

116th Ave NE from NE 12th St to Northup Way Rechannelization

Public Comment

ID: 1 Aaron Swerdin ; 12/12/14

Hi Kevin –

Just wanted to drop a quick line to let you know that I support having a full and safe set of bike lanes that would connect I90 to the Microsoft main campus. This is a commute I've been hesitant to take given all the comments in the community about the "death zone" etc surrounding the lanes (or lack of) going from I90 to the Msft campus. Having these safe lanes which would help to protect bikers would be quite a great addition.

Thanks!

Aaron

ID: 2 Overlake Hospital, T.D. Sam Baxter, Vice President Professional Services; 12/12/14

Dec 12, 2014

Dear Kurt/Franz,

Jeff Fleming attended the December 11, 2014, open house where some of the business owners and physicians expressed concerns regarding the proposed bike lanes.

We continue to express our support for the City of Bellevue's efforts to seek community feedback, improve cyclists' safety and mobility throughout the City of Bellevue (especially for Overlake physicians and staff), support healthy lifestyles and ensure emergency medical services (EMS) have uninterrupted access to Overlake's campus.

At the same time, we trust the City of Bellevue will carefully consider the feedback from and impact on the property owners and occupants of buildings adjacent to and along the proposed bike lanes. Many of these property owners and occupants are associated with and/or practice at Overlake Medical Center.

Thank you, again, for reaching out to Overlake to educate us on the proposed bike lanes. Please keep us informed as this process continues.

Warmest regards, Sam

T. D. Sam Baxter

Vice President Professional Services

Overlake Medical Center

Dec 10, 2014

Dear Kurt,

It was a pleasure meeting you and Franz.

Thank you for answering our questions and providing further information regarding the proposed bike lanes on 116th Avenue NE from NE 12th Street to Northup Way.

Based on the information you have provided to date and unless something surfaces to the contrary at the December 11, 2014, open house, your proposal appears to promote improved cyclist mobility and safety, and supports Overlake's efforts to promote healthy lifestyles.

Please keep us informed as the review process continues.

Warmest regards, Sam

T. D. Sam Baxter

Vice President Professional Services

Overlake Medical Center

ID 3: Marypat Meuli ; 12/11/14

Hi, Michael & Kurt. I was unable to go to the open house tonight, but wanted to share my feedback.

I strongly support the proposal of having bike lanes on both sides of 116th as shown on <http://www.bellevuewa.gov/116th-rechannelization.htm>.

I regularly bike from our house in downtown Kirkland into Bellevue, and usually go on 116th. Even though there isn't a bike lane, it's the best way for me to get into Bellevue and to my dentist (Bellevue Dental on 116th, just north of NE 12th).

I appreciate you continuing to look for ways to make travel safer for cyclists; as car traffic worsens in our area, I'm optimistic that we can have more people getting places by bicycle, as long as we can improve safety and make people more comfortable with the idea.

I'm also a huge fan (already) of our Cross Kirkland Corridor, and am happy to hear discussions beginning about Bellevue doing something similar. I think it'd be a huge win to our region if we can make the corridor seamlessly connected across our region. Last week I was talking with someone who just bought a house in Kirkland, and one of their prime reasons is because it was close to the corridor and accessible for them to use.

Thanks much,
Marypat Meuli

ID 4: Joe Platzner ; 12/11/14

Hi Mike,

I'm unable to attend tonight, but I'd like to add my voice to the people who would like to make sure that safe bike and pedestrian use is given priority as you consider options for 116th.

Bellevue is falling behind in safe, comfortable walking and biking facilities. All around Bellevue, cities, and counties are moving forward with bike friendly improvements. Please keep the focus on this. We should be a leader here not behind the curve.

I'm sure the planning department could easily improve the situation if the elected officials saw this as a priority.

Where I live, off of Newport way, my daughter will never be able to walk or ride her bike to school. She wasn't able in elementary school, she can't now in middle school, and she won't be able in high school. It is great that we are moving forward with the new sidewalk to 152nd, but it doesn't go far enough East. Hundreds of houses are cut off because it doesn't go to at least 156th. Is there any way to extend the project so all the houses in Bellevue can walk and bike safely to school and shopping? Please. It's almost as if Bellevue has forgotten the neighborhoods near Issaquah. We are part of Bellevue!

Lastly, I have a request to please consider a fix to the pinch point for bikes at the pedestrian island on 36th just west of 150th. This design is going to kill someone. There is plenty of right of way, and I'm sure your talented staff can come up with a solution that works for all. Westbound, having two lanes and a bike lane merge into one without a bike lane, over a blind turning hill, is going to be deadly. My entire cycling club, who ride all over the state, consider this one of the worst examples of an engineered problem; there are constant conflicts here.

Kind Regards,
Joe Platzner

ID 5: Jeff Trager ; 12/11/14

Chair Scott Lampe and Members of the Bellevue Transportation Commission,

c/o Kevin McDonald, Senior Transportation Planner:

Thank you for the opportunity to comment on the 116th Ave Overlay and Re-channelization proposal posted at

http://www.bellevuewa.gov/pdf/Transportation/116thChannelizationSlidesCommission_25Sept2014.pdf. I am a part-time commuter to downtown Bellevue by bicycle from Kirkland in the morning and out of Bellevue in the afternoon/evening, year-round in most weather. I am an avid bicyclist both for commuting and recreation. I first commuted. During the May 2014 Bike-to-Work Month I was 25th out of

over 12,000 cyclists measured by miles commuted by bicycle, with over 1000 miles logged during the month.

My daily commute takes me through the proposed 116th project area, so I would like to list my current observations, reaction to the proposal, and suggestions to consider in the plan.

The Bellevue portion of my usual commute:

1. 116th Ave NE south from Kirkland
2. West on Northup Way (in main car lane)
3. Left-turn lane (west) off of Northup to SB 116th
4. South on 116th Ave NE (in main lane)
5. West on NE 12th St (in main lane)
6. Left-turn lane at WB 12th to SB 112th Ave NE
7. South on 112th (in main lane)
8. West on NE 10th St (in main lane then left-turn lane)
9. South on 110th Ave NE to NE 2nd St. (Trulia building).

Observations of the current situation:

1. I consider the time on Northup and 116th to be the most frustrating, hazard-filled, and potentially dangerous portion of my commute.
2. When I turn right off of 116th onto Northup to get into the left-turn lane to reach 116th South Bound, cars will often try to pass me in the corner, even though I am occupying a vehicle lane on both streets! It is quite hazardous to make the transition from the turn lane to the left turn lane
3. The far right side of the roadway on 116th (both directions) is full of manhole covers, grates, pavement cracks (some several inches deep), and extremely rough patching. Bellevue pavement is generally pretty good, except on this road!
4. This part of 116th has a fairly steep uphill followed by a steep downhill in both directions. That means bikes are going much slower than traffic uphill, but can travel close to the posted speed limit down the hill in each direction.
5. When traveling uphill on 116th, I can usually ride on the patched pavement, but need to swerve around the manhole covers and grates.
6. When traveling downhill on 116th (either direction) I ride in the center of the main lane to avoid all patches, manholes and grates. This is important when riding a road bike at higher speeds to avoid wheel/tire damage and slipping on wet metal. Also, it makes me more visible to cars pulling out of driveways. In heavy traffic this is sometimes difficult to do and causes very stressful riding.
7. When cars pass on SB 116th, they usually pull partially into the center turn lane. This is normally OK, except when there is a car already in the turn lane waiting to turn left either direction. Sometimes cars try to squeeze by in the same lane as bikes when that occurs, forcing the bikes to run over the bad paving and metal covers.
8. Some slower bicyclists attempt to ride on the sidewalk on 116th. I tried that once! It is also in very poor condition, with lots of gravel, overhanging brush, poles, pedestrians, garbage cans, bus stops, driveway dips, etc.

9. I occupy the SB right turn lane when I get to the intersection with 12th St.. I turn right onto the main lane of 12th. I do not use the sidewalk on 12th over 405.
10. The so-called “separated bicycle path” on the NE 12th St. Bridge (completed in 2012) is totally useless for efficient bicycle commuting. I wish I had been involved in the comment process for that project to prevent it from being implemented as it was. I do not use that wide sidewalk, nor do I ever intend to. Most bicycle commuters use the road at that location as well. I only occasionally notice a bike on the sidewalk. Note that the most frustrating part of bicycle commuting is having to switch modes between operating as a vehicle (roads, bike lanes, stop lights, turn lanes) and acting as a pedestrian (sidewalks, crosswalks, walk signals). The transition points are full of obstacles, pedestrians, lamp posts, tight turns, limited ramps, and are difficult to navigate while riding a bike. It is hard to press crosswalk buttons because they end up behind you as you make the sharp turns. It is difficult to go in reverse on a bicycle – especially one with loaded saddlebags while you are wearing bicycle cleats! And making a left turn requires doing that all that twice and waiting for two separate walk signals. This is extremely cumbersome, and slow.
 In this particular case, to turn from SB 116th onto the WB 12th sidewalk, I would have to occupy the right turn lane on 116th, until I got to the very corner. Then I would have to stop and get off the bike (in the traffic lane!) to walk the bike onto the wheelchair ramp and past the poorly placed crosswalk button post. It is too tight of a turn to ride. Riding over the bridge on the sidewalk is not a problem. Except that there are pedestrians that walk in the center of the sidewalk. At the west end of the bridge, to get to SB 112th, I would either have to use the walk signal twice (SB crosswalk and WB crosswalk) then merge onto the road, or cut in front of two lanes of traffic in the crosswalk to get in front of the left turn lane.
11. In the evening, when traveling on NB 116th there are two vehicle lanes. I ride on the right side of the right lane. Most cars simply pass in the left lane. Occasionally a car will follow me closely, or cut in front of me, in order to turn into a driveway.
12. At the far north end of NB 116th, cars will often pass me in the left lane, and cut in front of me in the right lane in order to turn right onto Northup. That is a very difficult corner for bicycles. It is a steep uphill, so it is hard to start going again if you have to stop for traffic or lights. The cars and bikes that are turning right are funneled into a narrow roadway by a raised triangle. The sidewalk there is narrow, has no way to get on or off except at the ends of the Northup bridge, and usually is occupied by pedestrians. Visibility is limited by the steep hill, bridge railing, and shrubbery.

My Reaction to the Channelization plan:

1. Overall I am quite pleased with the plan. It will improve the safety and efficiency of bicycle commuters. It will provide a more clear separation between pedestrians, bicycles, and cars. It will be easier for car drivers to understand what cyclists are doing. And it will give more room when cars pass bicycles. I am looking forward to this being implemented.
2. I agree that the extra north bound lane will not be missed since there will be no bikes in the way of cars. Traffic is not so heavy there.
3. More attention needs to be paid to the transition points – where the proposed future bike trails will connect to roads, where the bike lanes start and end, where bikes need to turn left onto other roads, where bikes will be expected to try to navigate sidewalks, etc..
4. I do not understand what is meant by “add NB bike turn pocket” at the north end of NB 116th at Northup. I think for this detail it will be critical to get further comment from bicyclists.

5. The south end of SB 116th shows no planned change in lanes. Remember, at that point, bikes are traveling nearly the speed limit, and there are LOTS of cars turning into and pulling out of driveways there.
6. Will there really be no bike lane in the merge zone at the south end of NB 116th? Yikes. Merging cars won't be looking for bicycles on the right. They'll be looking back over their left shoulders to see what car they can pull in front of.

Suggestions for the plan and implementation:

1. Make sure the 116th pavement overlay is even across all lanes and bike lanes. There are times when bikes need to leave the bike lane and enter the car lane, and we don't want to hit a pavement level difference or expansion joint parallel to our direction of travel. Examples include when we have to pass a slow bicyclist (or a fast bicycle is passing us!), when we have to avoid manhole covers, grates, or debris (garbage, broken glass or tree branches).
2. Do not use bumps, textured (rumble strips) or slippery lane paint between the bicycle lane and car lane.
3. In cases where you expect bicycles will be using the sidewalk, do not install those slippery yellow dotted pads in the concrete. They are hazardous for road bikes, especially in the rain, as there is no traction. And I don't know what they provide that yellow paint or slightly textured concrete doesn't.
4. Make sure any expansion joints and grates are perpendicular to the travel direction of bicycles so 1" road bike tires don't get trapped.
5. Extend the SB bike lane to the 12th St intersection so bikes don't have to merge with traffic.
6. Move all metal covers and grates out of the bike lane if possible. They can be in the vehicle lane, or if absolutely necessary at the extreme sides of the bike lane. Remember, bikes will be traveling up to 25 or 30 miles per hour on parts of this road!
7. Good signage will be important, especially alerting car drivers that bikes will be merging with them. White signs that say "Bike Lane Ends" are not good enough. Only bikes pay attention to them. Yellow signs that say "Caution - Watch Out for Merging Bikes" would be much better!
8. Add real bike lanes on the 12th St bridge; make the sidewalks narrower if necessary. Make it easier for bikes to make left turns as vehicles without having to enter pedestrian mode.
9. Note that a totally different option is to build a bike path under the I-405/SR-520 interchange to connect Northrup to 112th Ave. That portion of 112th has better existing bike lanes and a gentler grade. But there is currently no way to get to SB 112th without going an additional mile or so. That's a long way for a bike.
10. Somewhat out of scope for this project, but important to bicycle safety, is education of car drivers as to how bicycles operate on the roadways. We are usually operating as slow-moving vehicles, not pedestrians. Please use every opportunity possible (ads, signs, etc) to get this message across.

Thanks for the opportunity to comment



December 10, 2014

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

RE: Support for the 116th Avenue NE Channelization Proposal

Dear Chair Lampe and the Bellevue Transportation Commission,

Seattle Children's supports the reconfiguration of general traffic lanes in the 116th Avenue NE channelization proposal. The reduction of two northbound through lanes to one with a dedicated turn lane and the addition of bike lanes will create a more predictable, safer roadway while maintaining adequate vehicle throughput for years to come. There is no reason to suspect this proposal will adversely affect emergency vehicle access or other hospital operations. The plan could go further to create a better street for all users. We include specific recommendations at the end of the letter to address safety concerns and enhance the proposal's improvements.

The channelization supports Seattle Children's strategic goals of commute trip reduction, access and safety.

- *Commute Trip Reduction.* Children's has made significant investments in commute trip reduction by eliminating free parking and monthly parking permits, and by offering a generous suite of trip options that include deeply discounted annual transit passes, free company bikes, and a commute bonus to staff when they do not drive alone. The 116th channelization proposal is a welcome public investment that supports the private-public partnership required for effective commute trip reduction.
- *Connectivity to the transportation network.* Pedestrian and bicycle improvements are essential to maximize the benefits of light rail and the transit center. Rechannelization will improve the last mile options between the Bellevue Transit Center and Children's Bellevue Clinic.
- *Improved Access.* The channelization proposal creates opportunities for better access to Children's Bellevue Clinic for staff and our patient communities on the east side. Adding and improving bicycle and pedestrian access (such as improved crossings) opens up a range of reasonable mobility choices for our staff and patients – many of whom would benefit from easier access with wheelchairs, strollers and walkers. Children's commute trip reduction efforts have earned many awards including a Gold-Level Bicycle Friendly

4800 Sand Point Way NE
PO Box 337
Seattle, WA 98145-0337

TEL 206-696-0000

Business designation from the American League of Bicyclists; however, access to a safe and comfortable route is still the most important factor in whether or not someone will try walking, biking or busing to work.

- Safety.** The proposed channelization supports throughput and safety for all modes. The reconfiguration will encourage safer driving by encouraging more predictable vehicle movement and reducing the opportunity for high speed weaving. In a study of a similar reconfiguration of Nickerson Street in Seattle, excessive speeding (over 10 mph above posted speed limit) was reduced by more than 90%. At the same time, there is no reason to fear a capacity crunch or degraded service levels. The Federal Highway Administration has found that this type of channelization can adequately support roads with 20,000 vehicles per day. According to Bellevue's website, the 2013 average weekday traffic was 11,600 cars per day on this stretch of 116th Avenue NE.

We appreciate the opportunity to provide input. Here are suggested modifications for your consideration:

- Extend bike lanes throughout the entire segment of 116th Avenue NE from Northup Way to NE 12th Street.** The transition zones approaching intersections are major safety concerns in the current proposal.
 - Rather than a long, unmarked transition zone approaching Northup Way, continue the bike lane with a designated area where cars cross that is shortened, creating a continuous bike lane all the way to the intersection.

North End Transition – 116th/Northup vicinity



Left: Safety concern at the north end of 116th Avenue NE.
Above: Example of a shorter, marked transition from NACTO's design guidelines for bike lanes.

- Make a continuous bike route from downtown via the wide path on the north side of 12th to the proposed bike lanes on 116th Avenue NE by continuing the 116th bike lanes all the way to the intersection and placing a cross-bike adjacent to the crosswalk on the north side of 12th at 116th. Seattle Children's main campus has a similar crossing on Sand Point Way.

South End Transition – 116th/12th vicinity

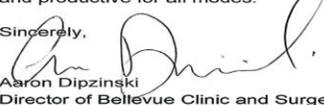


*Left: Safety concern where NB and SB bike lanes do not continue to NE 12th St.
Above: A "cross-bike" in front of Seattle Children's main campus connects the hospital to the Burke-Gilman Trail.*

- *Buffer the bike lanes.* This can be achieved with paint and plastic bollards or more robust materials. Consider creating a separated two way bike path on one side of the road.
- *Add wayfinding signage.* In particular, a sign on 24th Street indicating that 116th Avenue NE is the route to the hospital district and downtown would be very helpful.
- *Include improved pedestrian crossings.* Most importantly for Children's, 116th Avenue NE at NE 12th Street should be easier to cross. Currently, a pedestrian must cross 6 lanes of traffic heading east on 12th Street. The daily traffic volume of 11,600 vehicles does not warrant such a wide road, especially when it encourages higher speeds. Consider a wider cross walk with less lanes and an island refuge.
- *Add one or two mid-block pedestrian crosswalks and islands somewhere in this segment.*

Thank you for the chance to offer input on the channelization plan. We applaud the City of Bellevue for using the upcoming paving project as an opportunity to make 116th Avenue NE safer and productive for all modes.

Sincerely,


Aaron Dipzinski
Director of Bellevue Clinic and Surgery Center


Paulo Nunes-Ueno
Director of Transportation and Sustainability

4800 Sand Point Way NE
PO Box 5371
Seattle, WA 98145-5005

TEL 000-000-0000

Hope. Care. Cure.[™]

www.seattlechildrens.org

ID 7: Martin Chisholm ; 12/10/14

Dear Sirs:

I was made aware of an Open House tomorrow for the 116th Ave NE project (<http://www.bellevuewa.gov/116th-rechannelization.htm>). Unfortunately, I will be unable to attend.

I am a resident of Bellevue, around the Phantom Lake area. I work in the Overlake area. I usually use my bicycle to get to work. 116th Ave NE is not part of my regular commute.

However whenever I need to go to downtown Bellevue after work, I use the 520 Trail, and then 116th Ave. Just on Monday, I did this exact route.

I would absolutely appreciate having bicycle lanes on 116th Ave NE. I applaud the plan to add bicycle lanes.

Having been hit by a vehicle while riding in a bicycle lane, I am aware that bicycle lanes are not a fix-all solution, but it is still a great improvement. I fear that my injuries would have been much more severe, possibly fatal, had there been no bicycle lane. The driver claimed to have not seen me.

Thank you very much for planning this improvement.

Sincerely,

Martin Chisholm

Bellevue resident

**ID 8: Microsoft, Jim Stanton, Sr. Community Affairs Manager, AICP, Microsoft Real Estate & Facilities ;
12/10/14**

Microsoft Corporation
One Microsoft Way
Redmond, WA 98052-6399

Tel 425 882 8080
Fax 425 705 7329
www.microsoft.com



December 10, 2014

Chair Scott Lampe and Members of the Transportation Commission
C/O Kevin McDonald, Sr. Transportation Planner
City of Bellevue Planning Department
PO Box 90012
Bellevue, WA 98009

SUBJECT: 116th Avenue NE Corridor Overlay & Rechannelization project

This letter is to express Microsoft's support of the City of Bellevue's plan to provide improved bike lane facilities on 116th Avenue NE between Northup Way and NE 12th Avenue. This repaving and rechannelization project is a high priority to Microsoft cyclist commuters since it connects other current and planned bike lane improvements between our Redmond and downtown Bellevue campuses. Completion of this project will close one of the remaining gaps between the SR520 regional trail with downtown Bellevue. For the following reasons Microsoft supports this project:

1. **Seattle – Redmond - Bellevue** – Microsoft has approximately 2,100 cyclists, or 4% of all bicycle commuters in Puget Sound. On the Eastside this commute alternative is currently limited by infrastructure gaps, including the SR520 regional trail, and "street safe" connections between urban centers. Completion of the new SR520 Bridge and Northup Way Corridor improvements will provide a direct connection from Seattle to Redmond for cyclists, significantly increasing the potential for this commute alternative. The proposed improvements on 116th Avenue NE will further connect downtown Bellevue with this regional trail expanding access between these three urban centers (Seattle – Bellevue - Redmond) and our facilities in them.
2. **Improve cyclist safety** – The current configuration along 116th is difficult for safe passage by cyclists due to constrained shoulder width, high traffic volumes, and lack of bike lane designation on the street. These safety issues will be addressed by this rechannelization project.

Since 1995 Microsoft has a long track record of funding and actively supporting commute alternatives that encourage non-SOV travel. Completing the 116th Avenue Corridor improvements furthers our company goal of supporting the completion of multi-modal facilities throughout the Eastside. Please contact me at jstanton@microsoft.com or 435-707-5076 if you need any additional information on our support of this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Stanton".

Jim Stanton, Sr. Community Affairs Manager, AICP
Microsoft Real Estate & Facilities

Microsoft Corporation is an equal opportunity employer.

ID 9: Andy Swane ; 12/9/14

Chair Scott Lampe and Transportation Commission –

As a bicycle commuter, the proposed 116th overlay and rechannelization project appears to provide an important and welcome safety improvement for cyclists using this corridor. I support approval of this project.

Sincerely, Andy Swayne

Andy Swayne

Municipal Liaison Manager, Customer & Community Engagement, Puget Sound Energy

ID 10: John Phillips; 10/9/14

Dear Chair Scott Lampe and Members of the Transportation Commission,

As a bike commuter who often uses 116th Ave NE, I think the propose bicycle channelization project is one of the most critical bike safety projects I have seen proposed by the city. I see many other riders using this route. It is the primary connector to the 520 trail. Due to the climbs in both directions slow moving riders can be exposed to fast moving cars on this section.

Regards,

John Phillips

ID 11: Tony Cordova ; 10/9/14

This is fantastic news! The 520 trail is one of the most heavily used trails to get into Downtown Bellevue and I have used 116th for years.

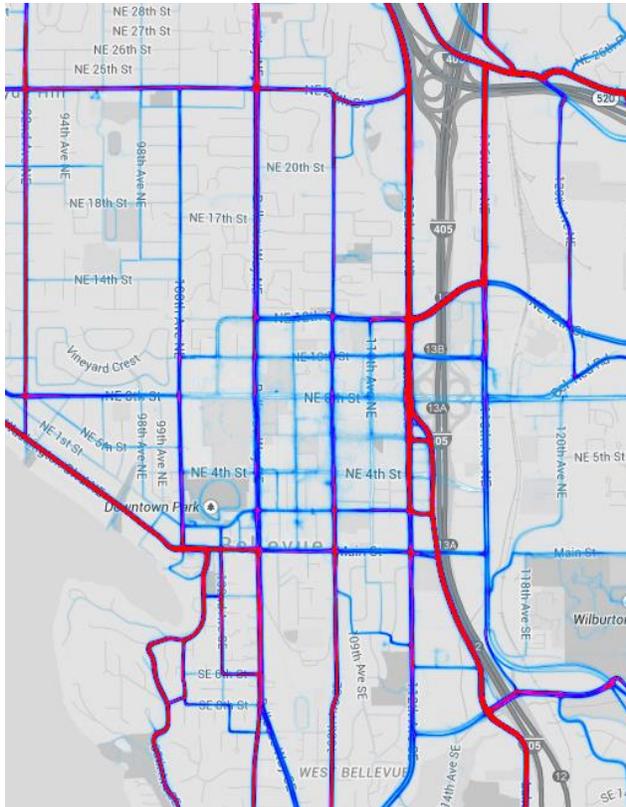
As a side note, myself and many of my colleagues, teammates, and cyclists all around the area are utilizing Strava for both commuting and other cycling activities.

I and many others keep track of our GPS data for commuting and have been for many years.

I would strongly urge you to at least spend 1 minutes to read what the following service provides as it may give great insight as to how the commuting patterns are like within the city of Bellevue:

<http://metro.strava.com>

Example heatmap of my rides can show more heavily used areas to get into Downtown Bellevue and cycling patterns by day, by time, etc:



Tony Cordova

ID 12: REI, Kristen Ragain, Community Affairs Program Manager ; 12/9/14



December 9, 2014

REI
6750 South 228th Street
Kent, WA 98032

To Chair Scott Lampe and Members of the Transportation Commission,

On behalf of REI, I am writing to express our support of the rechannelization of 116th Ave NE (from NE 12th Street to Northup Way) to implement bicycle lanes on both sides of the roadway. As an outdoor retailer and co-op, we are committed to quality and accessible outdoor recreation experiences. For the outdoor recreation community to thrive, and for the benefit of our members, customers and employees, we encourage the development and use of trails for transportation and recreation.

Through our grants program, we support nonprofit organizations all over the country that advocate for safe bicycle routes and bicycle trail connectivity. We believe that bicycling should not only be a fun recreational activity, but a safe and easy way to commute to work and get around town. With our headquarters in Kent and two large REI stores in the Eastside, many of our members, customers and employees live in or travel to Bellevue frequently. We believe that the Eastside Rail Corridor paired with strategic safe biking routes (including the rechannelization of 116th Ave NE) has the potential to transform Bellevue into an active transportation leader. This will help increase the quality of life and enhance economic development opportunities by retaining businesses and attracting new ones.

We look forward to working with the City of Bellevue and other key public/private partners, to help Bellevue become a national leader in safe, connected bike lane infrastructure.

Sincerely,

Kristen Ragala
Community Affairs Program Manager



Whisper, explore, and savor the best of outdoor adventure and stewardship.

ID 13: Ken Whipple ; 12/8/14

Chair Scott Lampe and Members of the Bellevue Transportation Commission,
c/o Kevin McDonald, Senior Transportation Planner:

Thank you for the opportunity to comment on the 116th Ave Overlay and Rechannelization proposal posted at

[http://www.bellevuewa.gov/pdf/Transportation/116thChannelizationSlidesCommission_25Sept2014l.p](http://www.bellevuewa.gov/pdf/Transportation/116thChannelizationSlidesCommission_25Sept2014l.pdf)

[df](http://www.bellevuewa.gov/pdf/Transportation/116thChannelizationSlidesCommission_25Sept2014l.pdf). I commute to downtown Bellevue by bicycle in the morning and out of Bellevue in the afternoon/evening, four days per week, year-round in most weather. I am an avid bicyclist both for commuting and recreation. I first commuted by bicycle in 1984 and began commuting to Bellevue in 2008. During the May 2014 Bike-to-Work Month I was 25th out of over 12,000 cyclists measured by miles commuted by bicycle, with over 1000 miles logged during the month.

My daily commute takes me through the proposed 116th project area, so I would like to list my current observations, reaction to the proposal, and suggestions to consider in the plan.

The Bellevue portion of my usual commute:

1. West on 520 Bike trail
2. West on NE 24th St (partially in bike lane)
3. West on Northup Way (in main car lane)
4. Left-turn lane at WB Northup to SB 116th
5. South on 116th Ave NE (in main lane)
6. West on NE 12th St (in main lane)
7. Left-turn lane at WB 12th to SB 112th Ave NE
8. South on 112th (in main lane)
9. West on NE 10th St (in main lane then left-turn lane)
10. South on 110th Ave NE to NE 2nd St. (Trulia building).

Observations of the current situation:

1. I consider the time on Northup and 116th to be the most frustrating, hazard-filled, and potentially dangerous portion of my commute. Fortunately, the hospitals are nearby!
2. When I turn left from the WB Northup left-turn lane onto SB 116th, cars will often try to pass me in the corner, even though I am occupying a vehicle lane on both streets!
3. The far right side of the roadway on 116th (both directions) is full of manhole covers, grates, pavement cracks (some several inches deep), and extremely rough patching. Bellevue pavement is generally pretty good, except on this road!

4. This part of 116th has a fairly steep uphill followed by a steep downhill in both directions. That means bikes are going much slower than traffic uphill, but can travel close to the posted speed limit down the hill in each direction.
5. When traveling uphill on 116th, I can usually ride on the patched pavement, but need to swerve around the manhole covers and grates.
6. When traveling downhill on 116th (either direction) I ride in the center of the main lane to avoid all patches, manholes and grates. This is important when riding a road bike at higher speeds to avoid wheel/tire damage and slipping on wet metal. Also, it makes me more visible to cars pulling out of driveways. In heavy traffic this is sometimes difficult to do and causes very stressful riding.
7. When cars pass on SB 116th, they usually pull partially into the center turn lane. This is normally OK, except when there is a car already in the turn lane waiting to turn left either direction. Sometimes cars try to squeeze by in the same lane as bikes when that occurs, forcing the bikes to run over the bad paving and metal covers.
8. Some slower bicyclists attempt to ride on the sidewalk on 116th. I tried that once! It is also in very poor condition, with lots of gravel, overhanging brush, poles, pedestrians, garbage cans, bus stops, driveway dips, etc.
9. I occupy the SB right turn lane when I get to the intersection with 12th St.. I turn right onto the main lane of 12th. I do not use the sidewalk on 12th over 405.
10. The so-called "separated bicycle path" on the NE 12th St. Bridge (completed in 2012) is totally useless for efficient bicycle commuting. I wish I had been involved in the comment process for that project to prevent it from being implemented as it was. I do not use that wide sidewalk, nor do I ever intend to. Most bicycle commuters use the road at that location as well. I only occasionally notice a bike on the sidewalk. Note that the most frustrating part of bicycle commuting is having to switch modes between operating as a vehicle (roads, bike lanes, stop lights, turn lanes) and acting as a pedestrian (sidewalks, crosswalks, walk signals). The transition points are full of obstacles, pedestrians, lampposts, tight turns, limited ramps, and are difficult to navigate while riding a bike. It is hard to press crosswalk buttons because they end up behind you as you make the sharp turns. It is difficult to go in reverse on a bicycle – especially one with loaded saddlebags while you are wearing bicycle cleats! And making a left turn requires doing that all that twice and waiting for two separate walk signals. This is extremely cumbersome, and slow.

In this particular case, to turn from SB 116th onto the WB 12th sidewalk, I would have to occupy the right turn lane on 116th, until I got to the very corner. Then I would have to stop and get off the bike (in the traffic lane!) to walk the bike onto the wheelchair ramp and past the poorly placed crosswalk button post. It is too tight of a turn to ride. Riding over the bridge on the sidewalk is not a problem. Except that there are pedestrians that walk in the center of the sidewalk. At the west end of the bridge, to get to SB 112th, I would either have to use the walk signal twice (SB crosswalk and WB crosswalk) then merge onto the road, or cut in front of two lanes of traffic in the crosswalk to get in front of the left turn lane.

11. Partway over the 12th St Bridge, I move from the right lane to the left lane and then the left turn lane so I can turn left onto SB 112th. This stretch of road is not too heavily traveled by cars, partially because of the fact that I turned right onto 12th when no cars were coming anyway. The only problem here is the Botts' dots (white turtles) separating the lanes. They are pretty rough on a road bike traveling at normal speed, and can cause instability if you hit one.

12. In the evening, when traveling on NB 116th there are two vehicle lanes. I ride on the right side of the right lane. Most cars simply pass in the left lane. Occasionally a car will follow me closely, or cut in front of me, in order to turn into a driveway.
13. At the far north end of NB 116th, cars will often pass me in the left lane, and cut in front of me in the right lane in order to turn right onto Northup. That is a very difficult corner for bicycles. It is a steep uphill, so it is hard to start going again if you have to stop for traffic or lights. The cars and bikes that are turning right are funneled into a narrow roadway by a raised triangle. The sidewalk there is narrow, has no way to get on or off except at the ends of the Northup bridge, and usually is occupied by pedestrians. Visibility is limited by the steep hill, bridge railing, and shrubbery.

My Reaction to the Channelization plan:

1. Overall I am quite pleased with the plan. It will improve the safety and efficiency of bicycle commuters. It will provide a more clear separation between pedestrians, bicycles, and cars. It will be easier for car drivers to understand what cyclists are doing. And it will give more room when cars pass bicycles. I am looking forward to this being implemented.
2. I agree that the extra NB lane will not be missed since there will be no bikes in the way of cars. Traffic is not so heavy there.
3. More attention needs to be paid to the transition points – where the proposed future bike trails will connect to roads, where the bike lanes start and end, where bikes need to turn left onto other roads, where bikes will be expected to try to navigate sidewalks, etc..
4. I do not understand what is meant by “add NB bike turn pocket” at the north end of NB 116th at Northup. I think for this detail it will be critical to get further comment from bicyclists.
5. The south end of SB 116th shows no planned change in lanes. Remember, at that point, bikes are traveling nearly the speed limit, and there are LOTS of cars turning into and pulling out of driveways there.
6. Will there really be no bike lane in the merge zone at the south end of NB 116th? Yikes. Merging cars won't be looking for bicycles on the right. They'll be looking back over their left shoulders to see what car they can pull in front of.

Suggestions for the plan and implementation:

1. Make sure the 116th pavement overlay is even across all lanes and bike lanes. There are times when bikes need to leave the bike lane and enter the car lane, and we don't want to hit a pavement level difference or expansion joint parallel to our direction of travel. Examples include when we have to pass a slow bicyclist (or a fast bicycle is passing us!), when we have to avoid manhole covers, grates, or debris (garbage, broken glass or tree branches).
2. Do not use bumps, textured (rumble strips) or slippery lane paint between the bicycle lane and car lane.
3. In cases where you expect bicycles will be using the sidewalk, do not install those slippery yellow dotted pads in the concrete. They are hazardous for road bikes, especially in the rain, as there is no traction. And I don't know what they provide that yellow paint or slightly textured concrete doesn't.
4. Make sure any expansion joints and grates are perpendicular to the travel direction of bicycles so 1" road bike tires don't get trapped.

5. Extend the SB bike lane to the 12th St intersection so bikes don't have merge with traffic.
6. Move all metal covers and grates out of the bike lane if possible. They can be in the vehicle lane, or if absolutely necessary at the extreme sides of the bike lane. Remember, bikes will be traveling up to 25 or 30 miles per hour on parts of this road!
7. Good signage will be important, especially alerting car drivers that bikes will be merging with them. White signs that say "Bike Lane Ends" are not good enough. Only bikes pay attention to them. Yellow signs that say "Caution - Watch Out for Merging Bikes" would be much better!
8. Add real bike lanes on the 12th St bridge; make the sidewalks narrower if necessary. Make it easier for bikes to make left turns as vehicles without having to enter pedestrian mode.
9. Note that a totally different option is to build a bike path under the I-405/SR-520 interchange to connect Northrup to 112th Ave. That portion of 112th has better existing bike lanes and a gentler grade. But there is currently no way to get to SB 112th without going an additional mile or so. That's a long way for a bike.
10. Somewhat out of scope for this project, but important to bicycle safety, is education of car drivers as to how bicycles operate on the roadways. We are usually operating as slow-moving vehicles, not pedestrians. Please use every opportunity possible (ads, signs, etc) to get this message across.

I am currently planning to attend the Open House Event on December 11 where I can give additional information or answer any questions you may have about bicycling on this particular stretch of road. I am also interested in commenting as a bicyclist on other transportation projects the city may be planning as well.

Thanks for considering my input,

- Ken

ID 14: Sterling Cassel ; 12/5/14

Hello Mike and Kurt,

I wanted to voice my support of the planned improvements on 116th Ave NE (between NE 12th St and Northrup Way). As a cyclist and a motorist I feel that changing the current configuration of one southbound lane, a turning lane and two north bound lanes with a southbound lane, turning lane, northbound lane and bicycle lanes is much safer. I think it is a win-win situation where everyone will benefit.

Thank you and kind regards,

Sterling Cassel

ID 15a: Tim Whelan ; 12/4/14

Hi Tresa,

Thank you very much for the notice and invitation. Unfortunately, we are having our team holiday party that evening and I will not be able to attend.

I am a full-time bike commuter and big supporter of the initiative to reconfigure 116th with bike lanes. As I am sure you know, this road is really the main way into Bellevue when coming off of the 520 bike trail from Overlake/Redmond. There is a steady stream of bikes on the road during the commuting hours.

I ride this road pretty much every day, and it is the most dangerous part of my commute. The trip northbound in the evening is particularly hairy around 5.30pm as it seems there is more traffic than in the morning. Drivers get going pretty fast out of the light by Overlake Hospital, then can make some pretty scary passes around the cyclists on the northbound hill near the new Children's Hospital. The cyclists are going really slow because of the hill, and the cars sort of seem to race out of the gate to jockey for position and not get stuck behind a cyclist. I always watch my rear view mirror really closely during this stretch in case a car miscalculated something, or didn't see me.

Anyway, the bike lanes would be a huge improvement and make this segment of my commute much, much safer. Thank you for your consideration, and please tell holler if I can provide any more information!

Tim

ID 15b: Tim Whelan ; 4/2/14

Hi Kurt, thanks for your response. I commute by bike every day from Sammamish like Alan. I just want to reemphasize what he is saying... 116th is definitely the most dangerous part of the commute. From my experience 116th really seems to be the main north/south thoroughfare for bikers headed from Bellevue to the 520 trail. There is a pretty steady stream of bikers on that road during the main commuting hours. The asphalt on the right side of the road on the hill heading south (right after 520) is really falling apart after going through the winter.

On a separate note, it's a shame when they rebuilt the NE 12th St bridge over 405 they did not put in a bike lane. They created those enormous sidewalks, but they don't really work for bikers and I rarely see pedestrians or bikes on them. Probably too late to do anything about that one, but still a shame.

Tim

ID 16: Alan Pickerill ; 12/3/14

Thank you for the notice and invitation. Unfortunately, I will be traveling on business next week and won't be able to attend the open house.

I am a huge proponent of this project for reconfiguring 116th with bike lanes. I bicycle to work often from Redmond and this section of my commute is by far the most dangerous. The traffic on this road often exceeds posted speed limits and drivers can be very aggressive passing bicyclists. In addition, I often see pedestrians trying to dart across the roadway. A more controlled and shared roadway would be a big improvement for everyone and would complete key connections between Bellevue and both Kirkland and Redmond.

Thanks,

Alan

ID 17a: Dave Bocek, Bocek Properties ; 12/3/14

Thank You, I plan to be there. This project is a bad idea. I have spoken to other property owners and tenants, NO ONE wants this. DAVE BOCEK

ID 17b: Dave Bocek, Bocek Properties ; 10/2/14

Michael, thanks for the reply. I was mistaken on where the bike lane was to begin. I am still adamantly against adding the bike lanes. IT WILL impact traffic South of 12th by taking the second north bound lane away, even if it is 600 feet to the north of 12th past Childrens.

I am sure you are aware of the zoning changes to the east of 116th North of 12th. My property at 1810 116th is currently a 12000 sf building, we are contemplating a new building here that will be as large as 50,000 SF. ALL of the properties are along that side of 116th are ripe for redevelopment. The City is being short sighted to take that lane away.

Dave Bocek

Bocek Properties

Mr. McDonald, It has been brought to my attention that the City of Bellevue is contemplating creating bike lanes on 116th Ave. NE. I own 2 commercial properties on 116th, 1370 116th Ave NE and 1810 116th Ave NE. Both my properties are medical office buildings with all day traffic coming and going. Traffic on the stretch of 116th between NE 8th and NE 12th is constant and often congested. Adding bike lanes to this stretch is a ridiculous thought. Not only will the bike lanes be potentially unsafe, they would add to the congestion, potentially limit access to business's that front 116th and possibly constrict emergency access to the hospital. The area North of 12th with the multiple driveways to business's along the route does not lend itself to added bike lanes. The center turn lane along 116th is very important to all business's ingress and egress.

I am wholeheartedly against placing bike lanes along 116th Ave. NE.

Please feel free share my email with your committees that are researching this bike lane solution and any other interested parties. I am available anytime to speak with you.

Thank you for reading my comments.

Dave Bocek

Bocek Properties

ID 18: Bill Willard, President, Ralston Cunningham Associates, Inc. ; 12/3/14

Dear Mike and Kurt

Just received the brochure regarding the proposed upgrades to 116th Ave between Northup and NE 112th. I own Ralston Cunningham Associates, a small business that has been located at 2110 116th Ave NE for over 30 years. During that time I have watched both the street and it's traffic load increase dramatically. The proposed overlay is certainly welcome, but I have some safety concerns both for the proposed bike lanes and traffic in general. The east side of the street from about the 1800 block to the 2200 block has a number of steep and nearly blind driveways. Pulling onto 116th and turning south from several of these drives can be a harrowing experience. The sight lines have become ever more seriously impaired as traffic has increased and bike traffic which already exists is often very difficult to see. In several places one needs to nearly pull into the street to see far enough to determine if it is safe to turn left.

I have no issue with bike lanes themselves, but steps need to be taken to insure safety. My suggestions would include:

- Removal of landscaping that impedes sightlines.

- Reset power poles that are within two feet of the curb in many places and block sightlines

- Replace street trees with lower vegetation choices that don't impede sightlines

- Reduce the speed limit

Sorry I can't make the open house, but hopefully these comments will provide food for thought about the overall project. If I can provide any additional insight feel free to contact me.

Good Luck!

Bill Willard

President

Ralston Cunningham Associates, Inc.

ID 19: Group Health Hospital, William Biggs, Vice President, Administrative Services ; 12/3/14

Kurt. Thanks for the reminder of the meeting. I will not be able to attend. Alicia and I continue to survey Group Health Bicycle commuters to learn their perspectives, and will share any concerns/questions that may emerge with you. We also are continuing to network with other local businesses and institutions, and so far are generally hearing support or at least no specific concerns. Bill Biggs

William Biggs | Vice President, Administrative Services
Administrative Services Division, Group Health Cooperative



Group Health Cooperative
320 Westlake Avenue North
Suite 1000
Seattle, WA 98109
www.ghc.org

Dec. 22, 2014

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

Dear Chair Lampe and the Bellevue Transportation Commission,

Group Health supports the reconfiguration of general traffic lanes in the 116th Avenue NE channelization proposal. We have been briefed on the project and are tracking the City of Bellevue decision process, and we see value in the City taking steps to enhance bicycle and pedestrian mobility where practical cost effective projects are identified. Based on all we have learned to date, the 116th Avenue NE channelization project appears to be one such project and we encourage the commission to consider moving ahead with funding and implementing the project next summer.

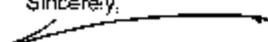
The reduction of two northbound through lanes to one with a dedicated turn lane and the addition of bike lanes will create a more predictable, safer roadway while maintaining adequate vehicle throughput for years to come.

While we support, the plan could go further to create a better street for all users. The following are suggested for your consideration:

- Extend bike lanes throughout the entire segment of 116th Avenue NE;
- Buffer the bike lanes for added safety;
- Add way-finding signage throughout the project;
- Include improved pedestrian crossings, add one or two mid-block signalized pedestrian crosswalks;
- Reach out to emergency responders who serve the area and assure the modifications have no negative impacts on ambulance ingress/egress to the medical district.

Thank you for the chance to offer input on the channelization plan. We applaud the City of Bellevue for using the upcoming paving project as an opportunity to make 116th Avenue NE safer and productive for all modes of transportation.

Sincerely,


William Biggs
Vice President, Administrative Services Division

Cc: Alicia Eng

ID 20: Cascade Bicycle Club, McKayla Dunfey, 12/2/14

Thanks, Franz. I just wrote up a paragraph that we'll add to our "braking news" email blast that goes out today to let our members know about the meeting. I'll plan to attend as well.

Thanks,

McKayla



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

Re: Planned Change to 116th Avenue NE from NE 12th Street to Northup Way.

Thank you for your consideration of this important project. We believe the planned change to 116th Avenue NE has great potential to improve safety for all road users and provide bicyclists with more comfortable connections to downtown Bellevue and the SR 520 Trail. Rechannelization will also ensure that bicyclists will have additional connections to future light rail at 120th Avenue NE and to the planned new bike lanes on Northup Way. We believe this connective corridor will be safer for bicyclists, pedestrians and motorists after rechannelization.

As we mentioned in our previous letter in support of this project, rechannelization, like the proposed change to 116th Avenue NE, can provide a very low cost opportunity to improve connections for bicyclists and pedestrians and have a minimal effect on vehicle operations. In addition to the FHWA's list of rechannelization benefits that we listed in our previous letter, we wanted to pass along more information from a recent [report](#) from Portland on rechannelization that further emphasizes the cost and safety benefits of road rechannelization projects.

The biggest findings on streets that undergo rechannelization are as follows:

- 37% reduction in traffic crash rates
- 10% reduction in the 85th percentile speed

Similar results have come out of rechannelization projects in Seattle as well. As we explained in our previous letter, Seattle's [Stone Way N Rechannelization](#) and [Nickerson Street Rechannelization](#) has resulted in fewer street collisions and top-end speeders.

We believe rechannelization on 116th Avenue NE will yield similar results, and we furthermore urge you to include this project in the 2015 Overlay Program. If this cost-effective rechannelization is included in the Overlay Program, the city will just be changing the lane striping on 116th Avenue NE and will have the opportunity to evaluate the success of the rechannelization over time and be able to make adjustments as needed.

Thank you again for taking time to review this important project.

Sincerely,
McKayla Dunfey
Eastside Policy and Government Affairs Coordinator
Cascade Bicycle Club

Improving lives through bicycling

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



Re: Planned Change to 116th Avenue NE from NE 12th Street to Northup Way.

Cascade is pleased to see that the "Planned Change to 116th Avenue" is being reviewed by the Transportation Commission. We believe this kind of project on 116th Avenue has great potential to improve safety for all road users and provide bicyclists with more comfortable connections to downtown Bellevue and the 520 bike trail, which are critical connections for bicycle commuters and priorities in Bellevue's Pedestrian and Bicycle Plan. The improved pedestrian crossings and bike access will also make it easier for people to reach the future light rail station at 120th Avenue and help to accomplish the goals of the Bel-Red plan. This project will additionally enhance connectivity by providing a connection to Northup Way, where the city is adding bike lanes and sidewalks.

Rechannelization projects, such as this, provide a low cost opportunity to improve connections for bicyclists and pedestrians, and as noted in the Transportation Department's Management Brief, analysis indicates minimal effect on vehicle operations. Now is the optimal time to take advantage of this opportunity to include safer bicycling and walking connections through this key connective corridor. As bicycling mode splits continue to rise throughout the region, we believe there is great value in planning and building infrastructure that will support more bicycle capacity.

Recent studies have shown that this type of rechannelization project can in fact decrease speeding, reduce the number of collisions, improve safety at pedestrian crossings, increase bicycle volumes all while maintaining peak hour vehicle capacity.

For example, here are some of the key findings that came out of Seattle's [Stone Way N Rechannelization](#) project report:

- Top speeders - those traveling at least 10 mph over the limit - declined by 80%;
- Pedestrian collisions have been reduced by 80%;
- The volume of cyclists increased by 35%;
- The corridor maintained capacity to carry the same number of motor vehicles as before the lane reduction.

Another report from the [Nickerson Street Rechannelization](#) project notes similar findings:

- Top-end speeding was reduced by 90%;
- Pedestrian/motor-vehicle collisions decreased by 23%;
- Traffic volume remained essentially the same as before the rechannelization.

[Improving lives through bicycling](#)

7400 Sand Point Way NE, Suite 101S, Seattle, Wa 98115 • P (206) 522-3222 • www.cascade.org • info@cascade.org

Dear Mike and Kurt,

Thanks for taking our emails for questions and concerns. The change to the road that you are proposing for 116th Ave will markedly affect our business for the worse. We hope that you will make the decision not to make those changes and keep the road as is.

Thank you,

Dr Philip Young

ID 22: Aegis Living, Judy Meleliat, President and Michael Derr, Aegis Senior Communities, 11/13/14

Thanks for this information as well as the clarification regarding future year assumptions in the information presented to the City Council on September 25th.

We will make sure to attend the open house on December 11 so we can keep ourselves as informed as possible.

I will verify on my own but if you get a chance, can you please pass along what time the open house will occur?

Thanks,

Michael Derr

Aegis Senior Communities

Forwarding the attached letter to full City Council as well as correcting previous error in Mr. McDonald's email address.

Michael Derr

Aegis Senior Communities



We're the people who make life better.

November 6, 2014

Claudia Balducci, Mayor
Kevin Wallace, Deputy Mayor
Bellevue City Council
Brad Miyake, City Manager

Dear City of Bellevue Leadership:

RE: Planned Vehicle and Bicycle Changes to 116th Avenue NE

Aegis Senior Communities and Aegis Living of Bellevue are proud of our role in helping make this city not just a great place to live and work but also that we can provide a small service that helps make it possible for residents to stay here for as long as possible. And we are just as excited about the potential this city has to offer and the leadership it can show to our neighbors around the rest of Lake Washington in managing the issues that come with growth and success.

Not only are we operating Aegis Living of Bellevue just south of Main, but we also own property along 116th Avenue NE where we plan to develop and operate a community for seniors needing assistance with memory care. After reviewing the "Management Brief" dated September 15, 2014 that was the basis of a presentation to the City Council on that same day, we have a couple of questions regarding the plan to modify the lane configuration along 116th Avenue NE. The Brief describes a proposed plan to reducing vehicle lanes on 116th Avenue NE to one northbound lane, one southbound lane, a center left-turn lane, and bicycle lanes on the outside (closest to the curbs) both north- and south-bound. These modifications would occur adjacent to our new property, "Aegis Living of Bellevue at Spring District".

So here are a couple of questions about the material presented in the Brief:

- 1) Under the section heading of "Analysis," traffic forecasts for the 2024 horizon year were reviewed and modeled;
 - Did this analysis and modeling consider the change in building use and size that is likely to occur since the land use has changed from primarily residential to BR-MO?
 - If not, will traffic forecasts for 2024 change with this higher density land use zone?
- 2) Likewise, in the fifth paragraph of this same section it states, "Traffic volumes in the corridor have been relatively constant over the past decade...."
 - Does the 2024 horizon year analysis account for increased density in the surrounding land uses because of the upzone to BR-MO, and if so, by how much?
- 3) In the next paragraph the Brief states, "...pedestrians would realize a safety benefit from the planned project by having fewer vehicle lanes to cross."
 - While this statement is true for pedestrian-automobile conflicts, we are concerned that there will actually be two new lanes of bicycle traffic as well, which the pedestrians would also have to navigate and account for;

- With Overlake Medical Center and Children's Eastside Hospital nearby along 116th and the city encouraging health care services along the 116th corridor, we are concerned that emergency vehicles could pose an additional risk to cyclists given the nature of their services.

Finally, in the closing paragraph, there is mention of the possibility of a future bike trail along the Eastside Rail Corridor, which exists roughly along what would be 118th Avenue NE. Given that the City's Pedestrian and Bicycle Plan (2009) has already targeted north-south bike corridors along 112th, 116th, and 120th (in process), we think a better solution for all to consider might include the following:

- A. Eliminate the vehicle-bicycle conflict on the north-south corridor of 116th Avenue NE by focusing bike lane improvements along 112th Avenue NE. The vehicle counts along 112th Avenue NE cited in the Brief are substantially lower (9,400/day versus 11,000/day or 15% lower) than along 116th Avenue NE. This creates a condition that is safer for bicyclists and motorists on both corridors; and
- B. Initiate the redevelopment of the Eastside Rail Corridor to produce a bike- and pedestrian-trail that will provide an arterial-level connection that could run all the way from the north to the south borders of Bellevue.

Aegis and its' many Eastside employees and cyclists appreciate the importance of safely accommodating bicycle and pedestrian traffic in and around our city. We do feel strongly that the proposed changes to 116th Avenue NE between NE 12th Street and Northup Way might not be as favorable compared to other nearby bike commuting corridors that have already been identified. Given the variety of alternative locations in the near vicinity we encourage the Mayor, City Council and City Planners and Engineers to reconsider which routes might be best for us and our biking neighbors.

Respectfully,



Judy Meleliat, President (and fellow Bicyclist)
Aegis Senior Communities and
Aegis Living of Bellevue and Aegis Living of Bellevue at Spring District

CC: Bellevue Planning Commission
Chris Salomone, Director
Dan Stroh, Planning Director
Paul Inghram, AICP; Comprehensive Planning Manager
Mike Brennan, Director of Development Services
Carol Helland, Land Use Division Director
Kevin MacDonald, Bellevue Department of Transportation Senior Planner

ID 23: Andrew Pardoe, 10/6/14

Mr. McDonald,

I write in support of the proposed 116th Ave bike lines. I frequently cycle from my home in Surrey Downs to Microsoft Redmond. I refuse to take 116th from 12th St. to the 520 trail. Even though 116th is the recommended cycling route in Bellevue there is no shoulder marking for bicycles and the condition of the road is tragic at best. I instead opt for taking Bel-Red road to 130th, braving the left turn so that I can enjoy a wider, calmer street on my way to the 520 trail.

If the city truly had a plan for cycling infrastructure, the 520 trail wouldn't just disappear at 124th. It would extend eastward, to the bridge, and have a spur going south to downtown or even to Factoria. It's a shame that the "Bellevue Braids" project was constructed with nary a thought about how to weave bicycles through that dangerous area.

When people ask me about what it's like to commute by bicycle in Bellevue I tell them that the drivers are generally more respectful of bicycles than the city tends to be. Drivers are often anxious, and even more often inattentive. The city, on the other hand, frequently exhibits disregard for cyclists' safety. Please do what you can to help make cycling in Bellevue safer for both cyclists and drivers.

I realize that Bellevue is built around automobiles ("A City in a Highway") but in order to grow we must provide infrastructure for alternative modes of transportation. It's not just about cars, busses, and trains. We all have to share Bellevue's roads.

Thank you,

Andrew Pardoe

ID 24: Patricia Carpenter ; 10/3/14

Dear Deputy Mayor Wallace:

Thank you for your dedicated service on the Bellevue City Council. And, thank you for your wise participation.

Kevin, I am speaking on behalf of 4 adults, 80 plus. W strongly oppose athe idea of a car lane being turned into a bike lane on 116th, particularly in the area between 8th and running North to 12th!

I recently was late to a surgery scheduled at Overlake. It was to be there at 10:30 am. We went out 8th going into the "long" inside lane to turn north, to be on time. Early as it was in the day, there was real turn lane backup. . .and, this unexpected traffic caused me to arrive late! Also, we all use the entrances and exits of medical offices on the east side of 116th for appointments. It is almost impossible to turn out onto 116th from those exits. Taking away a car lane, and adding the further risk of a bike lane, would only further compound what is now a very congested traffic problem.

On another matter, we all are very, veery upset at having to look at the north wall of 520 entrance that was one time green trees leading to Hunts Point. Having travelled 84th all 4 of us for 50 years and putting up with almost years of no night sleep during 520 construction, this is now what we have as Clyde Hill, Medina and some points residents to look at heading North. Something should be grown as a green cover on that wall.

Thank you,

Patricia Carpenter

ID 25: Jon Morris ; 10/2/14

Hello Mr. McDonald.

I recently heard about a proposed plan to change 116th Ave to add a bike lane in both directions. I ride my bike north on 116th Ave twice a week (Tuesday and Friday at about 8:30am), coming from NE 8th and 108th Ave and heading to the 520 trail. I turn left onto 116th Ave from NE 12th with traffic in the left turn lane. Since I am not able to make this turn at the same speed as regular traffic, I do my best to clear the intersection and get into the right lane quickly. However, I regularly experience traffic that also moves into the right lane behind me. Many are planning to turn right into driveways a short distance up 116th. Because of this, I create a bottleneck as these people then must merge into the left lane. There is almost always other traffic already in the left lane that then will slow and yield to allow them to merge. This causes further slowdowns and driver angst – usually towards me. In this single area, I am regularly yelled at by drivers, had objects thrown at me, and had cars attempt to crowd between me and the left lane of traffic to quickly swerve back in front of me. I do not enjoy riding anywhere in Bellevue, but this short section is extremely dangerous.

Adding a bike lane in both directions would alleviate much of the problems. A cyclist would be able to quickly clear the intersection, and enter the bike lane. All traffic would be in a single lane of traffic, eliminating the yielding and merging to get around cyclists. Traffic would flow better through this area, it would be safer for cyclists, and it would cause less driver anger.

I also regularly see other cyclists riding through this same section, both northbound and southbound. I avoid 116th southbound because of the lack of shoulder, uphill grade, and single lane for cars. However, I regularly see other cyclists going southbound. Almost always with at least one car behind them, trying to pass.

Please carefully consider this option, as it would be a great step forward in making Bellevue a safer place to ride and also help to eliminate traffic bottlenecks which are bound to cause an accident, possibly with a cyclist.

Thanks,

Jon Morris

ID 26: Bellevue Chamber of Commerce, Lincoln Vander Veen ; 10/1/14

Hi Lincoln,

We will provide information to the Transportation Commission on Nov 13 addressing a range of issues and questions, including traffic impact. Some materials will be included in the Transportation Commission agenda memo (posted at, <http://www.bellevuewa.gov/transportation-commission-agendas-2014.htm> a few days prior to the meeting). Additional information will be presented at the meeting.

Michael Ingram, AICP

Senior Planner, Bellevue Transportation Dept.

Kevin,

You mentioned Dave ended up not showing modeling last Monday that shows that restriping for a bike lane on 116th NE would not impact traffic. Is that modeling available?

Thanks!

Lincoln Vander Veen | Public Affairs Manager

Bellevue Chamber of Commerce | 330 112th AVE NE, Suite 100 | Bellevue, WA 98004

ID 27: Matt Leber ; 9/26/14

I strongly support the proposal to add bike lanes to 116th in Bellevue. For years, Bellevue has been a disappointment when it comes to providing safe cycling infrastructure. I used to bike through this area often but cut way back on biking in Bellevue due to aggressive drivers. While these lanes on 116th won't entirely fix those problems, cutting back on underutilized lanes on streets with lower traffic has improved safety in Seattle in areas where I often bike as well as drive. The design presented on 116th appears to be similar to the projects on Nickerson Street and Dexter Ave in Seattle so I would expect similar safety improvements.

Thank you for working on this.

Matt Leber

Beaux Arts, WA

ID 28: Ge Wang ; 9/25/14

Hi Kevin,

Thank your for the proposal of adding bike lanes on a segment of 116th Ave NE between NE 12th St and Northup Way.

I live in Kirkland and work in Bellevue down town. I ride bicycle year round for commuting, and 116th is my daily commuting route. I know how dangerous for a cyclist to ride up hill on 116th. In order to not blocking the traffic, I try to ride as fast as I can and also stay to the right of the lane as far as I can. However there are drivers who don't know how to keep a minimum distance between car/bike and safely pass a bike. This route is also very popular and busy route for cyclists, I meet lots of cyclists everyday on this route and they all have same problems.

I really hope the proposal could be accepted and executed. This could greatly improve the safety and convenience for cyclists in all Bellevue, Kirkland and Redmond.

Thanks,

Ge

ID 29: Robert Orleth ; 9/24/14

Kevin -

I hear there are bicycle lanes planned on 116th Ave NE from Northup Way down to NE 12th – that would be most excellent ! I commute from Northeast Bellevue to downtown by way of the 520 MUT, and then up over the hill on 116th, and in a year of commuting had multiple close calls with cars on that stretch both to and from downtown – going uphill on the bicycle makes the speed differential so much bigger, and that’s really the biggest danger factor in bicycles sharing the road with cars. Taking the sidewalk is only really an option going south, because when going north a) there are usually pedestrians on the sidewalk during rush hour and b) the placement of lantern posts makes that quite challenging, esp. when it’s dark. On the other hand, the two lanes going north don’t help car traffic much because even during rush hour there isn’t that much traffic on that stretch. Both as a motorized driver (last count: three cars, four motorcycles in the family) and a bicycle commuter, I’d LOVE for 116th to get a bicycle lane, even at the expense of a car lane.

Thanks for your consideration,

Robert Orleth

ID 30: Michelle Plesko ; 9/24/14

Dear Mr. McDonald,

I read with interest of the proposal to paint bike lanes on 116th Ave NE. I am in wholehearted support of bike lanes. I would prefer more protected infrastructure, but bike lanes at least should be automatic.

I live in Kirkland near Bridle Trails and mostly get around by bike with my kids (photo attached). I do not bike in Bellevue, aside from a few carefully chosen low-traffic streets. Thus, I don't shop in Bellevue, or do anything else there. I go to downtown Redmond, which is far more comfortable for me to bike in. Most of Bellevue is terrifying to bike. I would like to patronize the businesses in downtown Bellevue, along Northrup, or especially in Overlake (I'd like to go to Fred Meyer), but I cannot get there.

Bike lanes on 116th Ave will give me more options.

Thank you.

Michelle Plesko

ID 31: Benjamin Keim ; 9/22/14

Dear Sirs:

I am strongly in support of the proposal to add bike lanes to 116th Ave NE. I was actually biking on that street this evening around 5:40 pm. Also just today I commented to one of my co-workers that I feel less safe on my commute through Bellevue than through downtown Seattle.

I live near that area and frequently drive 116th to get to my doctor and to access other parts of Bellevue. Traffic has always been light when I've driven that road.

As a further note, many years ago in Seattle I saw someone who had just exited the van I was in get almost killed in crossing multiple lanes of traffic due to what is called apparently called a "multi-lane threat." Preventing this risk to pedestrians is itself enough of a reason in my opinion to reduce the number of northbound lanes.

Best regards,

Benjamin Keim

ID 32: Blake Swanson ; 7/14/14

Hi There – I'm not quite sure who to send this to. If you're not the right person would you point me in the right direction?

I've been commuting on my bike from Kirkland to Bellevue over the last 5 years and it's generally very good. Most of the way I have either a shoulder or a bike lane. 116th Ave NE in Bellevue is the most difficult road to ride on by far and it is one of the major roads used to enter and exit Bellevue. The problem I run into is that there is no shoulder to ride on, and riding on the sidewalk is inconvenient and dangerous to pedestrians.

Do you know if there are any plans to make 116th Ave NE more bike friendly?
