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:

Lakehills [illegible] - [illegible] up to [illegible]
[illegible] to [illegible]

① Divided lanes - vs - Fog lines
Which has proven to be safer? Which ~~has~~ 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. ~~Everyone else 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:

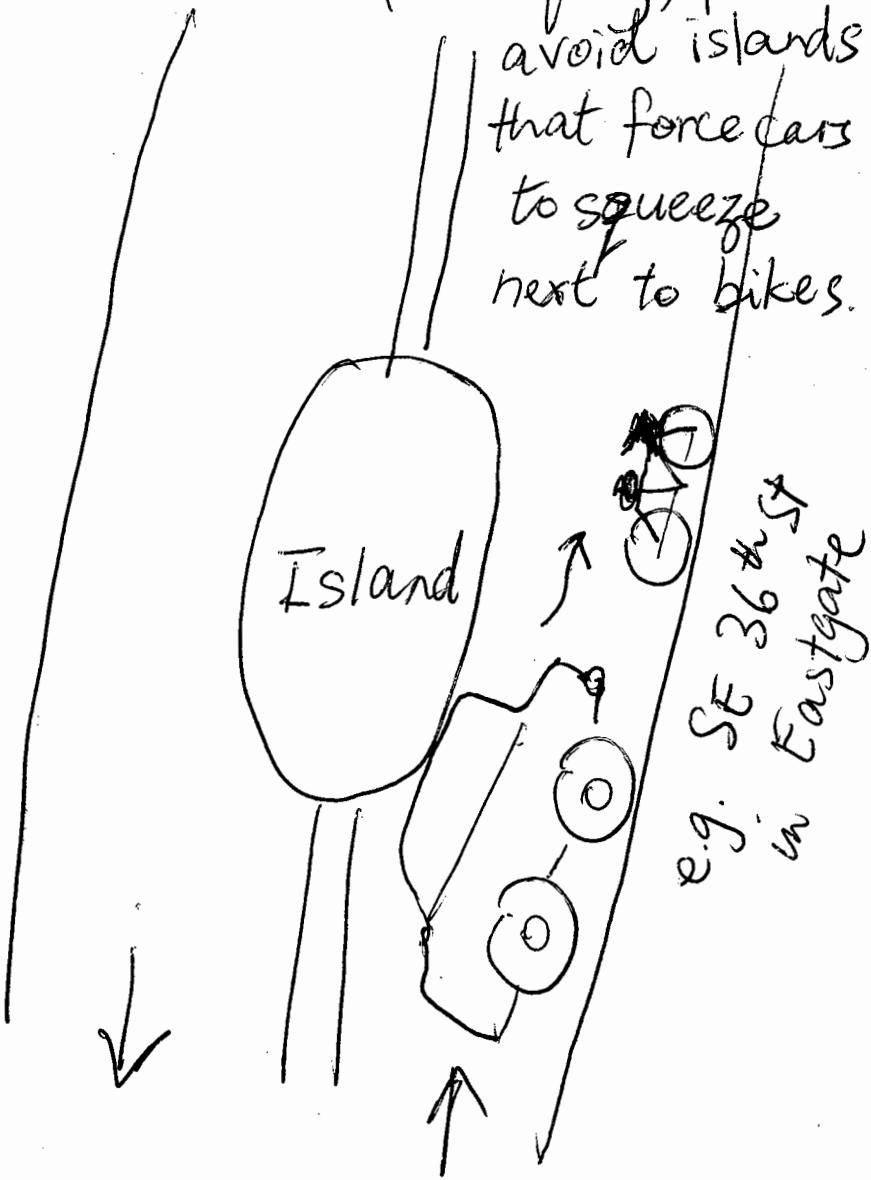
I would <u>really</u> like to see more separated bike lanes & traditional bike lanes in Bellevue. I bike recreatio all the time on the weekends when I can plan routes that are safe (or as safe as possible anyway) & I would really like to be able to also bike to my errands in Bellevue, but I don't feel 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]~~

~~[illegible]~~

~~[illegible]~~

~~[illegible]~~

~~[illegible]~~ - ~~[illegible]~~

NORTH

Continue the Biklane @ 140th Ave 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.

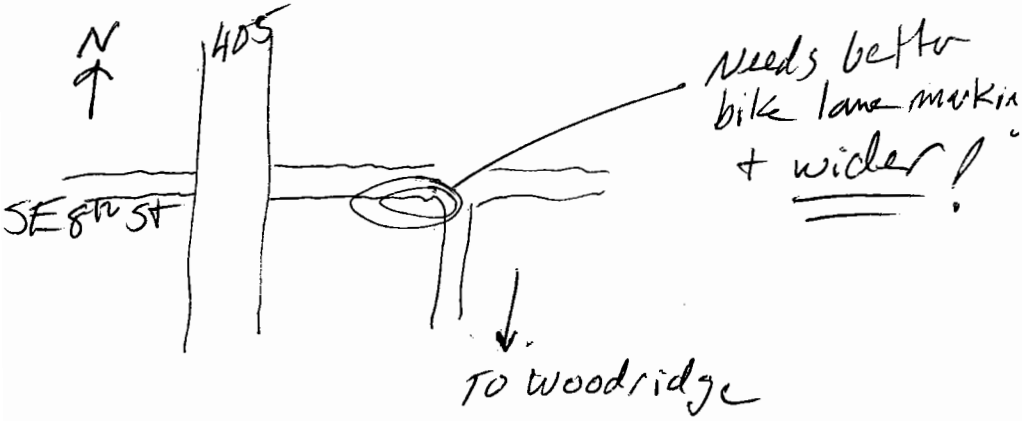
Thanks!

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.