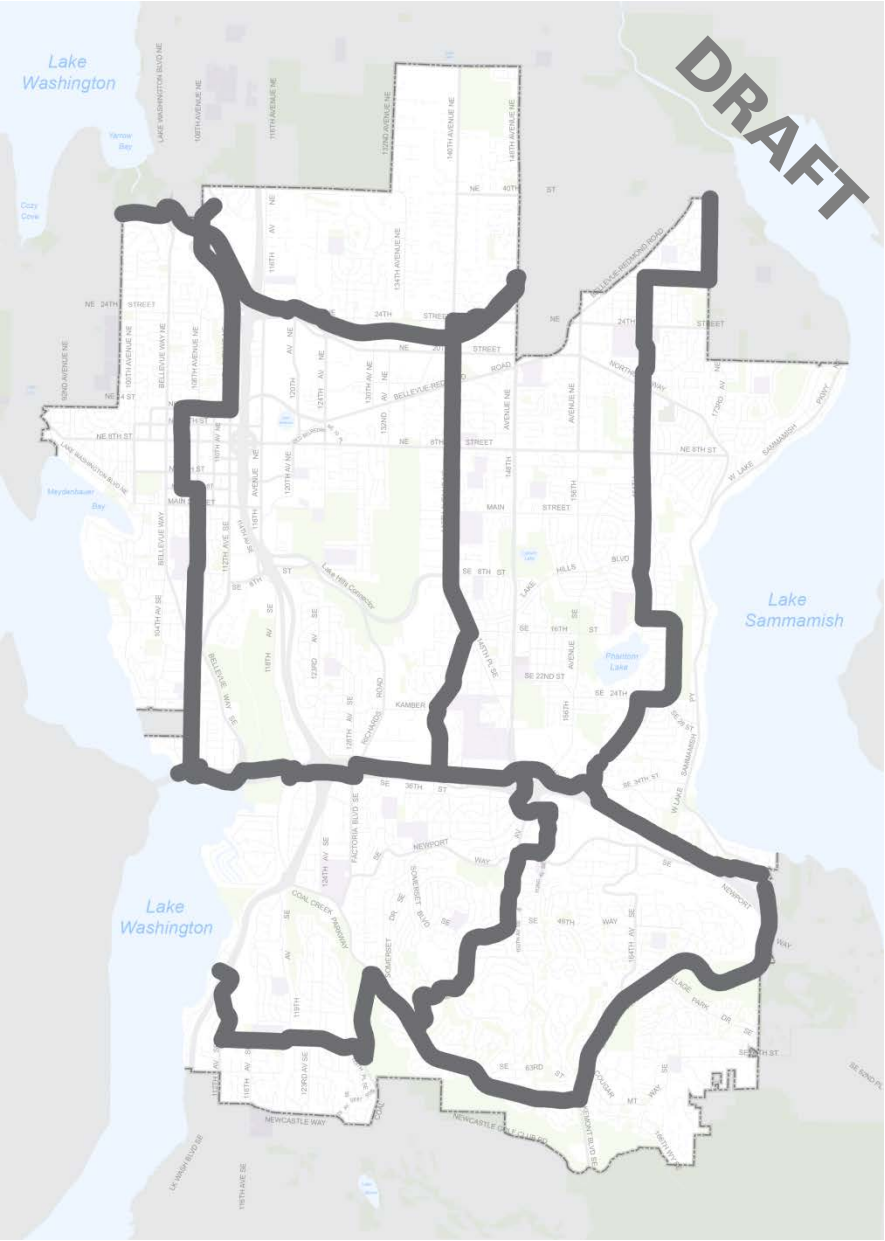
Key Features:

3 North-South cross-city connections

- NS-1: Enatai to South Kirkland
  - 108th Ave SE, NE 2nd St, 106th Ave NE, NE 12th St, 112th Ave NE
- NS-4: Somerset to Redmond
  - Highland Dr, 140th Ave SE, Newport Way, 154th Ave SE, SE 38th St, I-90 Overpass, SE Eastgate Way, 139th Ave SE, Kamber Rd, 140th Ave, NE 24 St, NE 29th Pl
- NS-5: Spirit Ridge to Sammamish River
  - 161st Ave SE, SE 24th St, 168th Ave SE, SE 14th St, 164th Ave, NE 30th St, 172nd Ave NE

3 East-West cross-city connections

- EW-1: 520 Trail
  - 520 Trail (W), Northup Way, NE 24th St, 520 Trail (E)
- EW-4: Mountains to Sound Greenway
  - I-90 Trail (W), Richards Rd, SE Eastgate Way, I-90 Trail (E)
- EW-5: Coal Creek to Cougar Mountain
  - Lake Washington Blvd SE, SE 60th St, Coal Creek Pkwy SE, Forest Dr SE, Lakemont Blvd SE



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Option 3.2

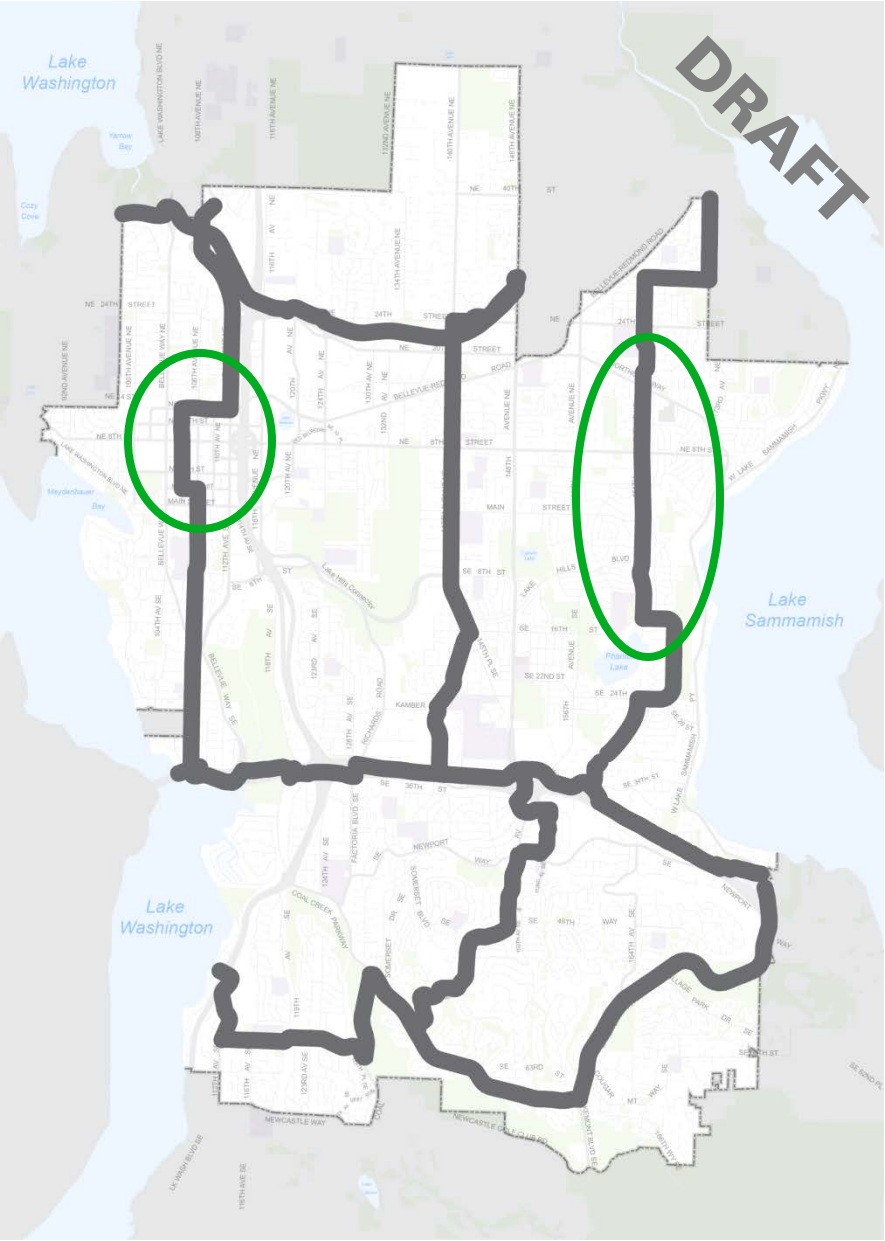
Key Features:

3 North-South cross-city connections

- NS-1: Enatai to South Kirkland
  - 108th Ave SE, NE 2nd St, 106th Ave NE, NE 12th St, 112th Ave NE
- NS-4: Somerset to Redmond
  - Highland Dr, 140th Ave SE, Newport Way, 154th Ave SE, SE 38th St, I-90 Overpass, SE Eastgate Way, 139th Ave SE, Kamber Rd, 140th Ave, NE 24 St, NE 29th Pl
- NS-5: Spirit Ridge to Sammamish River
  - 161st Ave SE, SE 24th St, 168th Ave SE, SE 14th St, 164th Ave, NE 30th St, 172nd Ave NE

3 East-West cross-city connections

- EW-1: 520 Trail
  - 520 Trail (W), Northup Way, NE 24th St, 520 Trail (E)
- EW-4: Mountains to Sound Greenway
  - I-90 Trail (W), Richards Rd, SE Eastgate Way, I-90 Trail (E)
- EW-5: Coal Creek to Cougar Mountain
  - Lake Washington Blvd SE, SE 60th St, Coal Creek Pkwy SE, Forest Dr SE, Lakemont Blvd SE



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

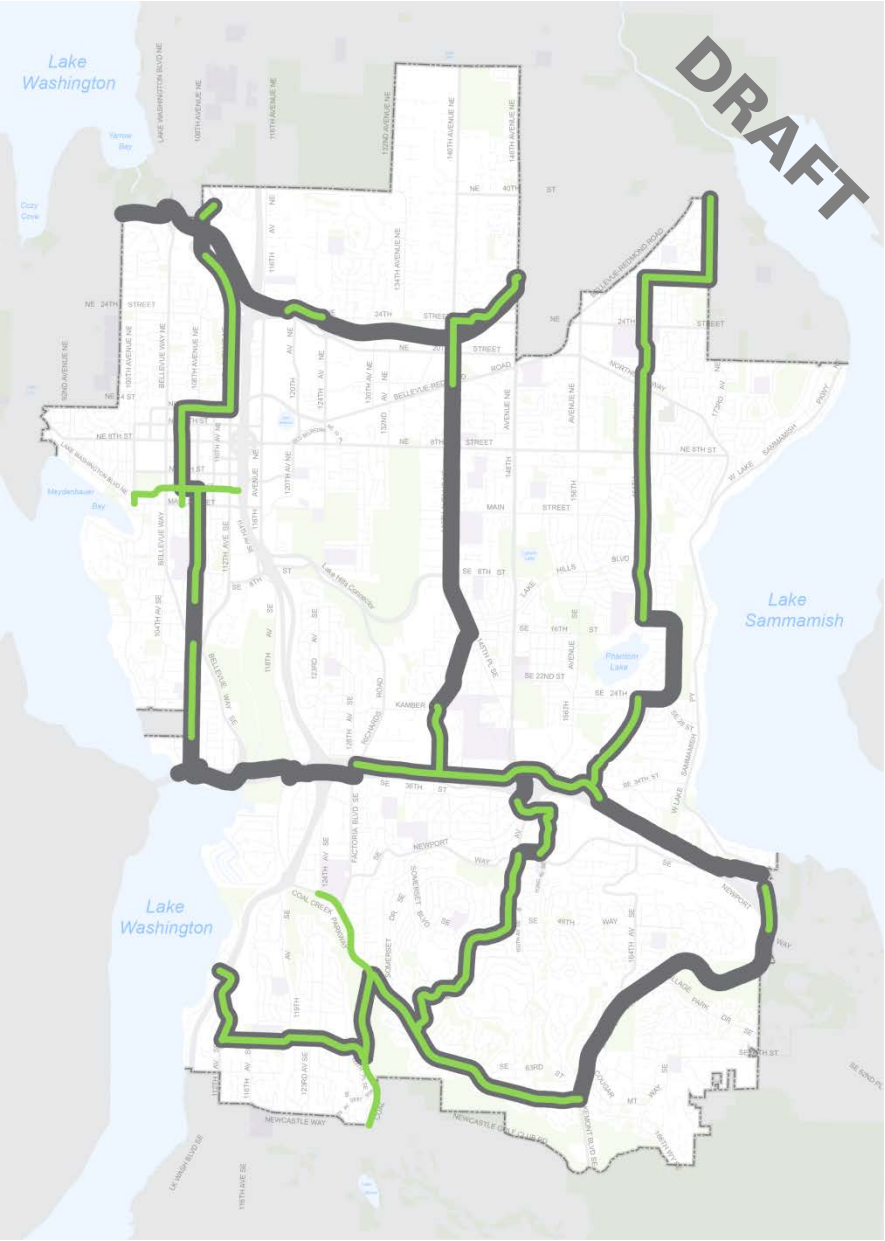
BRIP Option 3.2

Key Features:

- $7.31M est. installation cost
  - $6.9M along CCCs
  - $0.3M for supplemental bike access
- Exceeds 2019 goals for cross-city connections
- Off-street path construction from 106th–112th Ave NE
- Dedicated N-S bicycle facilities on 106th Ave NE in Downtown
- Direct, buffered NS-5 route

Tradeoffs:

- Lowest level of supplemental bicycle access improvements
- On-street parking displacement along 164th Ave (NS-5)



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Option 3.2

Key Features:

- $7.31M est. installation cost
  - $6.9M along CCCs
  - $0.3M for supplemental bike access
- Exceeds 2019 goals for cross-city connections
- Off-street path construction from 106th–112th Ave NE
- Dedicated N-S bicycle facilities on 106th Ave NE in Downtown
- Direct, buffered NS-5 route

Tradeoffs:

- Lowest level of supplemental bicycle access improvements
- On-street parking displacement along 164th Ave (NS-5)

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

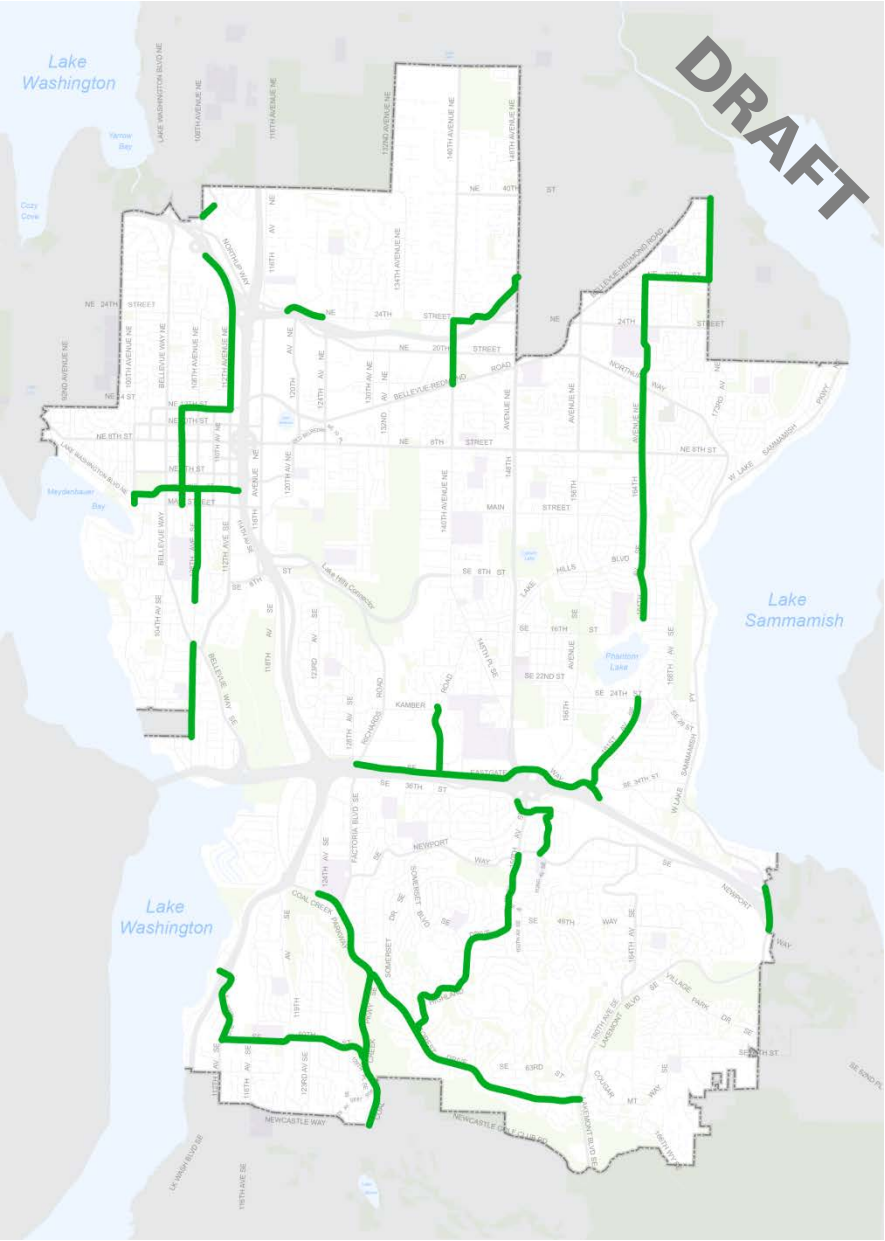
BRIP Option 3.2

Key Features:

- $7.31M est. installation cost
  - $6.9M along CCCs
  - $0.3M for supplemental bike access
- Exceeds 2019 goals for cross-city connections
- Off-street path construction from 106th–112th Ave NE
- Dedicated N-S bicycle facilities on 106th Ave NE in Downtown
- Direct, buffered NS-5 route

Tradeoffs:

- Lowest level of supplemental bicycle access improvements
- On-street parking displacement along 164th Ave (NS-5)



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Option 3.2

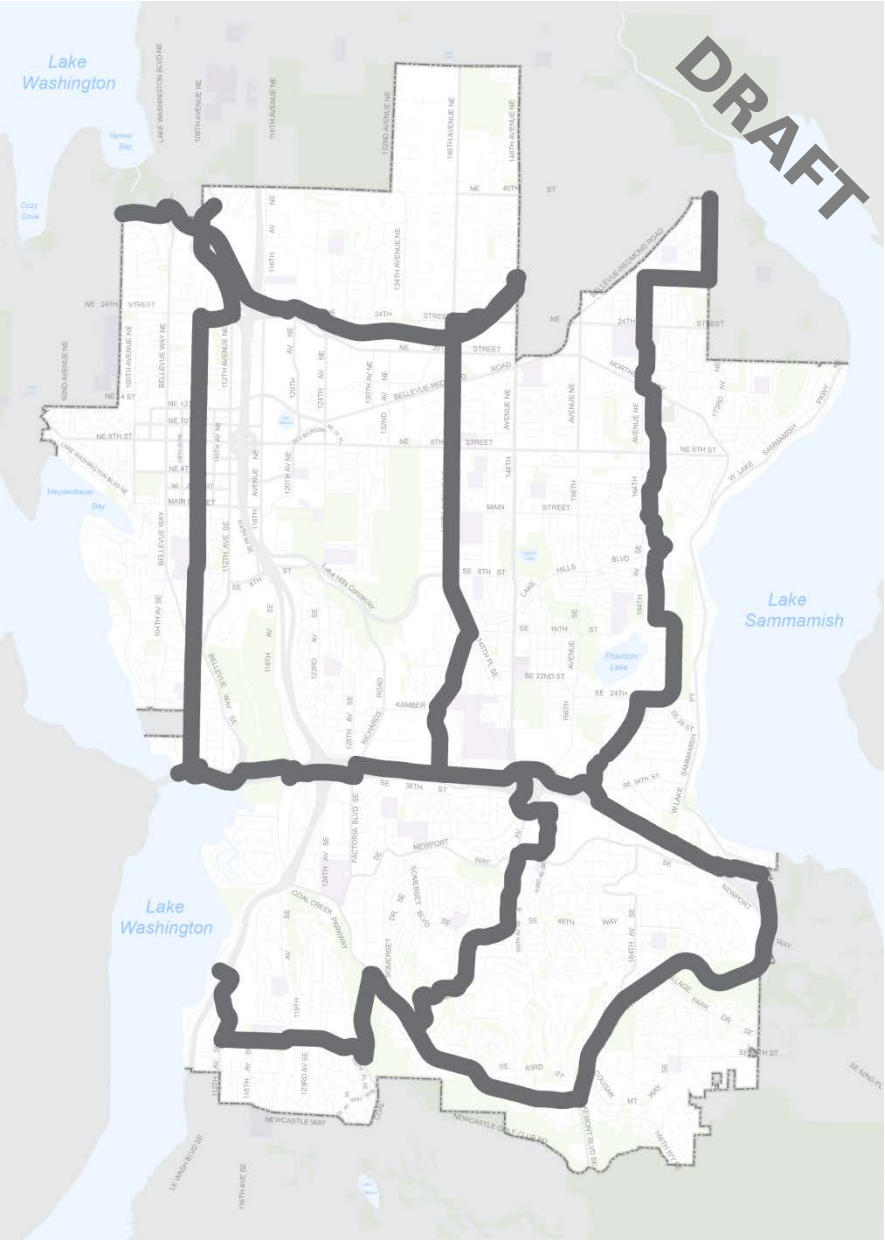
Key Features:

3 North-South cross-city connections

- NS-1: Enatai to South Kirkland
  - 108th Ave, NE 24th St, 112th Ave NE
- NS-4: Somerset to Redmond
  - Highland Dr, 140th Ave SE, Newport Way, 154th Ave SE, SE 38th St, I-90 Overpass, SE Eastgate Way, 139th Ave SE, Kamber Rd, 140th Ave, NE 24 St, NE 29th Pl
- NS-5: Spirit Ridge to Sammamish River
  - 161st Ave SE, SE 24th St, 168th Ave SE, SE 14th St, 166th Ave, 165th Ave, 164th Ave NE, NE 30th St, 172nd Ave NE

3 East-West cross-city connections

- EW-1: 520 Trail
  - 520 Trail (W), Northup Way, NE 24th St, 520 Trail (E)
- EW-4: Mountains to Sound Greenway
  - I-90 Trail (W), Richards Rd, SE Eastgate Way, I-90 Trail (E)
- EW-5: Coal Creek to Cougar Mountain
  - Lake Washington Blvd SE, SE 60th St, Coal Creek Pkwy SE, Forest Dr SE, Lakemont Blvd SE



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Option 2023.1

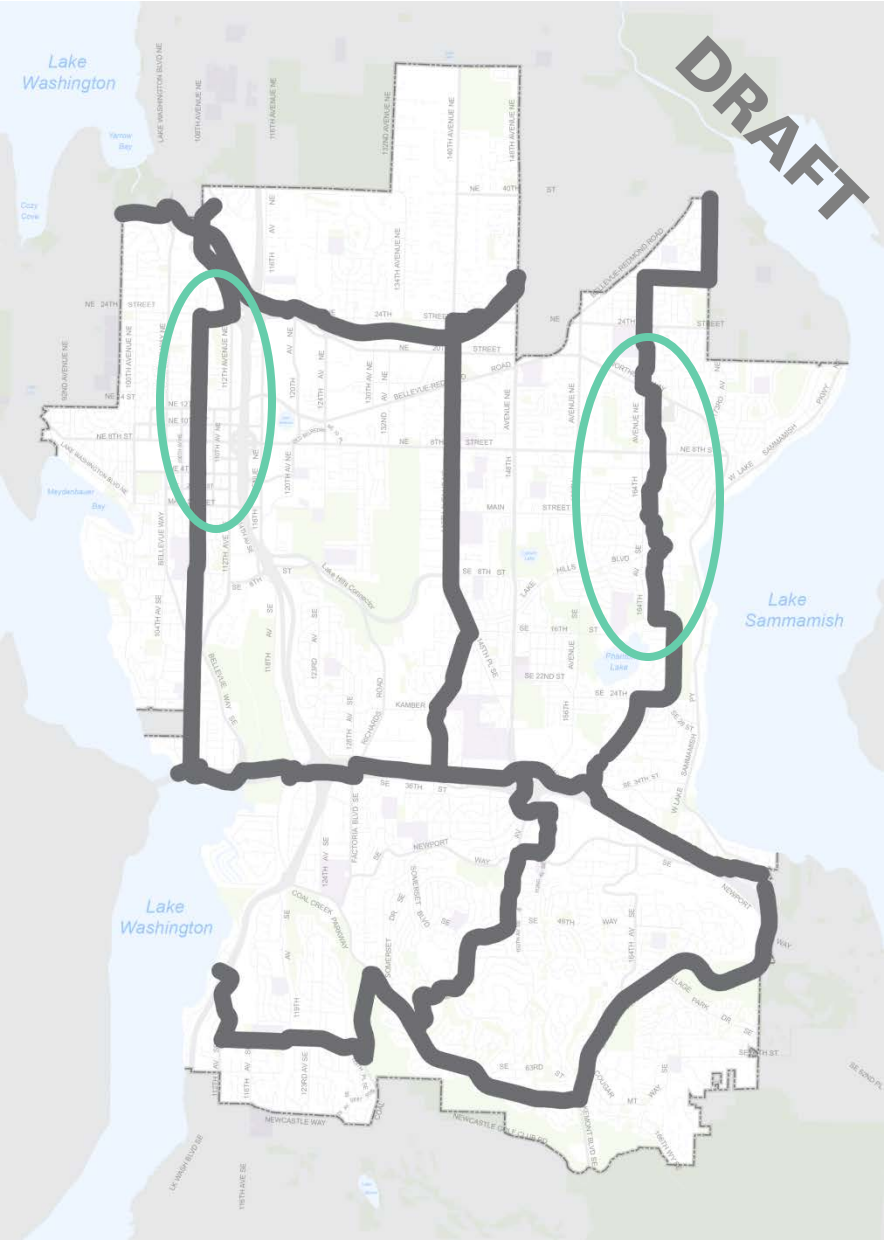
Key Features:

3 North-South cross-city connections

- NS-1: Enatai to South Kirkland
  - 108th Ave, NE 24th St, 112th Ave NE
- NS-4: Somerset to Redmond
  - Highland Dr, 140th Ave SE, Newport Way, 154th Ave SE, SE 38th St, I-90 Overpass, SE Eastgate Way, 139th Ave SE, Kamber Rd, 140th Ave, NE 24 St, NE 29th Pl
- NS-5: Spirit Ridge to Sammamish River
  - 161st Ave SE, SE 24th St, 168th Ave SE, SE 14th St, 166th Ave, 165th Ave, 164th Ave NE, NE 30th St, 172nd Ave NE

3 East-West cross-city connections

- EW-1: 520 Trail
  - 520 Trail (W), Northup Way, NE 24th St, 520 Trail (E)
- EW-4: Mountains to Sound Greenway
  - I-90 Trail (W), Richards Rd, SE Eastgate Way, I-90 Trail (E)
- EW-5: Coal Creek to Cougar Mountain
  - Lake Washington Blvd SE, SE 60th St, Coal Creek Pkwy SE, Forest Dr SE, Lakemont Blvd SE



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

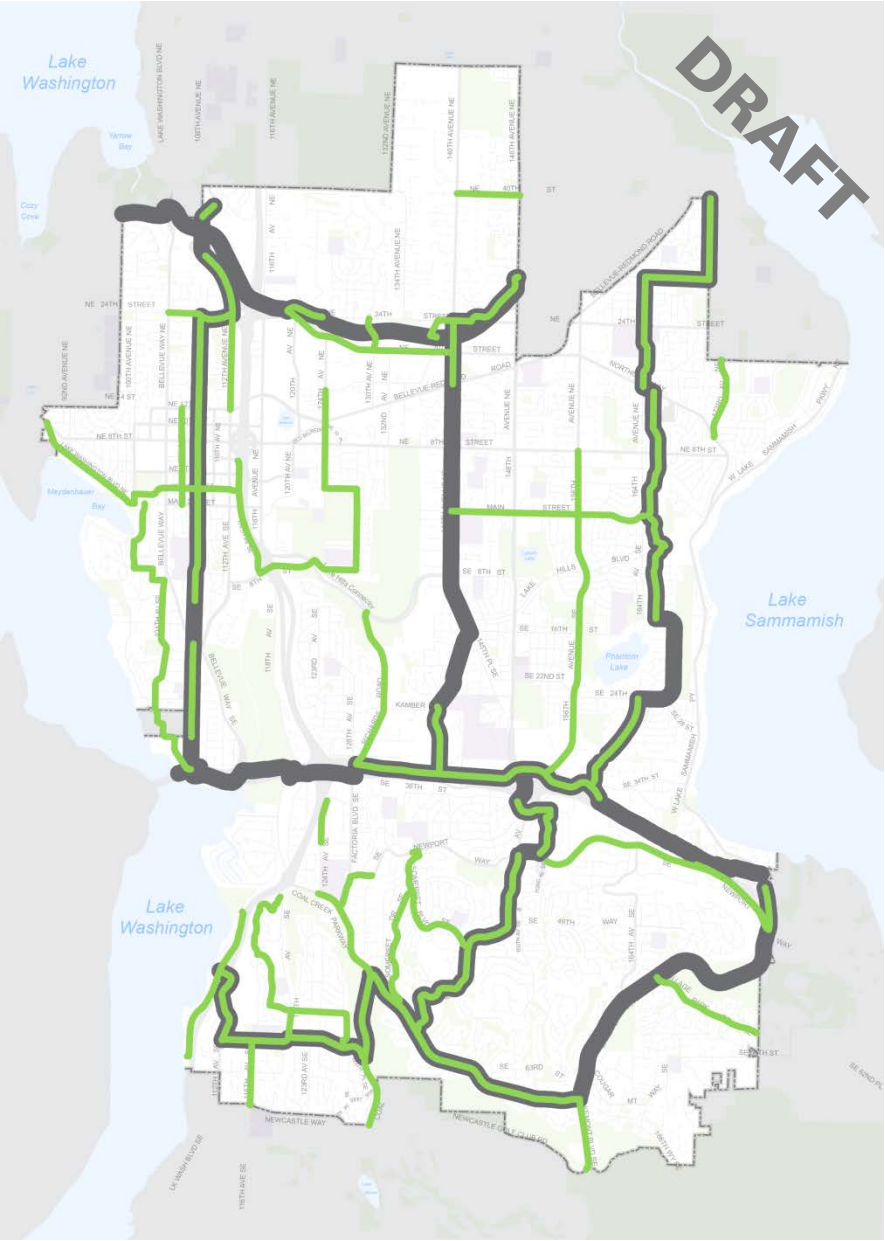
BRIP Option 2023.1

Key Features:

- $8.76M est. installation cost
  - $3.7M along CCCs
  - $5.0M for supplemental bike access
- Realizes **all** 50 PBII project ideas not requiring major construction
- No off-street path construction

Tradeoffs:

- No continuous bicycle connection from NE Spring Blvd through Downtown via NE 12th St
- Indirect, hilly neighborhood route alternative for NS-5



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Option 2023.1

Key Features:

- $8.76M est. installation cost
  - $3.7M along CCCs
  - $5.0M for supplemental bike access
- Realizes **all** 50 PBII project ideas not requiring major construction
- No off-street path construction

Tradeoffs:

- No continuous bicycle connection from NE Spring Blvd through Downtown via NE 12th St
- Indirect, hilly neighborhood route alternative for NS-5

BRIP Option 2023.1

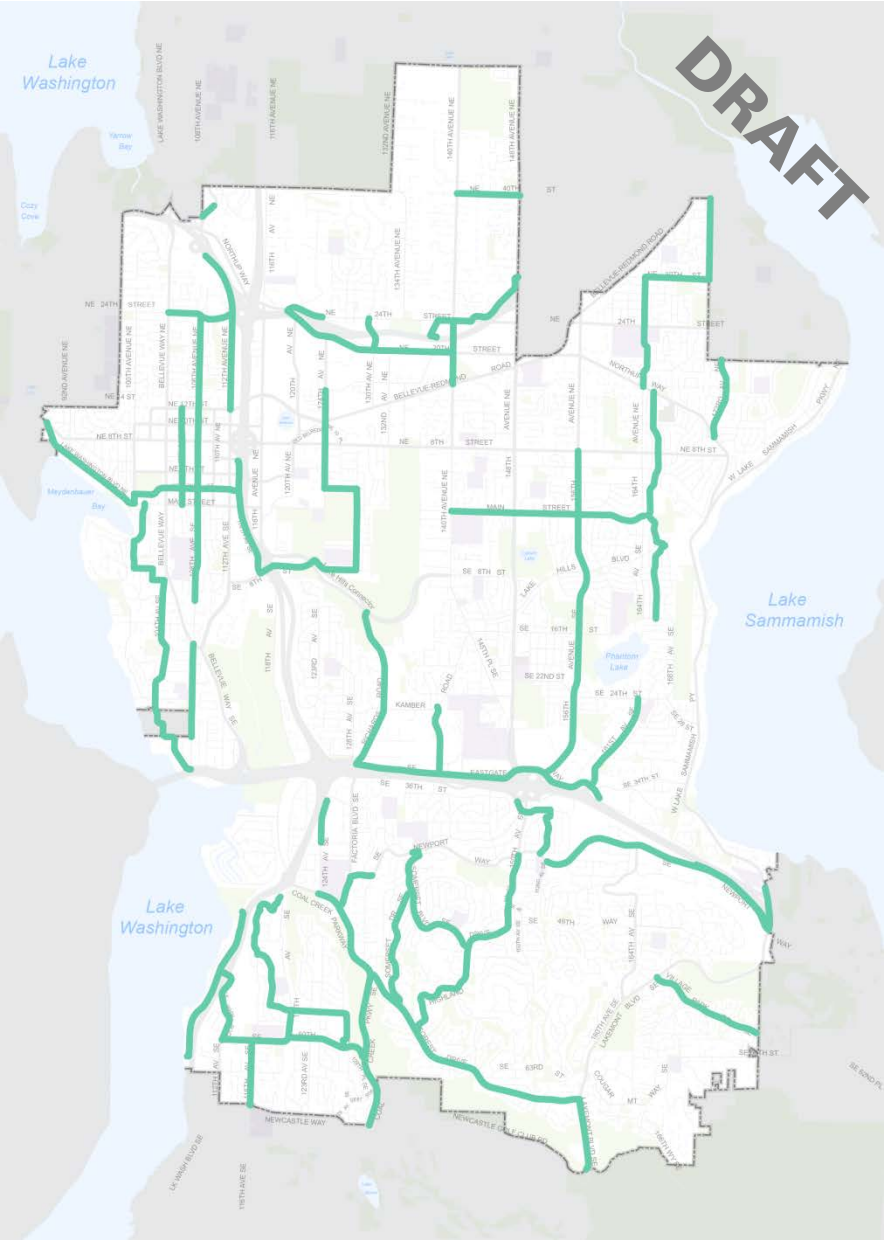
BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Key Features:

- $8.76M est. installation cost
  - $3.7M along CCCs
  - $5.0M for supplemental bike access
- Realizes **all** 50 PBII project ideas not requiring major construction
- No off-street path construction

Tradeoffs:

- No continuous bicycle connection from NE Spring Blvd through Downtown via NE 12th St
- Indirect, hilly neighborhood route alternative for NS-5



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Option 2023.1

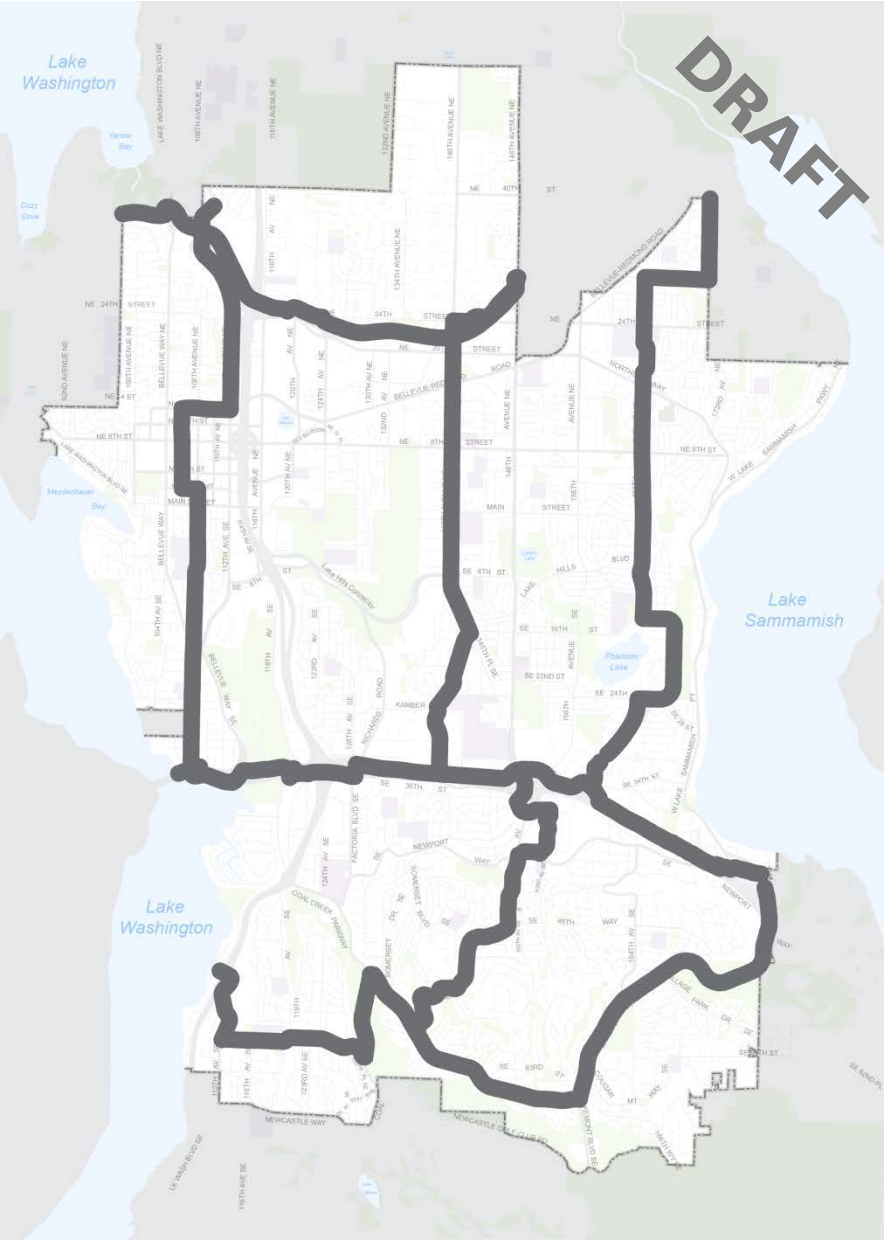
Key Features:

3 North-South cross-city connections

- NS-1: Enatai to South Kirkland
  - 108th Ave SE, NE 2nd St, 106th Ave NE, NE 12th St, 112th Ave NE
- NS-4: Somerset to Redmond
  - Highland Dr, 140th Ave SE, Newport Way, 154th Ave SE, SE 38th St, I-90 Overpass, SE Eastgate Way, 139th Ave SE, Kamber Rd, 140th Ave, NE 24 St, NE 29th Pl
- NS-5: Spirit Ridge to Sammamish River
  - 161st Ave SE, SE 24th St, 168th Ave SE, SE 14th St, 164th Ave, NE 30th St, 172nd Ave NE

3 East-West cross-city connections

- EW-1: 520 Trail
  - 520 Trail (W), Northup Way, NE 24th St, 520 Trail (E)
- EW-4: Mountains to Sound Greenway
  - I-90 Trail (W), Richards Rd, SE Eastgate Way, I-90 Trail (E)
- EW-5: Coal Creek to Cougar Mountain
  - Lake Washington Blvd SE, SE 60th St, Coal Creek Pkwy SE, Forest Dr SE, Lakemont Blvd SE



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Option 2023.2

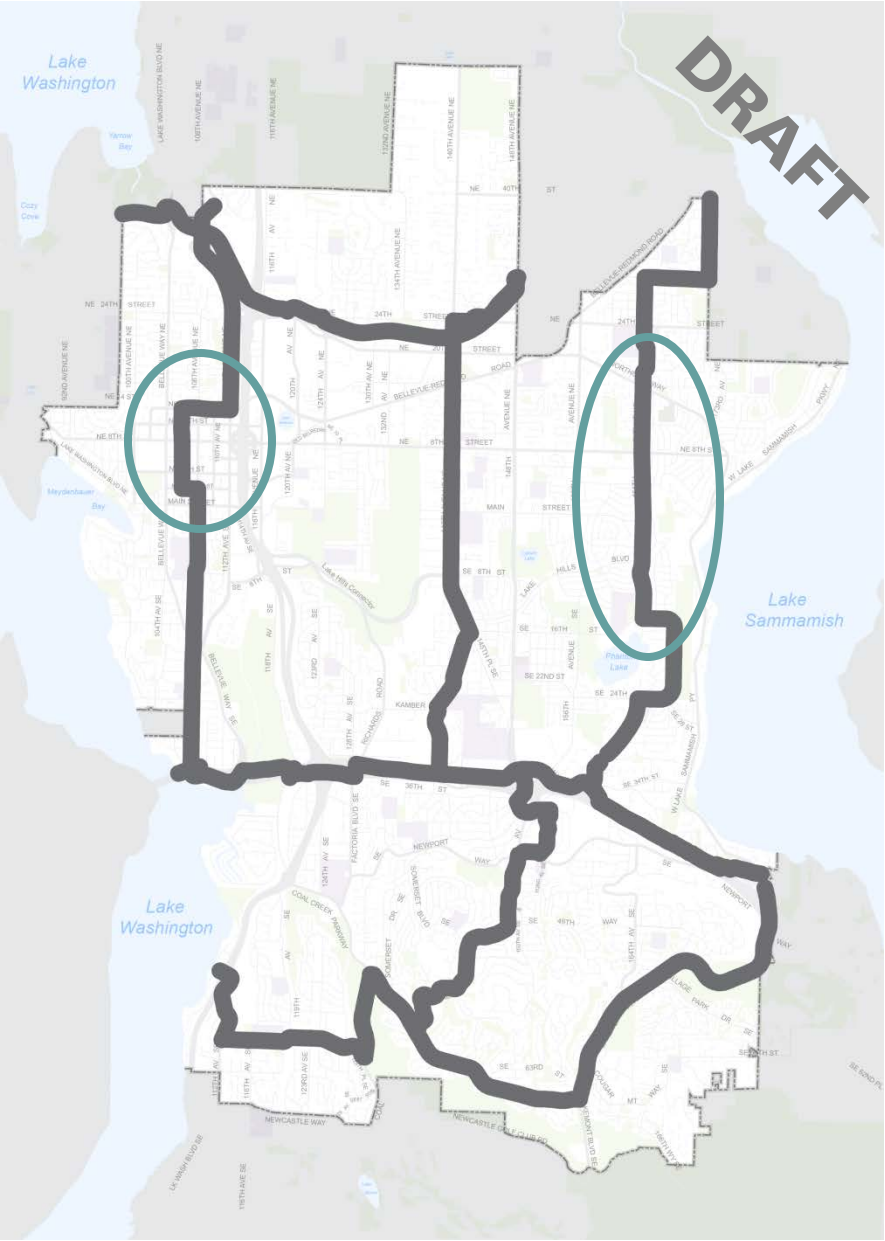
Key Features:

3 North-South cross-city connections

- NS-1: Enatai to South Kirkland
  - 108th Ave SE, NE 2nd St, 106th Ave NE, NE 12th St, 112th Ave NE
- NS-4: Somerset to Redmond
  - Highland Dr, 140th Ave SE, Newport Way, 154th Ave SE, SE 38th St, I-90 Overpass, SE Eastgate Way, 139th Ave SE, Kamber Rd, 140th Ave, NE 24 St, NE 29th Pl
- NS-5: Spirit Ridge to Sammamish River
  - 161st Ave SE, SE 24th St, 168th Ave SE, SE 14th St, 164th Ave, NE 30th St, 172nd Ave NE

3 East-West cross-city connections

- EW-1: 520 Trail
  - 520 Trail (W), Northup Way, NE 24th St, 520 Trail (E)
- EW-4: Mountains to Sound Greenway
  - I-90 Trail (W), Richards Rd, SE Eastgate Way, I-90 Trail (E)
- EW-5: Coal Creek to Cougar Mountain
  - Lake Washington Blvd SE, SE 60th St, Coal Creek Pkwy SE, Forest Dr SE, Lakemont Blvd SE



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

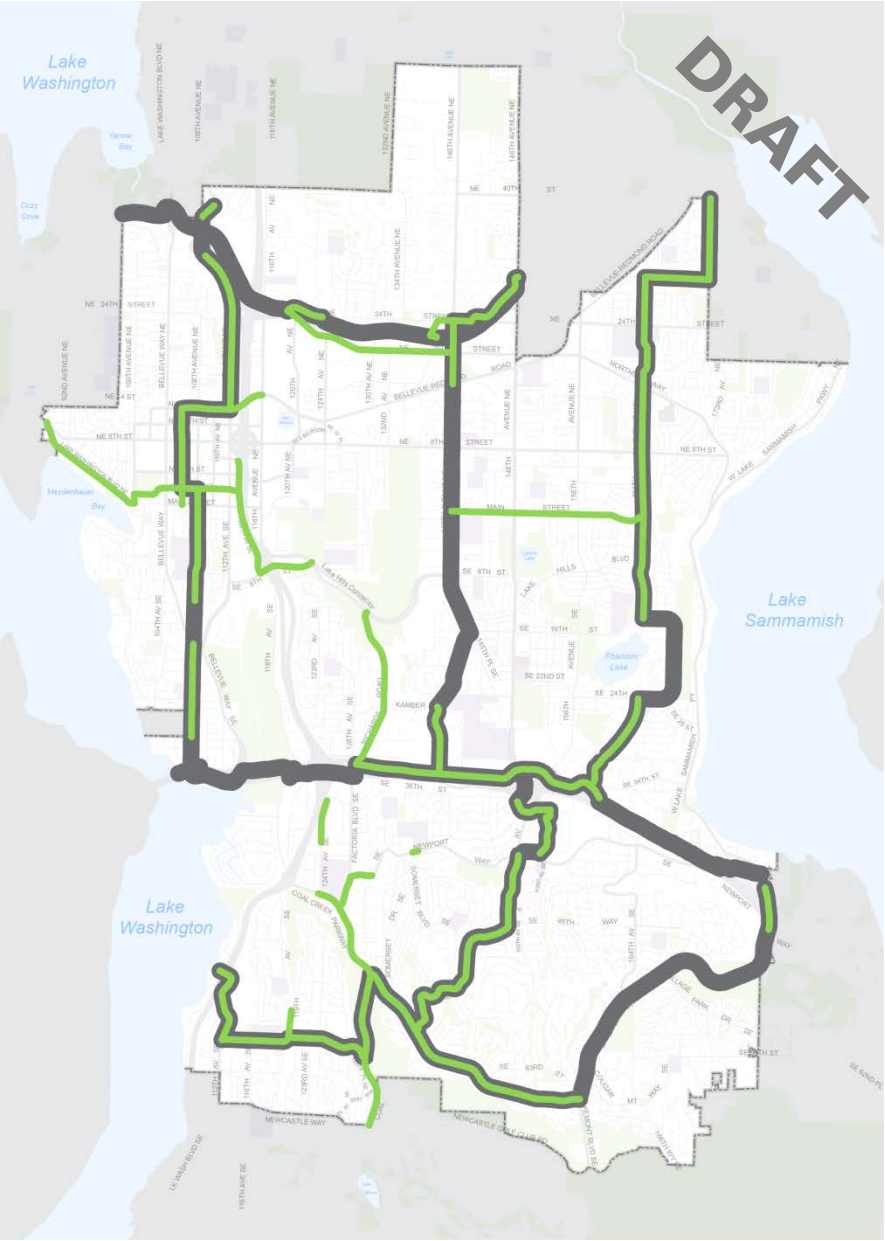
BRIP Option 2023.2

Key Features:

- $9.42M est. installation cost
  - $6.9M along CCCs
  - $2.5M for supplemental bike access
- Continuous bicycle connection from NE Spring Blvd through Downtown via NE 12th St
- Direct, buffered NS-5 route

Tradeoffs:

- On-street parking displacement along 164th Ave (NS-5)
- Moderate level of supplemental bicycle access improvements



BRIP Option 2023.2

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Key Features:

- $9.42M est. installation cost
  - $6.9M along CCCs
  - $2.5M for supplemental bike access
- Continuous bicycle connection from NE Spring Blvd through Downtown via NE 12th St
- Direct, buffered NS-5 route

Tradeoffs:

- On-street parking displacement along 164th Ave (NS-5)
- Moderate level of supplemental bicycle access improvements

BRIP Option 2023.2

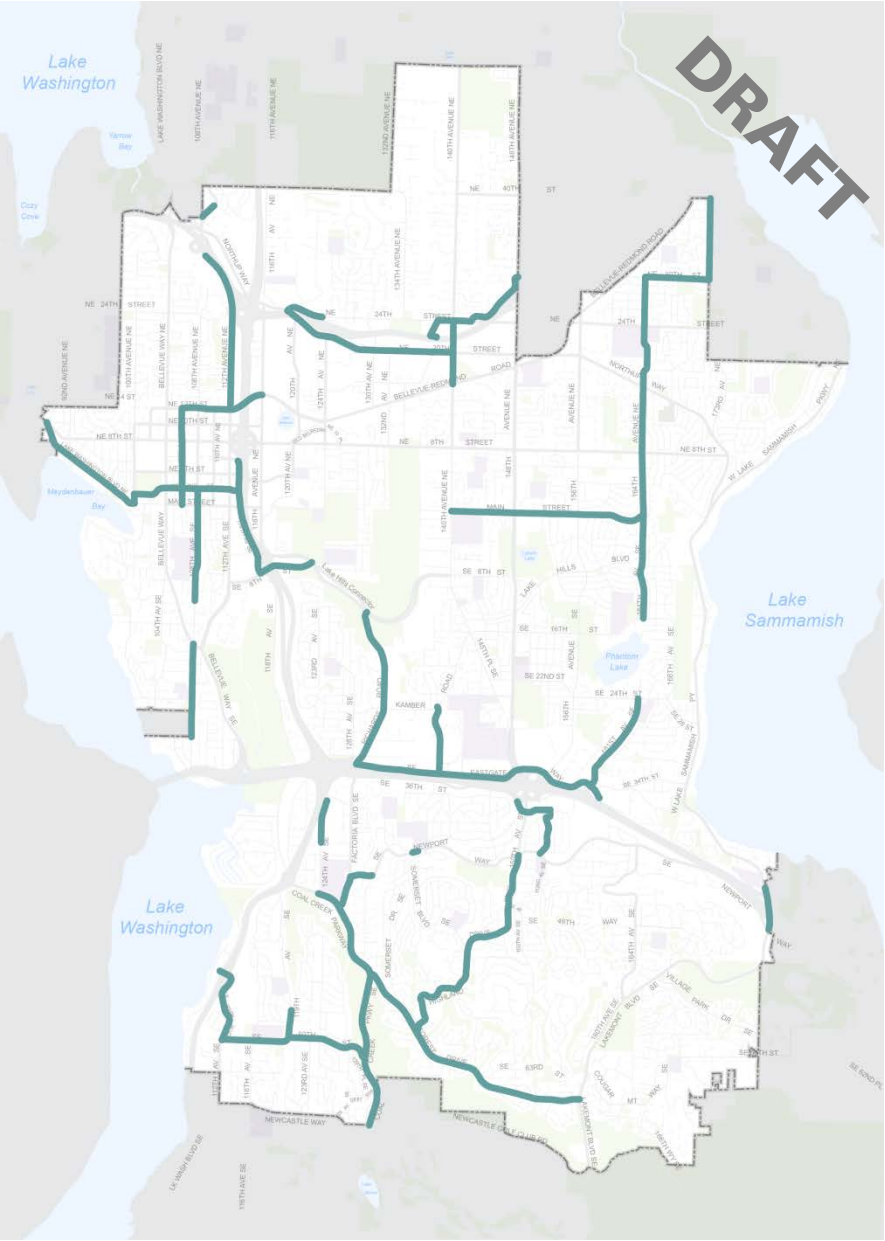
BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Key Features:

- $9.42M est. installation cost
  - $6.9M along CCCs
  - $2.5M for supplemental bike access
- Continuous bicycle connection from NE Spring Blvd through Downtown via NE 12th St
- Direct, buffered NS-5 route

Tradeoffs:

- On-street parking displacement along 164th Ave (NS-5)
- Moderate level of supplemental bicycle access improvements



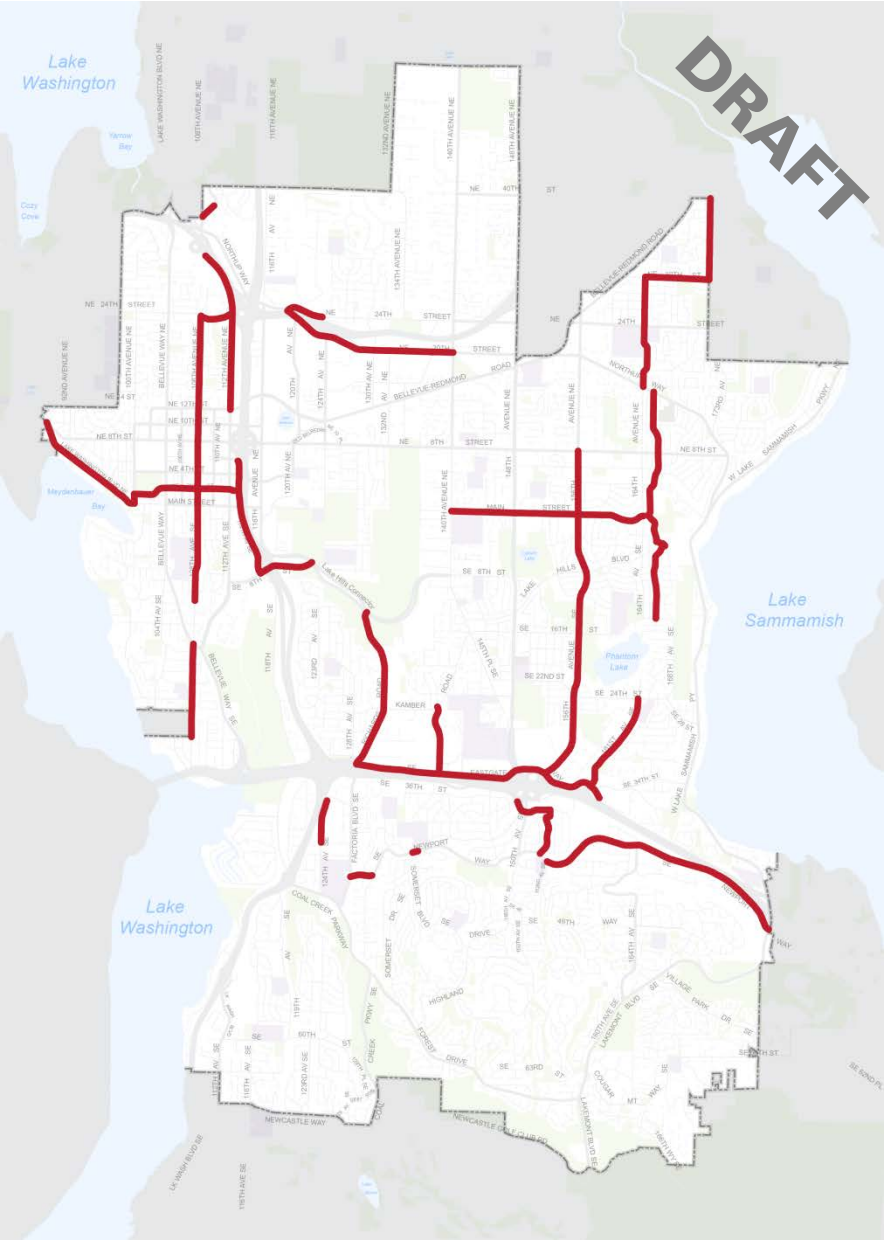
BRIP Option 2023.2

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Options Comparisons:
Constituent Project Ideas

Constituent Project Ideas:

	Corridor	Project Idea	Location
CCCs	NS-1	PBC-1	108th Ave SE
		PBC-2	108th Ave NE
		PBC-3	108th Ave NE
	NS-5	PBC-9	161st Ave SE
		NB-1	East Bellevue Bikeway
		PBC-10b	164th Ave NE (north of Northup Way)
		PBC-11	NE 30th St, 172nd Ave NE
	EW-1	BN-20	NE 24th St
	EW-4	BN-25	SE Eastgate Way
Supplemental Bicycle Access		BN-1	100th Ave NE
		BN-5	124th Ave SE
		BN-10	139th Ave SE
		BN-11	153rd Ave SE
		BN-12	156th Ave
		BN-17	Main St (Lake Hills)
		BN-18	NE 2nd St
		BN-22	Northup Way
		BN-23	Richards Rd
		BN-26	SE Newport Way (west of 150th)
		BN-27	SE Newport Way (east of 150th)
		PBC-5	114th Ave SE
		PBC-6	112th Ave NE, 108th Ave NE
		PBC-13a	Lake Washington Blvd NE
		PBC-14a	SE 8th St
		PBC-16	SE 38th St

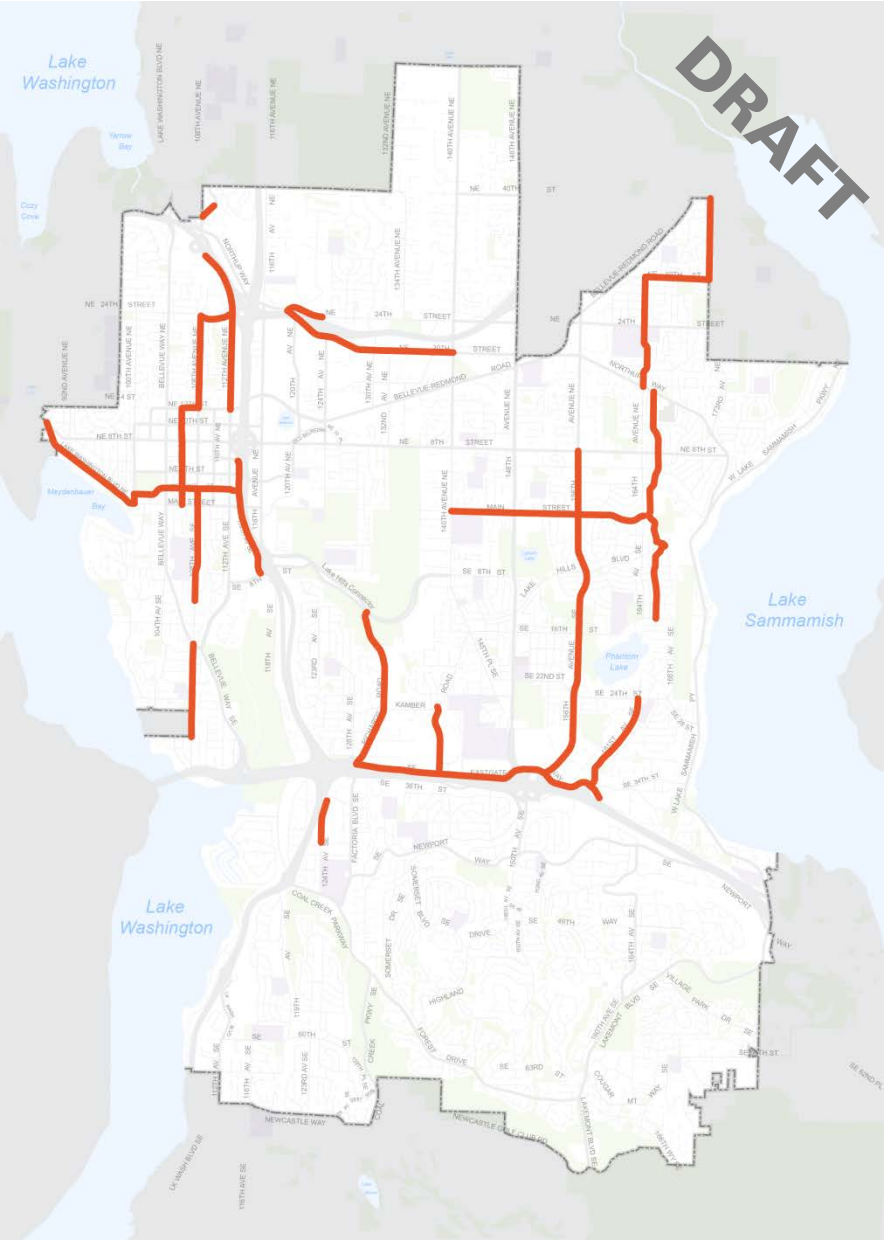


BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Option 2.0

Constituent Project Ideas:

	Corridor	Project Idea	Location
CCCs	NS-1	PBC-1	108th Ave SE
		BN-18	NE 2nd St
		BN-2	106th Ave NE
		PBC-12a	NE 12th St
		PBC-3	108th Ave NE
	NS-5	PBC-9	161st Ave SE
		NB-1	East Bellevue Bikeway
		PBC-10b	164th Ave NE (north of Northup Way)
		PBC-11	NE 30th St, 172nd Ave NE
	EW-1	BN-20	NE 24th St
	EW-4	BN-25	SE Eastgate Way
Supplemental		BN-1	100th Ave NE
		BN-5	124th Ave SE
		BN-10	139th Ave SE
		BN-12	156th Ave
		BN-17	Main St (Lake Hills)
		BN-22	Northup Way
		BN-23	Richards Rd
		PBC-5	114th Ave SE
		PBC-6	112th Ave NE, 108th Ave NE
		PBC-13a	Lake Washington Blvd NE

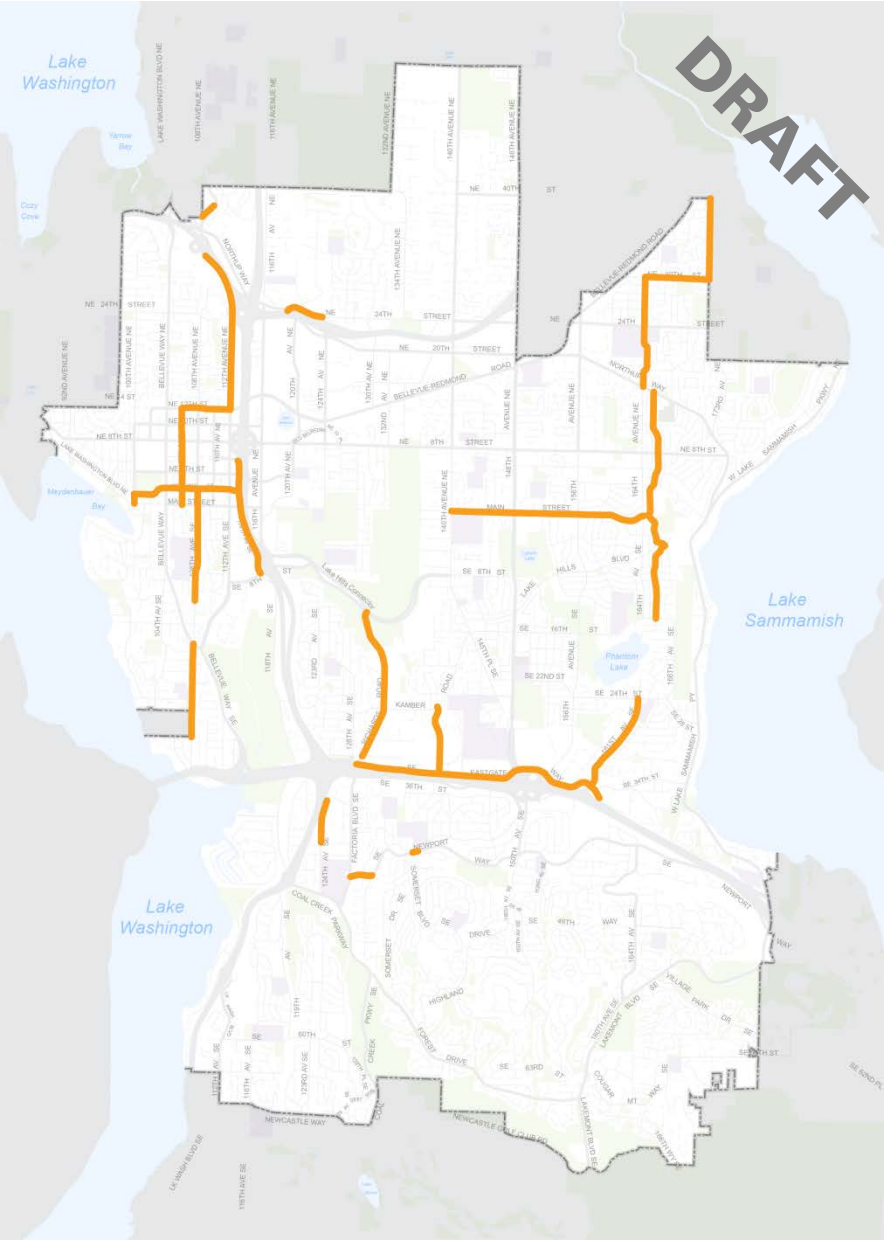


BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Option 2.1

Constituent Project Ideas:

	Corridor	Project Idea	Location
CCCs	NS-1	PBC-1	108th Ave SE
		BN-18	NE 2nd St
		BN-2	106th Ave NE
		PBC-12b	NE 12th St
		PBC-6	112th Ave NE, 108th Ave NE
	NS-5	PBC-9	161st Ave SE
		NB-1	East Bellevue Bikeway
		PBC-10b	164th Ave NE (north of Northup Way)
		PBC-11	NE 30th St, 172nd Ave NE
	EW-1	BN-20	NE 24th St
	EW-4	BN-25	SE Eastgate Way
Supplemental		BN-1	100th Ave NE
		BN-5	124th Ave SE
		BN-10	139th Ave SE
		BN-17	Main St (Lake Hills)
		BN-23	Richards Rd
		BN-26	SE Newport Way (west of 150th)
		PBC-5	114th Ave SE

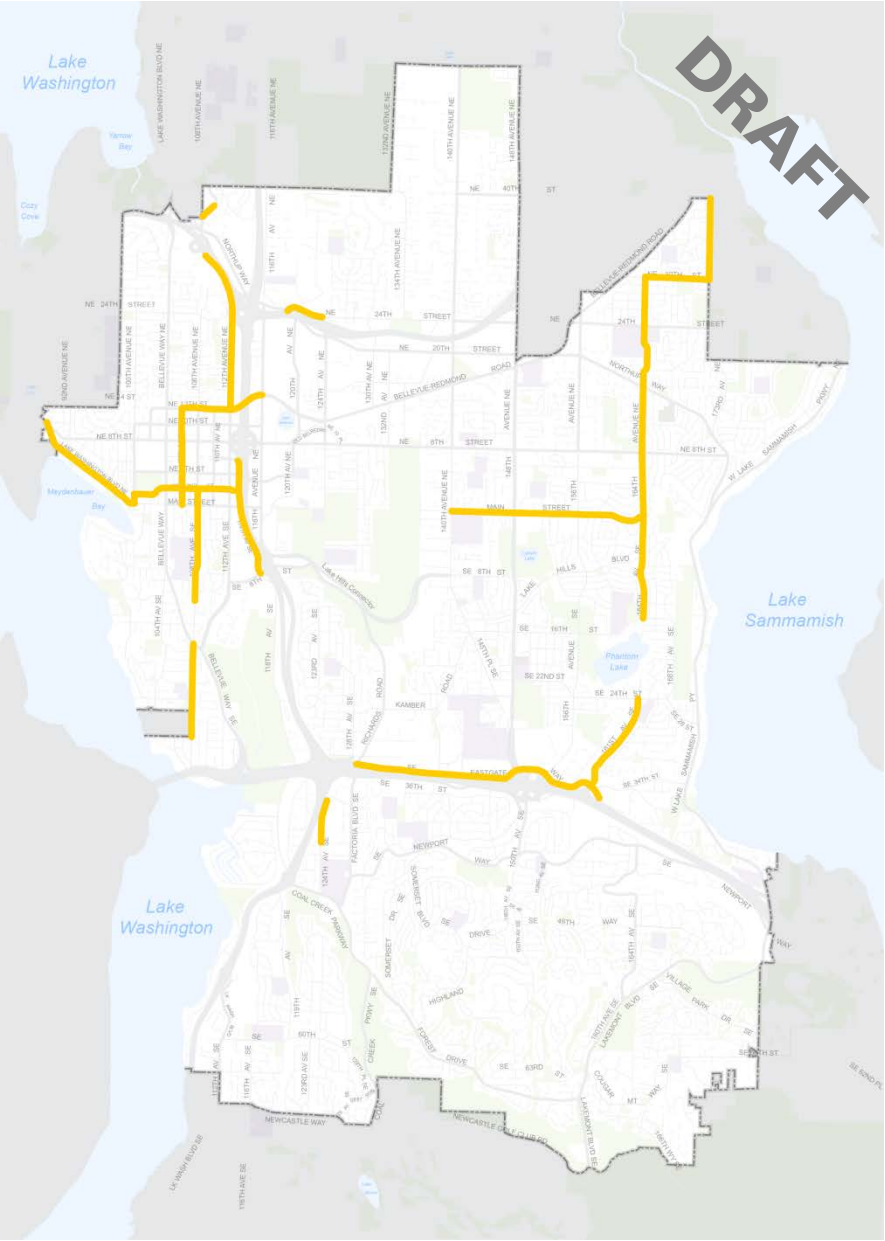


BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Option 2.2

Constituent Project Ideas:

	Corridor	Project Idea	Location
CCCs	NS-1	PBC-1	108th Ave SE
		BN-18	NE 2nd St
		BN-2	106th Ave NE
		PBC-12b	NE 12th St
		PBC-6	112th Ave NE, 108th Ave NE
	NS-5	PBC-9	161st Ave SE
		PBC-10	164th Ave NE
		PBC-11	NE 30th St, 172nd Ave NE
	EW-1	BN-20	NE 24th St
	EW-4	BN-25	SE Eastgate Way
Supplemental		BN-1	100th Ave NE
		BN-5	124th Ave SE
		BN-10	139th Ave SE
		BN-17	Main St (Lake Hills)
		BN-26	SE Newport Way (west of 150th)
		PBC-5	114th Ave SE
		PBC-12d	NE 12th St
		PBC-13a	Lake Washington Blvd NE

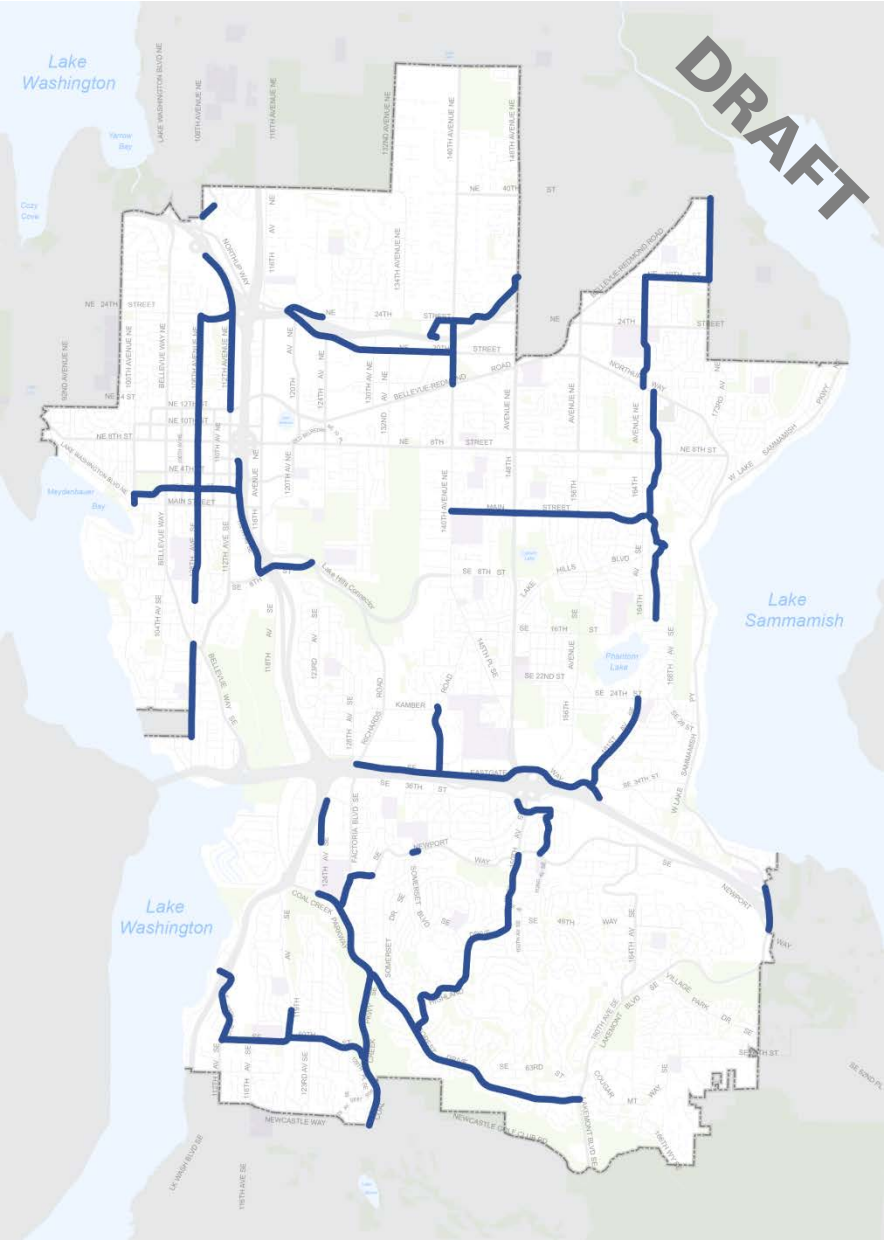


BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Option 2.3

Constituent Project Ideas:

	Corridor	Project Idea	Location
CCCs	NS-1	PBC-1	108th Ave SE
		PBC-2	108th Ave NE
		PBC-3	108th Ave NE
	NS-4	PBC-7	Highland Dr, 148th Ave SE
		BN-11	153rd Ave SE
		PBC-16	SE 38th St
		BN-25	SE Eastgate Way
		BN-10	139th Ave SE
		PBC-8	140th Ave NE, NE 24th St, NE 29th Pl
	NS-5	PBC-9	161st Ave SE
		NB-1	East Bellevue Bikeway
		PBC-10b	164th Ave NE (north of Northup Way)
		PBC-11	NE 30th St, 172nd Ave NE
	EW-1	BN-20	NE 24th St
	EW-4	BN-25	SE Eastgate Way
	EW-4	PBC-17	Lk Wash Blvd SE, SE 60th St
		PBC-18	Forest Dr SE
		PBC-19	Lakemont Blvd SE
Supplemental Bicycle Access		BN-1	100th Ave NE
		BN-4a	119th Ave SE
		BN-5	124th Ave SE
		BN-9	136th Ave NE, NE 24th St
		BN-14	Coal Creek Pkwy SE
		BN-15	Factoria Blvd SE
		BN-17	Main St (Lake Hills)
		BN-22	Northup Way
		BN-26	SE Newport Way (west of 150th)
		PBC-5	114th Ave SE
		PBC-6	112th Ave NE, 108th Ave NE
		PBC-14a	SE 8th St

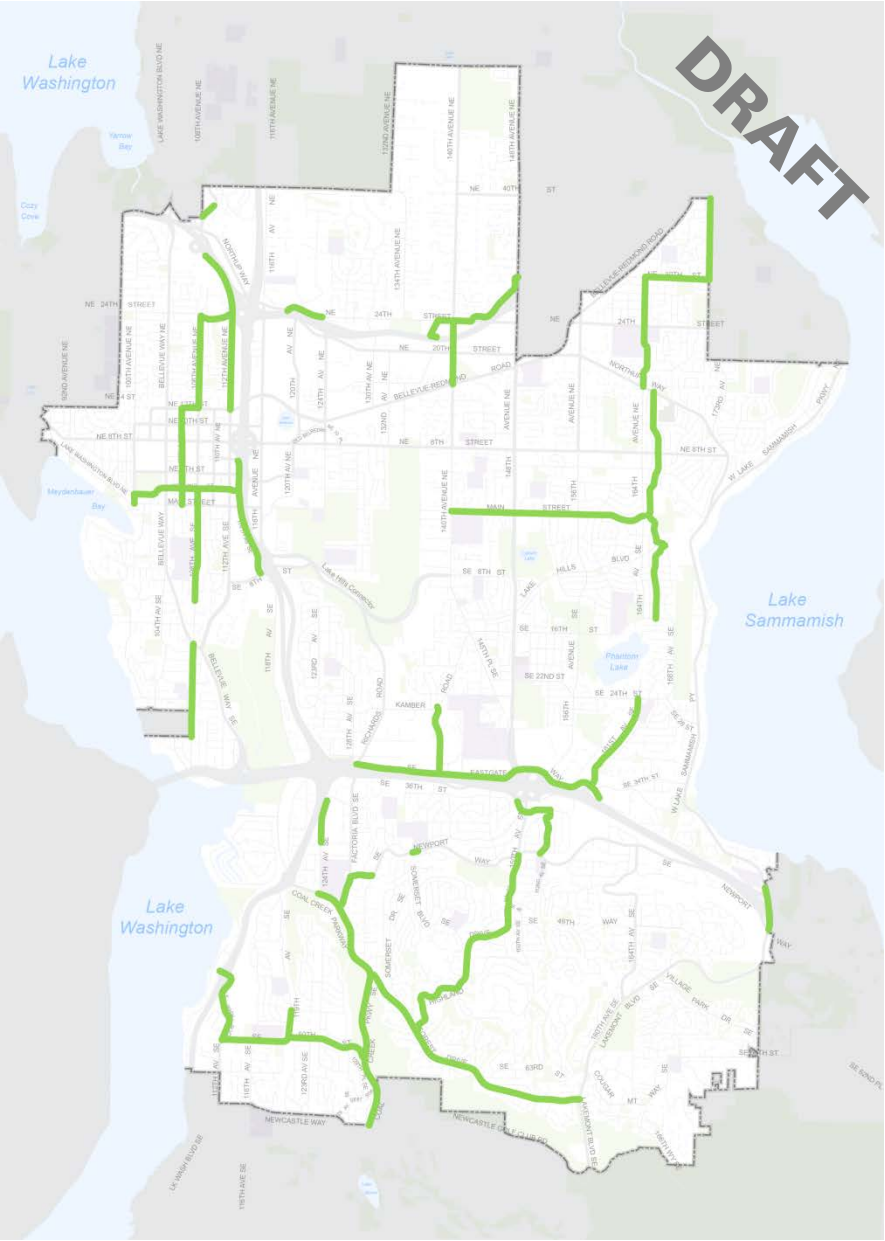


BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Option 3.0

Constituent Project Ideas:

	Corridor	Project Idea	Location
CCCs	NS-1	PBC-1	108th Ave SE
		BN-18	NE 2nd St
		BN-2	106th Ave NE
		PBC-12a	NE 12th St
		PBC-3	108th Ave NE
	NS-4	PBC-7	Highland Dr, 148th Ave SE
		BN-11	153rd Ave SE
		PBC-16	SE 38th St
		BN-25	SE Eastgate Way
		BN-10	139th Ave SE
		PBC-8	140th Ave NE, NE 24th St, NE 29th Pl
	NS-5	PBC-9	161st Ave SE
		NB-1	East Bellevue Bikeway
		PBC-10b	164th Ave NE (north of Northup Way)
		PBC-11	NE 30th St, 172nd Ave NE
	EW-1	BN-20	NE 24th St
	EW-4	BN-25	SE Eastgate Way
	EW-4	PBC-17	Lk Wash Blvd SE, SE 60th St
		PBC-18	Forest Dr SE
		PBC-19	Lakemont Blvd SE
Supplemental		BN-1	100th Ave NE
		BN-5	124th Ave SE
		BN-9	136th Ave NE, NE 24th St
		BN-14	Coal Creek Pkwy SE
		BN-15	Factoria Blvd SE
		BN-17	Main St (Lake Hills)
		BN-26	SE Newport Way (west of 150th)
		PBC-5	114th Ave SE
		PBC-6	112th Ave NE, 108th Ave NE

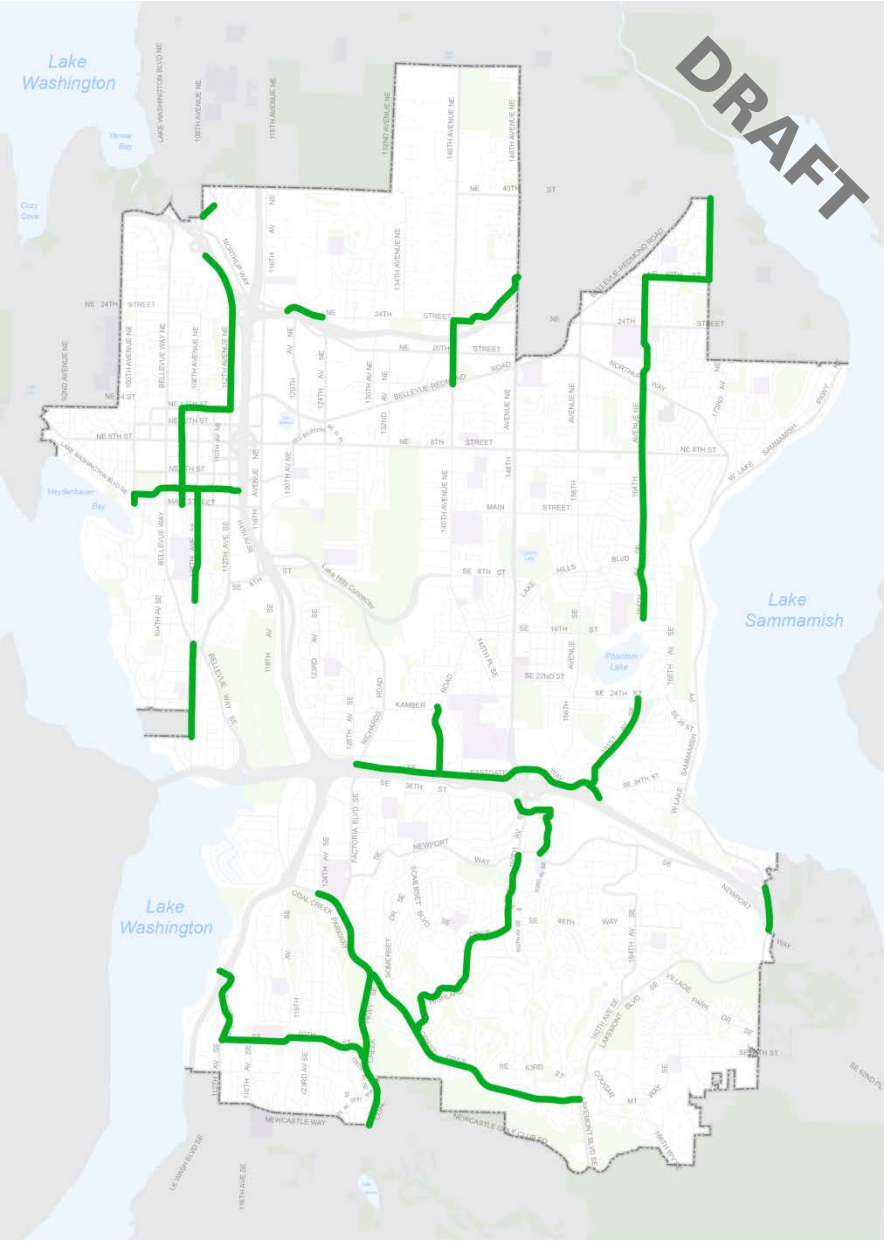


BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Option 3.1

Constituent Project Ideas:

	Corridor	Project Idea	Location
CCCs	NS-1	PBC-1	108th Ave SE
		BN-18	NE 2nd St
		BN-2	106th Ave NE
		PBC-12b	NE 12th St
		PBC-6	112th Ave NE, 108th Ave NE
	NS-4	PBC-7	Highland Dr, 148th Ave SE
		BN-11	153rd Ave SE
		PBC-16	SE 38th St
		BN-25	SE Eastgate Way
		BN-10	139th Ave SE
		PBC-8	140th Ave NE, NE 24th St, NE 29th Pl
	NS-5	PBC-9	161st Ave SE
		PBC-10	164th Ave NE
		PBC-11	NE 30th St, 172nd Ave NE
	EW-1	BN-20	NE 24th St
	EW-4	BN-25	SE Eastgate Way
	EW-4	PBC-17	Lk Wash Blvd SE, SE 60th St
		PBC-18	Forest Dr SE
		PBC-19	Lakemont Blvd SE
Suppl.		BN-1	100th Ave NE
		BN-14	Coal Creek Pkwy SE



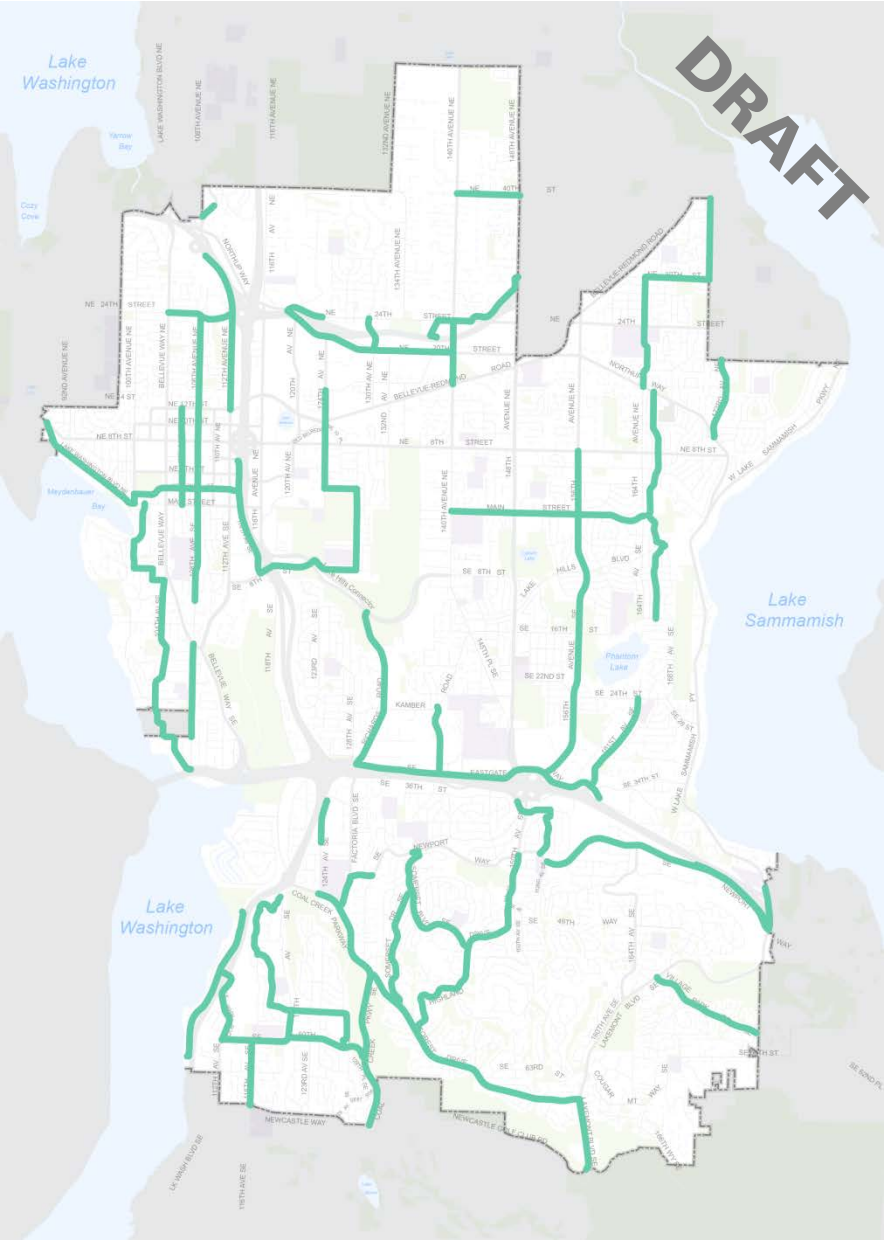
BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Option 3.2

Constituent Project Ideas:

Includes **all** 50 PBII project ideas not requiring major construction

- Excludes off-street path along Lake Hills Connector (part of PBC-14)
- Excludes roadway reconstruction of SE 16th St, incl. separated bike lanes (PBC-15)

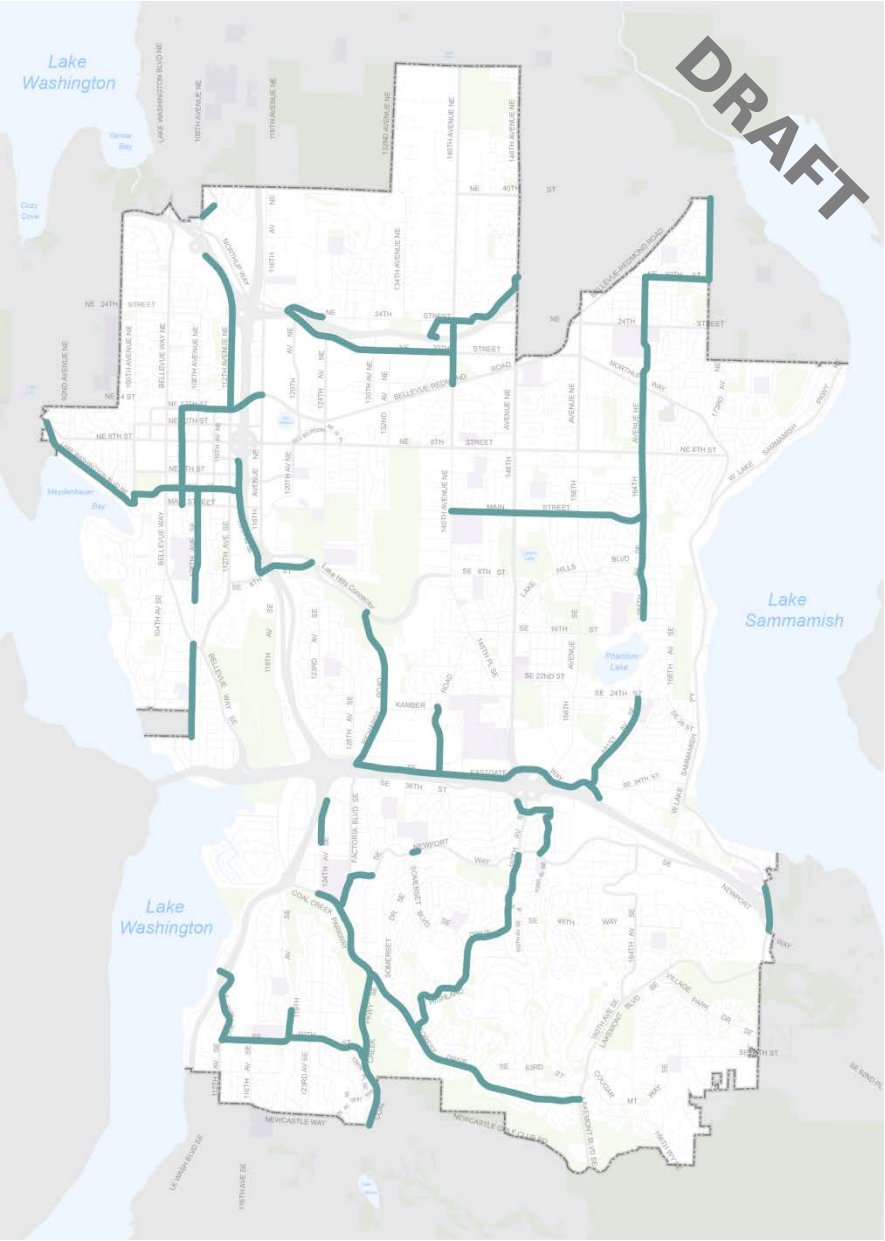


BRIP Option 2023.1

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Constituent Project Ideas:

	Corridor	Project Idea	Location
CCCs	NS-1	PBC-1	108th Ave SE
		BN-18	NE 2nd St
		BN-2	106th Ave NE
		PBC-12b+d	NE 12th St
		PBC-3	108th Ave NE
	NS-4	PBC-7	Highland Dr, 148th Ave SE
		BN-11	153rd Ave SE
		PBC-16	SE 38th St
		BN-25	SE Eastgate Way
		BN-10	139th Ave SE
		PBC-8	140th Ave NE, NE 24th St, NE 29th Pl
	NS-5	PBC-9	161st Ave SE
		PBC-10	164th Ave NE
		PBC-11	NE 30th St, 172nd Ave NE
	EW-1	BN-20	NE 24th St
	EW-4	BN-25	SE Eastgate Way
	EW-4	PBC-17	Lk Wash Blvd SE, SE 60th St
		PBC-18	Forest Dr SE
		PBC-19	Lakemont Blvd SE
Supplemental Bicycle Access		BN-1	100th Ave NE
		BN-4a	119th Ave SE
		BN-5	124th Ave SE
		BN-9	136th Ave NE, NE 24th St
		BN-14	Coal Creek Pkwy SE
		BN-15	Factoria Blvd SE
		BN-17	Main St (Lake Hills)
		BN-22	Northup Way
		BN-23	Richards Rd
		BN-26	SE Newport Way (west of 150th)
		PBC-5	114th Ave SE
		PBC-13a	Lake Washington Blvd NE
		PBC-14a	SE 8th St



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Option 2023.2

BRIP Estimated Costs:

Installation, Construction,
Count Technology, and Maintenance

DRAFT

BRIP Options	Estimated Capital and O&M Costs by BRIP Option ($ Millions)			
	Capital Costs		Annual Costs	
	Installation	Count Technology	Maintenance	Telemetry
2.0	$5.6	$0.11 (approx. $109,300)	$0.14	$0.01 (approx. $11,300)
2.1	$6.1		$0.13	
2.2	$6.2		$0.12	
2.3	$6.2		$0.12	
3.0	$5.8		$0.15	
3.1	$6.6		$0.17	
3.2	$7.3		$0.14	
2023.1	$8.7		$0.27	
2023.2	$9.4		$0.20	

Notes: *(i) All BRIP Options include an estimated $360,000 for the purchase of new maintenance equipment. (ii) All cost estimates reflect 2016 dollars.*

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

BRIP Est. Cost Summary

Estimates Include:

- Unit costs for lane striping, pavement markings and symbols, signs, induction loops, and delineators
  - Markings include: green bike lane treatments, raised pavement markers, bike lane symbols, sharrows, and traffic arrows
- Percent-based estimates for existing pavement marking removal, assorted engineering and construction costs, and contingency
  - Several projects benefit from cost savings through coordination with the Pavement Overlay Program

DRAFT

Feature Inputs	Distance	Unit		
Green-Backed Sharrows	7815	FT		
Neighborhood Greenway	0	FT		
Conventional Bike Lane	3246	FT		
Separated Bike Lane/Separated Ped Path	0	FT	Type 1 RPM	Type 2 RPM
Double Centerline	0	LF	0	0
Single Wide Line	0	LF	0	0
TWLT Stripe	0	LF	0	0
Skip Stripe	0	LF	0	0
Island Channelization	0	LF	0	0
		Totals	**0**	**0**

Item	Unit	Quantity	Unit Price	Total Price
4" White Paint Line	LF	3246	$0.50	$1,623
4" Plastic Line	LF	0	$8.00	$0
Permanent Signs	EA	8	$200.00	$1,600
Green Bike Lane Treatment	SF	1100	$10.00	$11,000
Green Backed Sharrows	EA	78	$350.00	$27,300
Plastic Bike Lane Symbol or Sharrow	EA	11	$250.00	$2,750
Bicycle Induction Loop Symbols	EA	0	$250.00	$0
Delineators	EA	0	$75.00	$0
Vehicle Induction Loops (Traffic and Bicycle Loops)	EA	0	$750.00	$0
Plastic Traffic Arrows	EA	0	$125.00	$0
Raised Pavement Marker Type 1	EA	0	$4.00	$0
Raised Pavement Marker Type 2	EA	0	$6.00	$0
			Construction Subtotal	$44,273

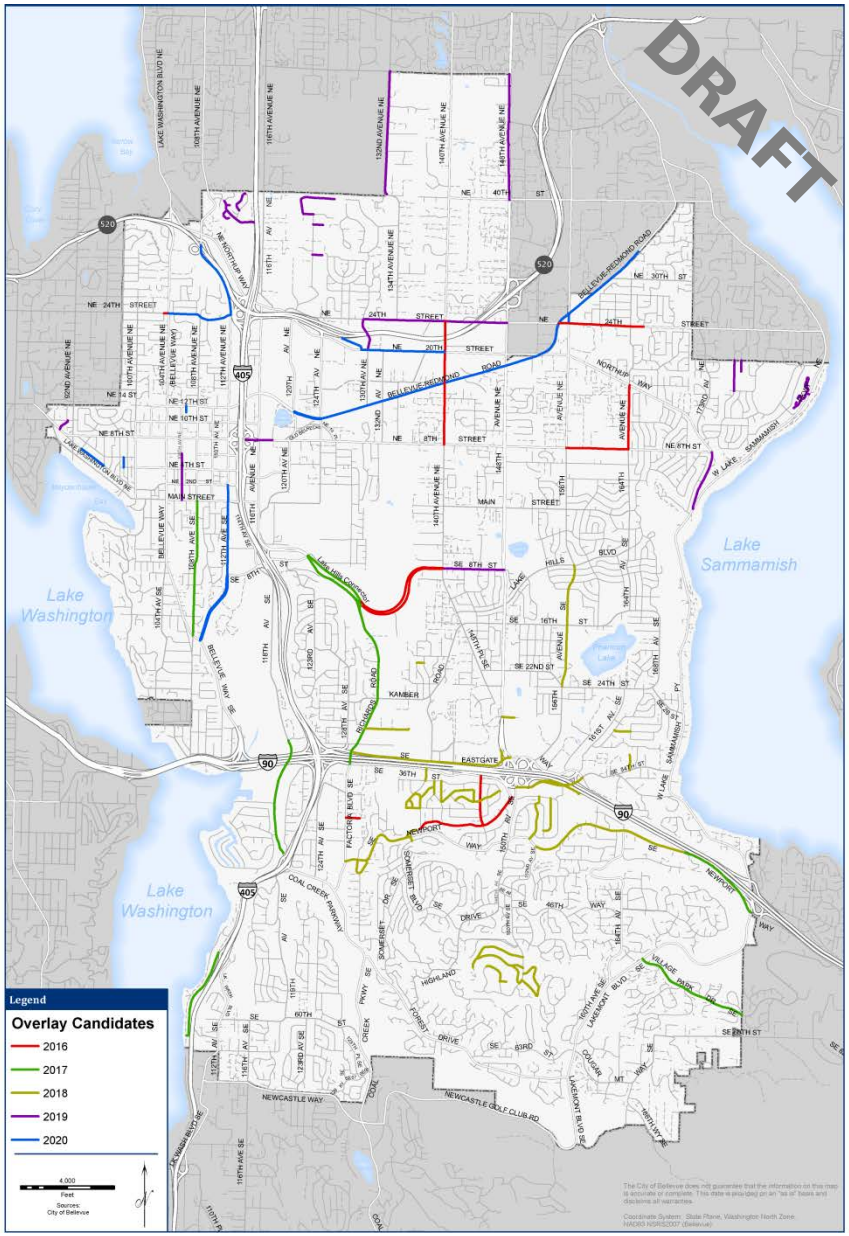
Removing Existing Pavement Markings (5%)	$0	If done with 2017 Overlay
Traffic Control (25%)	$11,068	
Planning Level Estimate (10%)	$4,427	
Roadside Cleanup (10%)	$4,427	
Erosion Control (5%)	$2,214	
Mobilization (10%)	$6,641	
Construction Total	$73,050	
Inspection Total (10% of Construction Total)	$7,305	
Design Total (20% of the Construction Total)	$14,610	
Contingency (10% of the Construction Total)	$7,305	
Project Grand Total	**$102,271**	

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Installation Costs

Alignment between Overlay Plan and BRIP project ideas:

2016	**PBC-8:** 140th Ave NE
	PBC-10: 164th Ave NE
2017	**PBC-1:** 108th Ave NE
	PBC-4: Lake Washington Blvd SE
	BN-23: Richards Rd
	BN-27: SE Newport Way
	BN-29: Village Park Dr
2018	**BN-11:** 153rd Ave SE
	BN-12: 156th Ave SE
	BN-25: SE Eastgate Way
	BN-26: SE Newport Way
2019	**BN-2:** 106th Ave NE
	BN-8: 130th Ave NE
	PBC-8 and BN-9: NE 24th St
2020	**PBC-6:** 112th Ave NE
	PBC-3 and BN-19: NE 24th St
	BN-22: Northup Way



BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

2016–2020 Pavement Overlay

Estimates Include:

- 25 inductive loop bicycle counters
  - 16 for conventional bike lanes
  - 9 for separated bike lanes
- 2 off-street path multi-counters
  - Counts and differentiates between pedestrians and bicyclists
- Annual telemetry services provided by Eco-Counter
- A mix of counter types and locations would help to obtain data for four traffic pattern groups
  - Primarily utilitarian
  - Mixed utilitarian
  - Mixed recreational
  - Primarily recreational

Count Technology Costs

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

Estimates Include:

- Unit costs for each project idea:
  - Street sweeping
  - Vehicle maintenance
  - Replacement of lane striping, pavement markings and symbols, signs, and delineators
- Other costs
  - Annual sweeper vehicle maintenance and replacement
  - Annual salary and benefits for one FTE
  - Capital cost for one new protected lane/trail sweeper vehicle

DRAFT

DESCRIPTION OF ADD	ITEM ADDED *Instructions for PM - enter the amount of infrastructure added into dark blue column. Duplicate spreadsheet into additional Tabs as needed for projects. Do not overwrite other columns but add rows if you are adding something not covered.*	Unit
Annual cost for increased service level from Arterial to Bike Lane	Conversion **from Arterial Roadway to Bike Lane** (Linear	Lane Mile
Annual sweeping **hours** for increased service level from Arterial to	Conversion **from Arterial Roadway to Bike Lane** (Linear	Lane Mile
Annual cost for disposal / increased service level from Arterial to Bike Lane	Conversion **from Arterial Roadway to Bike Lane** (Linear	Lane Mile
LW Hours for Program Management	Conversion **from Arterial Roadway to Bike Lane** (Linear	Lane Mile
Annual Cost per sign for maintenance	Added Signs	Each
Annual **Hours** per sign for	Added Signs	Each
Annual Cost per delineator for maintenance	Added Delineators	Each
Annual Hours per delineator for maintenance	Added Delineators	Each
** Annual Cost per square foot for green lane marking maintenance	Green Bike Lane Markings	Square Foot
Annual **Hours** per Square Foot for green lane maintenance	Green Bike Lane Markings	Square Foot
Annual Cost per Sharrow or Bike Lane Marking for maintenance	Annual Cost per Sharrow or Bike Lane Marking for maintenance	Square Foot
Annual Hours per Sharrow or Bike Lane Marking for maintenance	Annual Hours per Sharrow or Bike Lane Marking for maintenance	Square Foot
Capital Cost for Protected Lane/Trail Sweeper	Capital Cost for Protected Lane/Trail Sweeper	One-time (Purchase)
Annual Maintenance Cost for Protected Lane/Trail Sweeper	Annual Maintenance Cost for Protected Lane/Trail Sweeper	Dollars
Annual Replacement Cost for Protected Lane/Trail Sweeper	Annual Replacement Cost for Protected Lane/Trail Sweeper	Dollars
Annual Maintenance Cost per Protected Lane/Trail (up to 1 mile)	Annual Maintenance Cost per Protected Lane/Trail (per mile)	Each Mile per year
Cost for One FTE	Cost for Maintenance FTE	Dollars
Cost for Benefits	Annual Maintenance Cost for	Dollars
Annual Maintenance Hours per Protected Lane/Trail (up to 1 mile)	Annual Maintenance Hours per Protected Lane/Trail (per mile)	Each Mile
Estimated Annual Hours per 0.25 mile to respond to bicycle safety/complaints (not covered under	Estimated Annual Hours per 0.25 mile to respond to bicycle safety/complaints (not covered under	Mile
	One-time Cost	**Totals**
	Ongoing Annual Cost Not including inflation	

Maintenance Costs

BELLEVUE PEDESTRIAN & BICYCLE IMPLEMENTATION INITIATIVE

ATTACHMENT 6:
Letters of Support

Public Affairs
6750 S. 228th St.
Kent, WA 98032

April 25, 2016

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

RE: Bellevue Pedestrian and Bicycle Rapid Implementation Plan

Dear Transportation Commission:

Thank you for your commitment to supporting Bellevue's Pedestrian and Bicycle Implementation Initiative. REI has reviewed the plan. We are enthused by the possibility that the City will make investments in bike/ped infrastructure that will improve transit options for our employees, partners and members across multiple Bellevue locations. We strongly urge you to prioritize funding for a complete, connected 57 mile network of bike/ped infrastructure throughout Bellevue, emphasizing protected bike paths as much as possible.

The Initiative gives the city a chance to create new ways to make Bellevue safer for those who walk, bike, and use transit. With expanding transit options on the way, there is an even greater opportunity and need for safe, convenient and connected complete streets in Bellevue, including for our 240 employees in Eastgate, 100 retail employees at the Bellevue store (fall 2016), and 1100 employees at our potential Spring District Headquarters.

Specific projects that will directly impact REI employees commuting to the Eastgate Campus, Bellevue Store and potential Spring District Headquarters include:

- Connections to Downtown and the Bellevue Transit Center near our store:
  - PBC-2: 108th Ave NE and BN-2: 106th Ave NE
- Eastgate campus:
  - BN-25: SE Eastgate Way, BN-12: 156th Ave, and BN-10: 139th Ave SE
- Potential campus in the Spring District:
  - BN-6: 124th and 128th Ave, PBC-12: NE 12th Street, BN-22: Northup Way, PBC-8: 140th Ave NE

While the city must make difficult budget decisions in the coming months, we urge the Commission to prioritize citywide investments that result in a safe connected network of bike/ped infrastructure. Thank you for your leadership in making Bellevue a more attractive place to live, work, and play by supporting these investments.

Sincerely,

Eric Artz
Chief Operating Officer

We inspire, educate and outfit for a lifetime of outdoor adventure and stewardship.

WRIGHT
RUNSTAD
&COMPANY

PRINCIPALS:
H. JON RUNSTAD
WALTER R. INGRAM
GREGORY K. JOHNSON

Scott Lampe, Chair
Members of the Transportation Commission
450 110th Ave NE
Bellevue WA 98004

BELLEVUE PEDESTRIAN AND BICYCLE
RAPID IMPLEMENTATION PLAN (BRIP)

Dear Chair Lampe and Members of the Commission:

Thank you for your on-going commitment to create a safe, well-connected network of bicycle and pedestrian facilities throughout Bellevue and beyond. And, specifically, thank you for your recent efforts to identify a rapid implementation strategy for the 2009 Ped-Bike Plan. We offer our support for the Bicycle Rapid Implementation Plan (BRIP) and associated CIP investment priorities.

As developers of The Spring District, Wright Runstad and Company increasingly hears from our tenants, and those looking to relocate in Bellevue, enthusiasm – and expectations – for a robust bicycle network that allows for efficient and safe movement within Bellevue and to and from home and work in neighboring communities.

Specifically, we echo REI's support for the projects that will directly impact their employees commuting to their potential new headquarters at The Spring District, connections to their new downtown Bellevue store, and to their existing Eastgate Campus:

- Spring District connections:
  - BN-6: 124th and 128th Ave; PBC-12: NE 12th Street; BN-22: Northup Way; PBC-8: 140th Ave NE
- Connections to Downtown and the Bellevue Transit Center
  - PBC-2: 108th Ave NE; BN-2: 106th Ave NE
- Eastgate Campus
  - BN-25: SE Eastgate Way; BN-12: 156th Ave; and BN-10: 139th Ave SE

Improved bicycle connections to The Spring District and throughout Bellevue will not only benefit commuters but the hundreds of residents who will be living at The Spring District by early 2017 and students attending classes at the Global Innovation Exchange (GIX) starting in the fall of 2017. The Spring District is growing rapidly. Your efforts to implement the Ped-Bike Plan are timely and greatly appreciated.

Sincerely,

Gregory K. Johnson
President

GKJ/jkh

INVESTMENT BUILDERS AND REAL ESTATE ASSET MANAGERS
SUITE 2700, 1201 THIRD AVENUE, SEATTLE, WASHINGTON 98101-3274
TELEPHONE (206) 447-9000 FAX (206) 223-3221

1035 116TH AVENUE NE BELLEVUE, WA 98004

OVERLAKE MEDICAL CENTER

April 15, 2016

Bellevue City Hall
450 110th Ave NE
Bellevue, WA 98004

Bellevue Transportation Commission and Bellevue Council Members,

Overlake Medical Center has reviewed the Bellevue Pedestrian & Bicycle Implementation Initiative and strongly supports bicycle lane and sidewalk projects that will improve transit options to the medical center.

Our campus is a major draw of Eastside residents to Bellevue. We have approximately 2,200 employees and 800 outpatient visitors accessing our campus each day, and we expect these numbers will continue to increase as the Eastside population grows and ages.

Overlake sees improved non-motorized access to our campus as an effective long-term tool to mitigate traffic and safeguard patient and employee access. As such, we are particularly supportive of projects that would:

- Expand safe pedestrian or bicycle linkages to Overlake's campus from residential areas that currently lack access, such as in East or South Bellevue and along highway 520.
- Improve linkages between Overlake's campus and transportation centers, including the Bellevue Transit Center and future Sound Transit Wilburton and Spring District stations.

Overlake Medical Center greatly appreciates your attention to this issue.

Sincerely,

J. Michael Marsh, President & Chief Executive Officer

Seattle Children's®
HOSPITAL • RESEARCH • FOUNDATION

April 21, 2016

Chair Scott Lampe
Bellevue Transportation Commission
450 110th Avenue NE
PO Box 90012
Bellevue, WA 98009

RE: Support for the Pedestrian and Bicycle Implementation Initiative

Dear Chair Lampe and the Bellevue Transportation Commission,

Seattle Children's supports the City of Bellevue's initiative to implement pedestrian and bicycle improvements citywide. In particular, the Bicycle Rapid Implementation plan is a cost-effective strategy to help transform Bellevue into a safe and inviting urban center for bicyclists and vital for improving station access in preparation for Sound Transit's East Link.

Hundreds of Children's employees live and or work in Bellevue including 146+ employees at the Bellevue Clinic and Surgery Center where more than 40,000 patients visit annually. We intend to achieve our state and local Commute Trip Reduction (CTR) goals. With an impressive 8% bike mode split at our main Hospital campus we have similar expectations for our Bellevue site if we can combine Children's commute benefits and incentives (free bicycles, free tune-ups, deeply discounted transit passes, personal commute planning and a $4 commute bonus for not driving alone) with government investments in bike and pedestrian infrastructure, safety, and comfort.

Seattle Children's supports the Pedestrian and Bicycle Implementation Initiative because it aligns with our organization's mission to keep kids and families safe. Pedestrians and bicyclists are the most vulnerable users of the road. Creating safer bike routes to and from the Bellevue Transit Center would make biking and riding a bus an appealing option for our employees. Let's make Bellevue a great place to live, work and play.

Sincerely,

Lisa Brandenburg
President, Seattle Children's Hospital

Cc: Franz Loewenherz, City of Bellevue
Edna Shim, Seattle Children's

4800 Sand Point Way NE
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TEL 206-987-2000

601 108th Avenue NE
Suite 1000
Bellevue, WA 98004

Dear Scott Lampe, Chair of the Bellevue Transportation Commission,

On behalf of Concur Technologies, Inc. which employees 1,147 people in the Key Center building at 601 108th Ave NE in Bellevue, we support increased investment in bicycling infrastructure and taking rapid action on the following projects:

- Project Idea PBC-1 108th Ave SE "South of Main St" as shown here
- Project Idea PBC-2 108th Ave SE "Main St to NE 12th St"
- Project Idea PBC-3 108th Ave NE "Northtown Bikeway"
- Project Idea PBC-6 112th Ave NE
- Project Idea PBC-12 NE 12th St
- Project Idea PBC-13 Lake Washington Blvd NE
- Project Idea PBC-14 SE 8th St "Lake Hills Connector"
- NB-4 "Southeast Bellevue Bikeway" as shown here
- Project Idea BN-2 "106th Ave NE" as shown here
- Project Idea BN-5 "124th Ave SE"
- Project Idea BN-18 "NE 1st St, NE 2nd St"
- Project Idea BN-20 "NE 24th St"
- Project Idea BN-27 "SE Newport Way"
- More transit options (rail, bus, etc.)
- Casual carpool signs/support to promote carpooling
- Designated vanpool parking in downtown Bellevue parking garages
- Free scooter/motorcycle parking on city streets
- Scooter/motorcycle parking on sidewalks
- Employer and municipal assistance for commuting programs through the programs above and direct financial incentives similar to the City of Redmond's
- Non-stop express rail to downtown Seattle

More than 50% of the employees at Concur's Bellevue headquarters take transit, bicycle, carpool, vanpool or walk and we strongly believe that increased transit options will help us attract and retain the best talent. As Sandy Bumstead, Director of Facilities for Concur Technologies, Inc said on page 5 of the March 2014 Bellevue Transit Master Plan, "Concur employees expect real urban travel choices. Bus and rail service to Bellevue is not only about getting to work – it's about livability, quality of life and living smart. All three values are necessary for our company to thrive."

Thank you for your efforts to make bicycling and driving safer and more convenient in Bellevue.

Sincerely,

Al Kinisky
Sr. Director of BNG Real Estate and Facilities

Sandy Bumstead
Director Real Estate & Facilities

Chris Loeffler
Global Strategy and Operations Manager

John Jacobsen-Watts
Technical Writing Manager

Jessica Huss
Concur Employee Transportation Coordinator

Sr. Mgr. Svc Mgmt

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Bellevue Transportation Commission
Bellevue City Council
Bellevue City Hall
450 110th Ave NE
Bellevue, WA 98004

April 20, 2016

Dear Transportation Commission and City Council Members:

CH2M has reviewed the Bellevue Pedestrian and Bicycle Implementation Initiative and strongly supports bicycle lane and sidewalk projects that will improve transit options to downtown Bellevue and near our office at 112th Avenue and NE 12th Streets. We encourage you to approve the Bicycle Rapid Implementation Program this spring to enable projects to begin this summer. We have approximately 300 employees working from our office, and we expect these numbers will increase as the region's population grows. Many of our employees bicycle or walk to work as their primary commuting mode and this reduces cars on city streets. Improved safe and convenient bicycle corridors and sidewalks are necessary and important.

CH2M has been a leader in promoting and providing non-single occupancy vehicles (SOV) transportation solutions for our employees and the residents of Bellevue since we first located our Puget Sound Regional office in downtown Bellevue in 1962. For over 50 years, we have supported the work of our employees, King County Metro, Sound Transit, City of Bellevue, Bellevue Downtown Association, TransManage, Mountains to Sound Greenway, Cascade Bicycle Club, and others to improve non-SOV commuting and transportation options for Bellevue and the region.

Improved non-motorized access to downtown, and our office, will be an effective long-term tool to mitigate traffic and safeguard employee access. As such, we are particularly supportive of projects that would:

- Expand safe pedestrian or bicycle linkages to CH2M's office from residential areas that currently lack access, such as in east or south Bellevue and along State Route 520.
- Improve linkages between CH2M's office and transportation centers, including the Bellevue Transit Center and future Sound Transit Wilburton and Spring District stations.

CH2M appreciates your attention and work on this important issue. As Bellevue continues to grow, safe and convenient bicycle and pedestrian infrastructure are an increased importance for the City.

Thank you,
CH2M

David C. Sturtevant
Vice President

Cc: Amy Carlson, CH2M Puget Sound Area Manager

BELLEVUE COLLEGE

3000 Landerholm Circle SE · Bellevue, WA 98007-6484 · www.bellevuecollege.edu

April 21, 2016

Bellevue City Hall

450 110th Ave NE

Bellevue, WA 98009

Bellevue Transportation Commission and Bellevue Council Members,

Bellevue College has reviewed the Bellevue Pedestrian & Bicycle Implementation Initiative and strongly supports bicycle lane and sidewalk projects that will improve transit options to Eastgate, Factoria, and Bellevue College, in addition to other areas around Bellevue.

Our campus is a major draw for commuters to the Eastside and Bellevue. We serve over 34,000 students each year, in addition to staff and faculty. We expect that these numbers will continue to increase as the Eastside population grows and as our college continues to expand, particularly with the addition of student housing.

Bellevue College sees improved non-motorized access to our campus as an effective long-term tool to mitigate traffic and reduce our carbon footprint. There is a great need for an increased number of bicycle lanes directly to the College for students, staff, and faculty, as well as improved safety measures for existing and new lanes.

As such, we are particularly supportive of projects that would expand safe pedestrian or bicycle linkages to Bellevue College campus from residential areas, transit centers, and business districts. Some routes identified in the pedestrian and bicycle initiative that we support are SE Eastgate Way, 156th Ave, and 139th Ave SE. Bellevue College appreciates your attention to this issue and all of the work you do to improve the community. We are looking forward to working with you on these issues in the future.

Regards,

Amber Nicholson

Amber Nicholson

Interim Director of Sustainability

Bellevue College

Fishermen's Finest, Inc.
570 Kirkland Way, Suite 200 · Kirkland, WA 98033
Phone (206) 283-1137 · Fax (206) 281-8681

Scott Lampe
Chairman, Bellevue Transportation Commission
450 110th Ave NE,
P.O. Box 90012
Bellevue, WA 98009

Dear Chairman Lampe,

Fishermen's Finest, Inc. and its employees strongly support a comprehensive new approach towards managing bicycle traffic in Bellevue, especially in the downtown Bellevue area. We support the Bellevue Pedestrian & Bicycle Implementation Initiative as a beginning framework, and we strongly suggest that Bellevue focus on early and overwhelming deployment of segregated bicycle lanes along all the major streets in downtown Bellevue, at a minimum.

As Bellevue grows its way into the ranks of the great cities, it will face the increasingly urgent demand for safe bicycle arteries through the downtown corridor, including linkages to the Eastside Rail Corridor, Kirkland, the new SR 520 trail and the I90 trail. Changing regional demographics make this extremely clear. It is just as clear that if Bellevue does not step up to this, it will squander a unique opportunity to sculpt the city in a way that will attract highly skilled millennials, and consequently the companies that need to attract them. A serious, thorough, and safe biking infrastructure will also go a long way towards compatibility with modern living structures, i.e. dozens of condos with residents who mostly don't drive.

My opinions arise from my deep caring for Bellevue and my many years living in the city and watching it grow. I have been riding my bikes around Bellevue since attending Medina Elementary School in 1974. I was riding my bike by Bellevue Square when it was an open strip mall, on the way to open my first bank account at Lincoln Savings. Though I was only 10 years old and we sure did not wear helmets, I felt safe riding the streets downtown. I have watched Bellevue grow and evolve into the wonderful city it is today, and I envision where it is going tomorrow.

I can go on about how good biking is for everybody health wise, but you all know that. I will anyway. Commuting by bike can be beneficial to individuals, groups of people, and even to the bigger society. Just to display a glimpse of the benefits, respectively, 30 minutes of bike riding can reduce the risk of chronic illnesses such as high blood pressure, heart diseases, and arthritis. Lastly, increased awareness of bike riding in the community can also increase the awareness of environmental concerns, which can lead to the reduction of CO2 emission throughout Bellevue and surrounding areas.

As the housing demographics shift to include more condo dwellers, the city should provide its citizens the opportunity to get around town safely on segregated bike trails. The bicycle has become a universal tool for people who do not have cars for mobility. Bicycle travel increases the interactions within the community, attracting and retaining youth and young families. Increased social capital, due to the increase of a younger population, will add to the vitality and quality of citizens' life styles, which will provide more efficient access to the increased public transportation options.

One appropriate example for our aimed benchmarking can be found in Copenhagen, Denmark. In Copenhagen, the bicycle is the primary mode of transportation. The bike plan of Copenhagen precisely and strictly

distinguishes car and bicycle roads. The city actively enforces the education of young children about safety regulations, which therefore gives the city the honor of having the lowest bike accident rate among OECD countries. Such merits should also be adapted by our lovely city, Bellevue. Bellevue has the potential to be one of the few cities where people ride bicycles not only for leisure, but also ride on the provided bike lanes as a primary means of accessing the city, allowed to explore every part of the city with limitless freedom, regardless of age, gender, or any other characteristics.

I am still riding my bike past Bellevue Square, but now as president of Fishermen's Finest, Inc., on my way to our headquarters in Kirkland. At that office, I comfortably run a company that safely employs 200 people aboard 2 large catcher processor ships in the Bering Sea 11 months a year. Every year I go up and ride the boats for 20 days, bouncing around the frigid waters of the Bering Sea hundreds of miles from the nearest port. I can make this trip safely, but I cannot safely ride my bike through downtown Bellevue, Washington. This has to change.

Bike riding in Bellevue today is very unsafe. I wear a bright helmet and pack blinking bright lights fore and aft, but frankly I think I would feel safer riding I-405 most days than I do in downtown Bellevue, Bellevue Way or NE 8th. I will not let my children ride in downtown Bellevue. Nobody should, not as it is now.

It will get worse, or it will get better, depending on what this city decides to do now. If the city takes this matter seriously and aggressively carves out bike lanes with vertical physical separations, like exist in many other cities including Seattle, then bike traffic through the downtown area will become safe again, and we will be amazed at how much traffic- both bike and foot- that will attract. It will attract the people who value this too, the highly educated millennials and the companies seeking them will locate here because their labor pool will want to locate here.

Alternatively, if the city uses half measures or no measures at all, the city will not get any safer, it will get a heck of a lot worse. There will be bike accidents. People will get hurt. People who want to ride bikes but do not want to get hammered by speeding traffic, which is a lot of people, will leave. People who want to live and work in a place that values bike traffic will not locate here, nor will the companies that seek that labor pool.

The answer is to move aggressively to build a safe bike infrastructure, and to do it now.

I am thrilled to be a part of the volunteer group for this plan. I look forward to hearing more exciting news by working with you.

Yours Truly,

Dennis Moran
President, Fishermen's Finest, Inc.

cc. KMcDonald@Bellevuewa.gov
FLoewenherz@bellevuewa.gov

C. Kurt Springman
5011 125th Ave SE
Bellevue WA, 98006
kurt@springman.com
206-910-6409

April 22, 2016

Bellevue Transportation Commission
Bellevue City Hall
450 11th Ave NE
Bellevue, WA 98004

Re: Bellevue Pedestrian and Bicycle Projects

Dear Transpiration Commission,

As a former Bellevue City Councilmember, I can fully sympathize with the challenges you face balancing the capital funding needs of the residents, businesses and visitors of Bellevue. As an employee of a downtown Bellevue business, I experience daily the transportation challenges Bellevue is grappling with as our population and employment base grows, attracting more commuters from throughout the Puget Sound region. And as an avid cyclist over the past 30 years, I can attest to both the wonderful and frustrating cycling resources Bellevue offers.

As you prioritize the list of capital projects, I suggest you rank a number of bicycle and pedestrian projects for near-term completion. In particular, Bellevue has a long standing goal of contiguous north/south and east/west routes, along the I-90 corridor, SR-520 corridor, 114th/116th and 164th. With the increased congestion in the downtown core, the need for a safe north/south cycling route has become critical. These improvements will serve the growing number of bicycling commuters, as well as recreational cyclists.

I live in Newport Hills and work in downtown Bellevue in the Civica Building. While I have employer-paid parking, I generally choose to ride into work, as my morning ride only takes 2 minutes longer than driving, and my evening ride can be 20-40 minutes quicker than driving. And I'm not alone. For 10 months of the year, I'll see over 2 dozen cyclists during my 5 mile commute. The bike racks in my office building are full. Many of my coworkers would also like to ride into work, but cite the lack of paths or marked bike lanes as the primary barrier. Riding to work in Bellevue from Issaquah, Kirkland, Seattle or Renton would be feasible for the less-than-brave cyclists if there were clearly marked safe routes into downtown.

With the completion of the new SR-520 bike/ped path over Lake Washington, Bellevue will become the crossroads for recreational and commuting cycling routes. The City of Bellevue has the opportunity to complete and enhance primary corridors along and between I-90 and SR-520, creating a unique and safe experience for Bellevue residents and visitors.

If I can be of assistance to the Commission during the budget and planning process, by providing both a political and cyclist view of the proposed projects, please let me know. It is often useful to visit project sites and learn firsthand from users why the project is needed, and how it will enhance usability and safety. While on the City Council, I lobbied hard for the bike/ped path connecting I-90 and the Mercer Slough path. Some of my colleagues on the Council could not understand from the maps and diagrams why the improvements were needed, until I hosted a visit to Enatai Beach Park on a sunny afternoon. After watching cyclists, runners and pedestrians negotiate the cars trying to park at the beach or get to and from the neighborhood, it became very apparent why the path was needed. Today it is a highly used and appreciated element in the Bellevue bike/ped system.

Now is the time to make strategic investments into key projects in Bellevue. Your support in prioritizing Bicycle and Pedestrian projects is appreciated.

Thank you for your service to Bellevue,

C Kurt Springman

C Kurt Springman
Former Bellevue City Councilmember (1996-1999)

Cc: Bellevue transportation Director
Franz Loewenherz

FANA
GROUP OF COMPANIES

April 18, 2016

Bellevue Transportation Commission
c/o Kevin McDonald
City of Bellevue
450 110th Avenue NE
Bellevue, WA 98004-5514

RE: Bellevue Pedestrian and Bicycle Implementation Initiative

Dear Members of the Bellevue Transportation Commission:

The Fana Group appreciates the Transportation Commission's commitment to Bellevue's Pedestrian and Bicycle Implementation Initiative and encourages the Commission to prioritize funding for a complete and connected 57 mile network of bicycle lanes and pedestrian walkways throughout the City of Bellevue.

With Bellevue's growing population and major employers choosing to locate and expand in the community, traffic congestion will continue to increase. The Bellevue Pedestrian and Bicycle Implementation Initiative provides the city with an opportunity to create a safe and active alternative to driving. Adding capacity for bicycling/pedestrian traffic is an inexpensive alternative to increasing driving lanes throughout the city.

We understand difficult budget decisions need to be made in the coming months, however we urge the Transportation Committee to recommend funding the Pedestrian and Bicycle Implementation Initiative.

Thank you for the committee's leadership in creating an active environment for Bellevue's residents to live, work, and play.

Sincerely,

The Fana Group of Companies

John Powers
President

10655 NE 4th Street – Suite 700 – Bellevue, WA 98004 – tel (206) 505-2500

cascade
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Improving Lives Through Bicycling
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/CascadeBicycleClub @cascadebicycle @cascadebicycle

April 26, 2016

Bellevue Transportation Commission
City of Bellevue
450 110th Ave. NE
Bellevue, WA 98009

Dear Transportation Commission,

Thank you for your commitment to supporting Bellevue's Pedestrian and Bicycle Implementation Initiative. We believe investments in bicycling will improve safety, health and economic outcomes in our community, and we strongly urge you to prioritize funding for a complete and connected 57-mile network of bicycle lanes throughout the city.

The Bellevue Pedestrian and Bicycle Implementation Initiative provides the city with an opportunity to make Bellevue safer for those who walk and bike and will enable more people to choose active transportation as a means to get to work and transit. With Bellevue's growing population and major employers choosing to locate and expand here, traffic congestion will only get worse -- unless the city takes a new approach. Adding capacity for bicycling is an inexpensive alternative to adding capacity for driving. With Sound Transit 2 and Sound Transit 3 on the way, there is an even greater opportunity and need for safe, convenient and connected bicycling facilities in Bellevue, so that everyone has options around how they access transit, work, school or the grocery store.

While the city must make difficult budget decisions in the coming months, we urge the Transportation Commission to prioritize citywide investments in bicycling by recommending funding for a complete 57-mile network of safe, convenient and connected bicycle lanes.

Thank you for your leadership in making Bellevue a more attractive place to live, work, play and travel to by supporting investments in bicycling and walking.

Sincerely,

McKayla Dunfey
Eastside Policy Manager
Cascade Bicycle Club

Cc:
Franz Loewenherz, City of Bellevue, FLoewenherz@bellevuewa.gov
Kevin McDonald, City of Bellevue, KMcDonald@bellevuewa.gov

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Point Inside

Scott Lampe
Chair of the Bellevue Transportation Commission
450 110th Ave. NE
P.O. Box 90012
Bellevue, WA 98009

Re: Bellevue's Bicycle Rapid Implementation Program

Dear Mr Lampe,

I am the co-founder of a Bellevue based business called Point Inside. We have been based in Bellevue since our inception in 2009 and have grown to over 100 people. We currently occupy a floor in the City Center building next to the transit center. Our company actively participates in the community by sponsoring local events, the Chamber of Commerce and other charitable causes.

Point Inside has a cycling team that participates in the Bike to Work Challenge each May. We also ride as a team in the BikeMS and this year we plan to add STP to our seasonal activities. Most members of the cycling team rely heavily on commuting miles for training. I personally commute from Magnolia (15 miles) and can honestly say that my road miles in Bellevue are on the high end of the danger spectrum.

As a business leader in downtown Bellevue, I would love to see the city do more to make it safer to ride bikes as a primary means of transportation.

Best Regards,

Jon Croy

April 13, 2016

Bellevue Transportation Commission
% Kevin McDonald
City of Bellevue
450 110th Ave. NE
Bellevue, WA 98009

RE: Bellevue Pedestrian and Bicycle Implementation Initiative

Dear Transportation Commission,

Thank you for the work you are doing to make Bellevue a better place to work and live, you have clearly chosen to address one of the biggest challenges we face as a community on this commission.

I know there is a lot of great work you are doing but I want to thank you specifically for the work that you have put in on the Pedestrian and Bicycle Implementation Initiative and encourage its adoptions.

Obviously the vast majority of transportation investment and use in Bellevue will be automotive based. This is as it should be. But by integrating a plan for bikers and pedestrians you are leveraging the road based investments you have already made, and you are creating the infrastructure that makes a real difference in the quality of life of your citizens and workers.

Every day the number of people I see riding to work, walking on their lunch hour, or taking an evening stroll, increases. The demand for this type of infrastructure is going to continue to increase, especially as Bellevue becomes increasingly urban. By adopting the plans laid out in the initiative Bellevue will continue to lead the region in an important way, by continuing to be a great place to live and work.

So thank you for your foresight on this issue and thank you for all the work you are doing to make our community a better place.

Sincerely,

Bill Finkbeiner

April 26, 2016

Hello Kevin,

I am unable to attend this Thursday nights Transportation Commission meeting, but I did want to submit a statement in response to the long overdue need for protected bike lanes and continuous safe routes that riders of all ages and abilities can use to commute, recreate, shop and, in general, enjoy the outdoors while being healthy on a bike:

> I have always been afraid to ride my bike in Bellevue, and I am a bike rider that has ridden all over. Drivers are too aggressive, drive too fast, have blinders onto walkers and bikers at intersections. With the 3 recent "Hit and Runs", I feel sick and need to speak up and help drive immediate change in the city. The video of the black truck hitting the biker who is using the road in compliance, looks to be intentional hitting with the outcome of intimidation and the breaking of his hip. This is so out of control- what is the world coming to when folks "Hit and Run" someone peacefully riding their bike on a pleasant Bellevue suburban road? Or over at Mercer Slough, leaving someone on the side of the street in a coma? Are we all gone mad? We need things like this to be felony -attempted murder. Accidents may happen sometimes, but as soon as you run away is a horrific crime. Purposely hitting someone riding their bike- attempted murder, and trying to intimidate someone by honking and swearing at them, must have penalty consequences. Many have no idea what a rider must survive out there. The laws must change! And the roads must be marked with clear protected lanes. Sharrows and "Sharing the Road" give cars no idea that bikes have a "right to the road", instead they indicate "it would be nice if you would chose to share". The Drivers and biker's education, classes and tests, must start to clearly address bike facilities- what they mean, how they are used and clearly state the "Road Rights of Bikers" - that roads are a multi- use for all modes of transportation, not solely owned by cars. The future is not cars as we know them today, and it is time for the health and safety of our people and environment to embrace biking and walking as the important cornerstone that they are for our businesses, commuting, tourism, and recreational family fun and fitness. We deserve a leap forward now before anyone else is hurt biking or walking.
>
> Remember, Bellevue may have metrics showing low or zero accidents or deaths, or lack of huge ridership volumes for that matter, "because" it is too dangerous to ride in Bellevue. Stop wasting years talking about metrics, in this area we are all data driven in our jobs, but we are smart enough to understand in our analysis of "nothing to measure" in this case mean the results are not meaningful. Low ridership, low accidents or deaths in this case mean, or at least in my household and with all people I speak with, we are not riding because we are not stupid enough to risk injury riding in Bellevue. It does not mean that we do not ride because we do not want to or that there are not an abundance of riders here

on the Eastside. You cannot have meaningful metrics on the data you want to study until you actually build safe continuous routes) that run N/S and E/W (not on the biggest hills you can find- only super skinny butts will use those), then measure the volume of use (assuming you market and map that Bellevue now has safe routes) and adjust the use of facilities as "metrics" then start to reveal the needed for safety, easy of comprehension by both cars and bikers.

Side note on crosswalks: When I helped count use in Bellevue intersections of bikers and walkers this year, I show 3 near miss hits while folks were in intersections- those never get counted- you would see a strong need for "No Right Turn" on red and a" Delayed Green" after folks have been given chance to safely cross in the crosswalk).

A side not regarding ERC: Light Rail can go where cement already is. Please leave the Greenway Corridor, "green" to bikers and walkers. We live here for the beauty of the nature. There is very limited "green" in our backyards left that we can easily access after work. The ERC will allow a high quality of life in our area. The light rail or buses is absolutely necessary, but you have miles and miles of pavement you can repurpose for this use. You do not have miles and miles of a "green" trail. As soon as you turn our great city into cement roads, shopping areas, and sidewalks, I have no reason to live here>> I can live in any cement city- they all have stores and restaurants. Do the right thing now, so that are tomorrows are full of nature's beauty. I value our environment much much more that I value trains every 8 minutes or busses buzzing by me. When I want those things, I am happy to enter the cement city scape to access.

Please do keep me informed about Bellevue's actions to make immediate change. Please also keep me informed how citizens can help drive action forward now. A mailer of the minutes or community communications in our PSE bill in addition to on the Bellevue Web would be helpful.

Thank you,
Shelly Bowman
Lizette Hedberg
2440 140th Ave NE 56
Bellevue, Wa 98005