



MEMORANDUM

DATE: April 5, 2012

TO: Transportation Commission

FROM: Michael Ingram, Senior Transportation Planner
Eric Miller, Capital Programming Manager

SUBJECT: 2013-2024 Transportation Facilities Plan (TFP) Update Process:
Review of Pedestrian-Bicycle Candidate Projects—Score Ranked List, Discussion of
Merged List Considerations

Purpose

At the Commission meeting on April 12, staff will review with the Commission the Score ranking of Candidate Projects Pedestrian-Bicycle for the Transportation Facilities Plan 2013-2024 Transportation Facilities Plan. Staff will also outline the anticipated process for developing a combined prioritized list of projects from the Pedestrian-Bicycle Candidate Project list, the Roadway-Intersection Candidate Project list and the “Other” projects.

Background

Candidate Projects

Staff have completed evaluating and scoring the 32 candidate Pedestrian-Bicycle project candidates, using criteria endorsed by the Commission at the January 9 meeting. This score ranking is an initial step in the process of developing an overall priority list of projects.

At the Commission meeting on March 22, staff presented the score-ranked list of 49 candidate Roadway-Intersection projects.

Public Involvement

Public involvement efforts for the Transportation Facilities Plan update included four Open Houses events, a TFP survey and a web map of projects posted on the [Transportation Facilities Plan](#) webpage on the City website. Staff have prepared a report on the public outreach elements and input received. This *Report on Public Involvement and Public Comments* is included as Attachment 3.

At the March 22 meeting, staff provided a brief overview of the [2012 Budget Survey](#) results as they relate to Transportation issues. The final section of the attached report summarizes key transportation-related elements of the Budget Survey.

Next Steps

Staff will continue work to develop cost estimates for the candidate TFP projects and a forecast of overall revenue available for the 2013-2024 Plan timeframe. Staff will also work to identify and frame additional considerations for project prioritization (including timing of partnership opportunities, sunk costs for project development to date, public process to date, etc.). At the next meeting, anticipated for late April, staff will present information on the status of this work. Staff will also share with the Commission preliminary recommendations for projects to carry into the 2013-2019 Capital Investment Plan development process.

If you have questions or need additional information prior to the meeting, please contact Mike at 425-452-4166/email: mingram@bellevuewa.gov , or Eric at 425-452-6146/e-mail: emiller@bellevuewa.gov.

Attachments:

1. Pedestrian-Bicycle Candidate Projects—Score Ranked List
2. Map of Proposed Pedestrian-Bicycle Candidate Projects (same as attached to 8 March memo)
3. Report on Public Involvement and Public Comments, 2013-2024 TFP

Pedestrian-Bicycle Candidate Projects--Score Ranked List

Rank #	Tracking # for 2013-2024 TFP process	Project Name, Location and Limits	Project Description	Total Safety score (max=35)	Total System Linkage score (max=35)	Total Land Use score (max=30)	Total Project Score	Comments
1	PB-120	140th Ave NE/ NE 24th St to NE 8th St	<u>Option A</u> : Add 5 foot-wide bike lanes on 140th Avenue NE between NE 24th Street and NE 8th Street. <u>Option B</u> : Develop off street multi-use paved path along east side of 140th Avenue NE, replacing separated gravel path that exists on much of segment; may be boardwalk for part of Bel-Red to NE 20th St segment. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	27	35	24	86	
2	PB-129	Mountains to Sound Greenway/ Factoria Blvd to Lakemont Blvd	<u>Part 1</u> : Construct Mountains to Sound Greenway Trail as 10' or greater width paved multiuse trail beginning at the current end of the I-90 trail at Factoria Blvd. Route extends eastward along the north side of SE 36th St, follows a new independent alignment along the I-90 off-ramp to the 150th Ave SE at SE 37th St intersection, crosses 150th Ave SE and continues along the south side of SE 37th Street, just east of the entrance to the I-90 on-ramp (cross SE 37th St opposite Eastgate Plaza) trail route turns north and continues eastward adjacent to I-90 in WSDOT right-of-way to Lakemont Blvd. Design of the MTSG I-90 trail links should, to the extent feasible, preserve existing and/or enhance adjacent on-street bicycle facilities, especially in locations where these are most useful to bicyclists. Consider revisions to Factoria Blvd/SE 36th Street intersection to enhance pedestrian and bicycle crossings. Identified as priority bike corridor EW-4. <u>Part 2</u> : Install boulevard treatment on roadway segments adjacent to MTSG trail, with elements likely to include street trees, median plantings, special lighting, crosswalks, seating, special signs, landscaping and public art. Coordinate with City's Urban Boulevards program.	31	35	14.5	81	
3	PB-105	Main Street/ 100th Avenue to 116th Avenue	Funding to support pedestrian and bicycle facility components of Main Street project, as identified in the pre-design plan. Build out to plan conditions where impacted by East Link. Component of priority bike corridor EW-3 Lake to Lake Trail.	33	24	18	75	
4	PB-106	108th Avenue NE/ NE 12th Street to Main Street	108th Avenue NE Downtown corridor enhancement consisting of Great Streets, Midblock Crossing, Ped Corridor interface and bike lanes. Project scope and description may be revised, depending on outcome of Downtown Transportation Plan update. Component of priority bike corridor NS-1 Enatai-Norhttown Connection.	19	35	20	74	
5	PB-133	Eastgate Way/Richards Rd to SE 35th Place	Install bike lanes. Missing link in sidewalk between Richards Road and 139th Ave SE may be implemented in coordination with adjacent development.	24	35	14.5	74	
6	PB-110	164th Avenue NE/SE - NE 18th Street to SE 14th Street	Designate bike shoulder on both sides between NE 18th Street and Northup Way and between NE 8th Street and SE 14th Street. Stripe and sign 5 foot bike lanes between Northup Way and NE 6th Street. Accomodate on-street parking on the east side of the street from NE 6th Street to SE 14th Street. Component of priority bike corridor NS-5 Spirit Ridge-Sammamish River Connection.	23	35	15	73	

Pedestrian-Bicycle Candidate Projects--Score Ranked List

Rank #	Tracking # for 2013-2024 TFP process	Project Name, Location and Limits	Project Description	Total Safety score (max=35)	Total System Linkage score (max=35)	Total Land Use score (max=30)	Total Project Score	Comments
7	PB-102	108th/112 th Avenue NE/ south of SR 520 to NE 12th Street	Add 5 foot bike lanes on both sides of 108th/112 th Avenue NE from Northup Way to NE 12 th Street. Construct a 6 foot-wide sidewalk along the west side of 112th Avenue NE from end of transportation trail south to NE 24th Street. Construct sidewalk on east side from NE 24th St to connect to existing sidewalk 450' south. Widen for turn pockets at NE 24th Street intersection. Component of priority bike corridor NS-2 Lake Washington Loop.	15	35	21	71	
8	PB-118	108th Ave and NE 38th St/ northern city limits to Northup Way	Add 5 foot-wide bike lanes on 108th Avenue NE and NE 38th Street from the northern city limits to Northup Way. Component of priority bike corridor; NS-2: Lake Washington Loop Trail.	20	35	15	70	
9	PB-112	BNSF bike path/southern city limits to northern city limits	Add a 10-14 foot-wide off-street path along the Burlington Northern Santa Fe railroad right-of-way from the southern city limits to the northern city limits. This is part of a proposed regional trail that would connect eastside communities from Renton to Woodinville. Approximately 7.5 miles of the trail is located within the City of Bellevue. The regional trail shall have connections to pedestrian and non-motorized city facilities and be compliant with current trail standards. Potential trail connections include Newcastle Beach Park, Greenwich Crest, the I-90 trail, Woodridge, the Wilburton area, downtown Bellevue, Bel-Red, NE 15th St, the West Tributary Trail and the SR 520 trail. Identified as priority bike corridor NS-3: BNSF Trail Corridor.	20	30	17.5	68	
10	PB-130	Coal Creek Parkway/ 124th Ave SE to the southern city limits	Add a 10-14 foot-wide off street path along the west side of Coal Creek Parkway from 124th Avenue SE to the southern city limits. To accommodate path, existing bike lanes may be eliminated and roadway narrowed. Coordinate with City's Urban Boulevards program. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.	19	35	11	65	
11	PB-114	112th Ave SE and Bellevue Way SE / SE 8th St to I-90 trail	Coordinate with East Link design process to develop a 10-14 foot-wide multiuse pedestrian and bicycle path on the east side of 112th Avenue SE and Bellevue Way SE from SE 8th Street to 113th Avenue SE (I-90 trail).	15	27	20	62	
12	PB-122	Lake Hills Connector/ Main St to 140th Ave SE	Add a wide bike shoulder on the south side of Lake Hills Connector from Main Street to 140th Avenue SE where not complete. Component of priority bike corridor; EW-3: Lake to Lake Trail.	14	35	12	61	
13	PB-132	NE 8th Street Station Access Improvements	Improve rider access to the planned East Link station at NE 8th Street, especially for pedestrians. Funding allocation may be used to identify and analyze potential access improvements, develop design concepts, and advance implementation of elements such as access links to 116th Avenue NE, sidewalks, street crossings, and other features to facilitate connections between the station and nearby employment, housing, shopping and services.	12	35	13.5	61	
14	PB-103	NE 24th St/ 108th Ave NE to 112th Ave NE and 108th Ave NE/ NE 24th St to NE 12th St	Add wide bike shoulder on both sides NE 24th St and 108th Ave NE where not complete; shared lane markings may be suitable additional or alternative treatment for all or part of segment. Construct a 6 foot sidewalk on east side 108th Avenue from NE 24th Street to north of NE 19th Street. Component of priority bike corridor NS-1 Enatai-Northtown Connection.	6	35	19	60	

Pedestrian-Bicycle Candidate Projects--Score Ranked List

Rank #	Tracking # for 2013-2024 TFP process	Project Name, Location and Limits	Project Description	Total Safety score (max=35)	Total System Linkage score (max=35)	Total Land Use score (max=30)	Total Project Score	Comments
15	PB-115	Lake Hills Connector/ Main St to 140th Ave SE	Add a 10-14 foot-wide off street path on the north side of Lake Hills Connector from Main Street to 140th Avenue SE. Coordinate with City's Urban Boulevards program. Component of priority bike corridor; EW-3: Lake to Lake Trail.	12	35	12	59	
16	PB-113	SE 8th St/112th Ave SE to Lake Hills Connector	Add a 10-14 foot-wide off street path on the south side of SE 8th Street from 112th Avenue SE to Lake Hills Connector. Evaluate impacts and feasibility of segment 114th/118th Ave SE to 121st Ave SE. Segment Lake Hills Connector to 114th/118th Ave SE is component of priority bike corridor EW-3 Lake to Lake Trail.	15	34	9.5	59	
17	PB-126	NE 6th St/ 148 th Ave NE to 164th Ave NE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along one side of NE 6th Street from 148th Avenue NE to 164th Avenue NE where not complete.	16	25	15	56	
18	PB-107	SE 16th Street/148th Avenue SE to 156th Avenue SE	Add 5 foot bike lanes outside of 11 foot vehicles lanes on both sides of SE 16th Street. Construct new curb, gutter and 6' sidewalk and 4' planter, on north side between 148th and 154th Avenues NE. Component of priority bike corridor EW-3 Lake to Lake Trail.	14	27	12	53	
19	PB-121	SE 8th St/ 114th Ave SE to Lake Hills Connector	Add a 5 foot-wide bike lane on the north side of SE 8th Street from 114th Avenue SE to Lake Hills Connector. Component of priority bike corridor; EW-3: Lake to Lake Trail.	12	35	6	53	
20	PB-117	Lake Washington Blvd/ NE 10th St to 100th Ave NE	Add wide bike shoulders on Lake Washington Boulevard from NE 10th Street to 100th Avenue NE where not complete. Component of priority bike corridor; EW-3: Lake to Lake Trail.	8	22	20	50	
21	PB-111	116th Avenue NE/ NE 12th Street to Northup Way	Undertake preliminary design study to identify preferred dimensions and channelization for roadway, accommodation for bike lanes on either side, sidewalks and landscape strip (where feasible).	16	19	14	49	
22	PB-104	NE 40th Street/ 140th Avenue NE to 14500 block	Construct curb, gutter and 6' sidewalk on north side of NE 40th Street from 140th Avenue NE to east of the 14500 block. Wide curb lanes. Planter strip where feasible.	10	25	13	48	
23	PB-116	SR520 Trail connection/ 140th Avenue, east, as an on-ramp/off-ramp to the 520 trail	Add a 10-14 foot-wide off street path connecting the SR-520 Trail to 140th Avenue NE. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	8	32	8	48	
24	PB-125	Lake Washington View Trail (97th Pl SE, Killarny Way SE, 104th Ave SE, SE 28th St, 105th Ave SE)/ SE 11th St to Beaux Arts	Add sidewalk or paved path on the east or west side where not complete, planter strip where feasible; include bike shoulders where feasible between SE 11th and SE 16, particularly on uphill segments.	17	25	6	48	
25	PB-108	SE 34th Street/162nd Pl SE to West Lake Sammamish Pkwy	Construct sidewalk on north side where missing; wide curb lane bicycle facility.	17	25	5	47	
26	PB-119	NE 24th St/ 140th Ave NE to 148th Ave NE	Add a wide outside lane on the south side of NE 24th Street from 140th Avenue NE to 148th Avenue NE where not complete. Portion from 140th Ave NE to NE 29th Place is a component of priority bike corridor; NS-4: Somerset-Redmond Connection.	10	22	9.5	42	
27	PB-131	142nd Ave SE/SE 32nd St to SE 36th St	Widen walkway and install weather protection for pedestrians accessing transit stops at I-90 direct access ramp.	8	19	14	41	

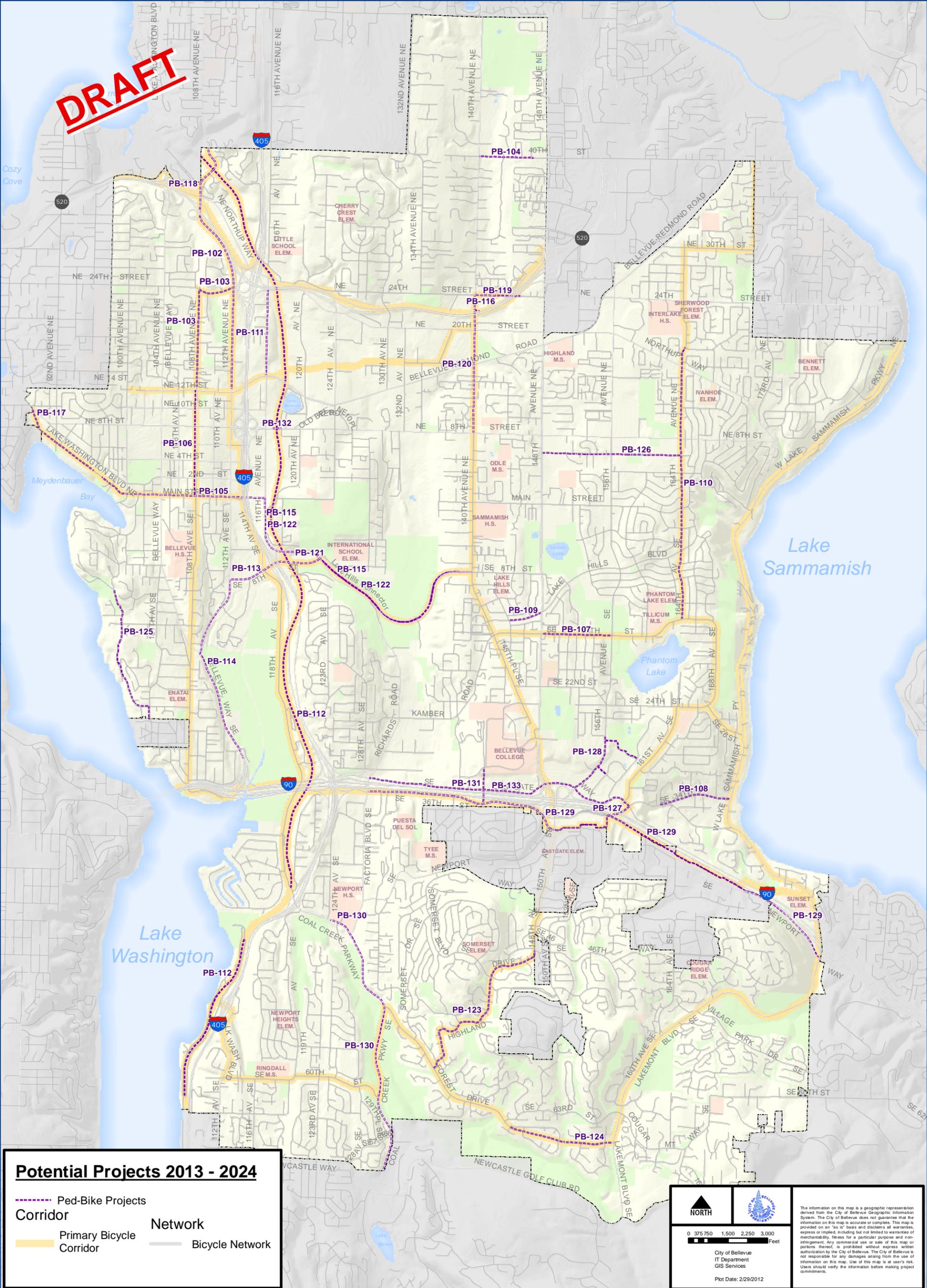
Pedestrian-Bicycle Candidate Projects--Score Ranked List

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28	PB-127	I-90 Tunnel/ SE37th St to SE Eastgate Way	Increase sidewalk width on south side of I-90 tunnel to offer cyclists improved accommodation from SE 37th Street under I-90 to Eastgate Way/SE 35th Place intersection. Coordinate with WSDOT to improve lighting within the tunnel. Improve signing to the tunnel to increase awareness of cyclists. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection.	6	27	5	38	
29	PB-124	Forest Dr SE/ 147th Ave SE to Lakemont Blvd SE	Add 5 foot-wide bike lanes on Forest Drive SE from SE 63rd Street to Lakemont Boulevard SE. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.	6	27	4	37	
30	PB-123	Highland Dr and 148th Ave SE/ SE 45th Pl to Forest Dr	Add a shared shoulder on Highland Drive and 148th Avenue SE from SE 45th Place to Forest Drive. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	9	27	0	36	
31	PB-128	156th Ave SE to I-90 Office Park/160th Ave SE	Upgrade the existing gravel/soft surface trail that connects 156th Ave SE to the I-90 Office Park to a 10' asphalt surface facility; project details will be finalized/coordinated with the Bellevue Airfield Park design process.	2	12	14.5	29	
32	PB-109	Lake Hills Boulevard / 143rd Avenue SE to 148th Avenue SE	Construct new curb, gutter and six-foot sidewalk behind four-foot planter strip on both sides of the street while preserving the existing on-street bicycle facilities. Remove remaining European White Birch trees behind existing sidewalk and reconstruct the wood fence as necessary.	7	0	6	13	
	PB-101	Northup Way/NE 33rd Pl to NE 24th Street and NE 24th St to the SR520 Regional Trail. Shifted to Roadway-Intersection project list.	Project elements include completion of sidewalks and bike lanes on both sides of Northup Way (will not widen existing culvert at Yarrow Creek). Additional elements include mid-block pedestrian crossings, a pedestrian bridge at the BNSF crossing and a multiuse pathway along the south side of NE 24th Street to connect to the existing terminus of the SR520 Trail. Partial funding from WSDOT. Project will link to improvements to the west to be built by WSDOT, from NE 33rd Place to Bellevue Way.	TBD	35	TBD	0	

2013 - 2024 Transportation Facilities Plan Preliminary Candidate Pedestrian and Bicycle Projects



DRAFT



Report on
Public Outreach and Public Comments
2013-2024 Transportation Facilities Plan
Bellevue Transportation Department
April 4, 2012

Report drafted and compiled by
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Web map developed by
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Overview

In November 2011 the Bellevue Transportation Department initiated the process of updating the Transportation Facilities Plan (TFP). The TFP is a 12-year transportation program of high-priority projects recommended by the Bellevue Transportation Commission and approved by the City Council. The City generally updates the TFP every two to three years; including a transportation project in the TFP is typically the first step in getting it funded and built. The TFP is a financially constrained plan; projects included in the must fit within the funding forecast to be available in the 12-year plan horizon.

Candidate projects for the TFP are drawn, for the most part, from long-range plans developed by the City (such as the [Bel-Red Plan](#), [Eastgate/I-90 Plan](#) and [Ped-Bike Plan](#)); in a few cases, candidate projects may be identified that address emerging needs and opportunities. Only a portion of identified needs can be accommodated with the funding anticipated to be available in the 12-year horizon of the TFP.

For the process of developing the new 2013-2024 TFP, the Transportation Department undertook a public involvement process to provide input to the Transportation Commission in their consideration of project priorities for the new TFP. This report describes the outreach activities and details the public input received. Key steps and outcomes of the process and relevant additional information are presented in the following sections of this report:

- A. Public Involvement Process
- B. Comments Related to Candidate Projects
- C. TFP Survey Results
- D. Transportation-Related Questions in City of Bellevue 2012 Budget Survey.

A. Public Involvement Process

Bellevue residents were engaged in the process of updating the TFP using the following public outreach tools:

I. Transportation Commission meetings

City staff met once or twice each month with the Transportation Commission. Public comment opportunities are available at the beginning and end of each meeting.

- Some comments were received at these meetings; they are included in Section B of this report

II. TFP Open House Events

The City hosted four Open House events in February 2012. Residents were able to complete a paper survey, view maps and descriptions of candidate projects and comment on the candidate projects. The Open House events included information about candidate Roadway/Intersection (RI) and Pedestrian/Bicycle (PB) projects for the TFP. Also presented at the Open house were candidate Neighborhood (N) projects; these are smaller scale (estimated to less than \$1.5 million) and will be reviewed in a separate process, following the TFP project prioritization.

- Paper survey questions were the same as in the online survey (described below).
- Comments received at the Open Houses are compiled with all other comments and appear in Section B of this report.

III. Online TFP Survey and Web Map

The City posted links to an online survey and interactive web map of the candidate projects. Residents were invited to complete the survey and post comments concerning the candidate projects.

- Responses to the survey (online and paper) are compiled in Section B of this report.
- Comments received via the web map are compiled with all other comments and appear in Section B of this report. As with the Open House events, the web map included smaller-scale, neighborhood projects; comments on these will be forwarded for consideration in the neighborhood candidate project evaluation process to occur later this spring.

The TFP page on the City website provides an ongoing resource for information about the TFP update process. The webpage is updated at key points in the process and includes an E-alert option that allows people to register to receive an email alert when content changes.

In addition to the public engagement activities conducted specifically for the TFP update, the biennial Budget Survey sponsored by the Bellevue Finance Department provides additional information concerning resident priorities and satisfaction regarding transportation facilities and services. The report of the most recent, 2012 Budget Survey was completed in early March 2012 (and is posted on the City website). A summary of the survey results relating to transportation facilities and services is attached to this report as Section D.

Following is a brief description of the public outreach activities conducted for the 2013-2014 TFP update process.

TFP Open House Events

Four Open House events were held in areas around the city:

- Feb. 15, Crossroads Mall;
- Feb. 16, Factoria Mall;
- Feb. 23, City Hall; and
- Feb. 28, Highland Community Center.

These locations were chosen for their geographic distribution and for their convenient access to residents.

All open house events were drop-in format (no formal presentation) and had the same content, allowing people to attend whichever date/location was most convenient.

Select Your Road Projects for the Future

Help us prioritize projects to be funded in the next 12 years

ATTEND AN OPEN HOUSE OR TAKE A TFP SURVEY



Here's what we're thinking . . .

What is a Transportation Facilities Plan (TFP)?
The TFP is a 12-year transportation program of high-priority projects recommended by the Bellevue Transportation Commission and approved by the City Council. The TFP is the first step in getting a transportation project funded and built. The last update of the TFP included the years 2009-2020 and it is now time to develop the new 2013-2024 TFP.



This 145th Place SE project includes bikelanes, sidewalks, a center-turn lane, left-turn pockets, medians, landscape planters, stormwater and street lighting improvements between SE 16th and SE 24th Streets. It will be completed in June 2012.

OPEN HOUSE

Choose a location that is most convenient for you.

Wednesday, February 15, 2012
4:30–6:30pm at Crossroads Mall,
15600 NE 8th Street,
Community Meeting Room

Thursday, February 16, 2012
4:30–6:30pm at Factoria Mall,
4055 Factoria Boulevard SE

Thursday, February 23, 2012
4:30–6:30pm at Bellevue City Hall,
450 110th Avenue NE,
Room 1E-108

Tuesday, February 28, 2012
4:30–6:30pm at Highland Park & Community Center
14224 Bel-Red Road

TFP SURVEY

Take the on-line TFP survey, which is accessible on the City's TFP webpage:
www.bellevuewa.gov/transportation-facilities-plan.htm

QUESTIONS & COMMENTS
Contact Mike Ingram at 425-452-4166 or
TransportationTFP@bellevuewa.gov

or contact Service First at 425-452-6800

如需獲得更多資訊，請致電425-452-6800洽詢第一服務處 (Service First)。
Для получения дополнительной информации просим связаться с отделом обслуживания (Service First) по телефону 425-452-6800.
Para más información, por favor, comuníquese con "Servicio Primero" (Service First) al 425-452-6800.
Nếu cần thêm chi tiết, xin liên hệ với Đội Dịch Vụ Khách Hàng (Service First) số số 425-452-6800.



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Announcement of the Open House events (and the online survey & web map) was made via various means, including:

- Announcement in February 1 release of *Neighborhood News*, a monthly e-newsletter the City sends to neighborhood associations and interested individuals
- Article in City newsletter, *It's Your City*, mailed to all residents in mid-February (arriving after the first two open house events, but before the third and the fourth).
- Press release on February 9 (and on February 16).
- Direct contact with schools, community organizations and interest groups, including the Bellevue Downtown Association, Bellevue Chamber of Commerce, Eastside Transportation Alliance, Cascade Bicycle Club and Feet First. Some of these organizations transmitted information about the TFP update process, the open house events and the online survey to their email lists.

The City press release that went out about the open house events was—inadvertently—an early draft version and had the incorrect location for the first event (listing it at Highland Center, rather than Crossroads Mall). This information was not caught by staff and was repeated in a post in the Seattle Transit Blog. Some people showed up at the wrong location and needed to be redirected to Crossroads Mall. The Crossroads Mall Open House was written up and posted on the KOMO Communities website (see next page).

Seattle Transit Blog article on TFP Open Houses

The screenshot shows the Seattle Transit Blog interface. At the top is the logo and title 'Seattle Transit Blog'. Below that is a blue banner for 'Roosevelt Station 60% Design Open House' on Wednesday, April 11, 2012, from 6-8:30 p.m., with a 'FIND OUT MORE' button. The main article title is 'Bellevue to Seek Input on Transportation Projects' by Sherwin Lee, dated February 11, 2012 at 8:20 am. The article features an aerial map of Bellevue, Washington, with yellow and green lines indicating proposed transit routes. The map is labeled 'Bel-Red from the air' and shows streets like NE 24th St, NE 20th St, and NE 8th St, as well as landmarks like Overlake Specialty School and Cherry Crest Mini Park. On the right side of the page, there is a sidebar with sections for 'ADVERTISEMENT', 'CONTACT US' (mailto:contact@seattletransitblog.com), 'FOLLOW STB' (links to Facebook, Twitter, and RSS), and 'RECENT POSTS' (listing various articles like 'Sunday Open Thread: Smarter to Travel in Groups' and 'Bellevue to Seek Input on Transportation Projects').

The Seattle Transit Blog article generated some comments on the blog. All comments that could be assigned to specific candidate projects were captured and appear in Section B of this report.

A report of the Crossroads Mall Open House appeared in the KOMO Communities blog.



Factoria Open House Photos



TFP Survey and Web Map

The survey and the web map were listed together in outreach messaging, but were delivered in two parts, as there was no practical way to tie these two diverse content elements in one delivery vehicle. Taken together, the online survey and web map allowed for presentation of information and opportunity for input that was essentially parallel to that available at Open House events.

The survey was set up in Survey Monkey (with paper option for the Public Meetings). Key questions asked about perceptions of current conditions and priorities for funding:

- a. Opinion of conditions citywide:
 - Traffic congestion
 - Sidewalks
 - Bicycling
 - *Residents were also asked for opinion of conditions in their neighborhood.*
- b. Priority for use of Transportation funding:
 - Add road capacity to serve growth
 - Add road capacity to address peak hour congestion
 - Improve transit speed & reliability
 - Maintain existing facilities
 - Construct sidewalks on arterials
 - Construct neighborhood sidewalks
 - Complete cross-town bike routes.

Also included were questions about whether changes in infrastructure or transit service would impact respondent's choice of transportation modes. Seventy survey responses were initiated and 67 surveys were completed. See Section C of this report for results of the surveys.

Sample question from TFP survey (in Survey Monkey)

Transportation Facilities Plan Survey Exit this survey

71%

8. Citywide, traffic congestion is:

Not an issue

Acceptable

Too high during limited periods

Too high in general

Prev Next



11. Please indicate what deficiency/change would influence your transportation at least twice per month. (Check all that apply)

- Sidewalks missing/Install sidewalks at key locations
- Pedestrian facilities not ADA compliant/Fix
- Bicycle facilities missing/Complete bike routes
- Transit service too limited/Improve transit service
- Other (please specify)

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12. Please indicate the relative priority you see for use of transportation funds in Bellevue. Please rank in order, from 1 (highest) to 7 (lowest).

	Priority 1	Priority 2	Priority 3	Priority 4	Priority 5	Priority 6	Priority 7
Constructing sidewalks where missing along arterial roadways	<input type="radio"/>						
Completing sidewalk and trail links from neighborhoods to schools, parks and transit routes	<input type="radio"/>						
Completing cross-town bicycle routes (connected E-W and N-S bike lanes and separated paths)	<input type="radio"/>						
Improving speed & reliability of transit through targeted roadway improvements and enhancements to traffic signals	<input type="radio"/>						
Adding road capacity to serve growth and new development (esp. in Downtown, Bel-Red)	<input type="radio"/>						
Adding road capacity to relieve peak period congestion	<input type="radio"/>						
Maintenance of existing facilities (roads, signals, signs, walkways).	<input type="radio"/>						

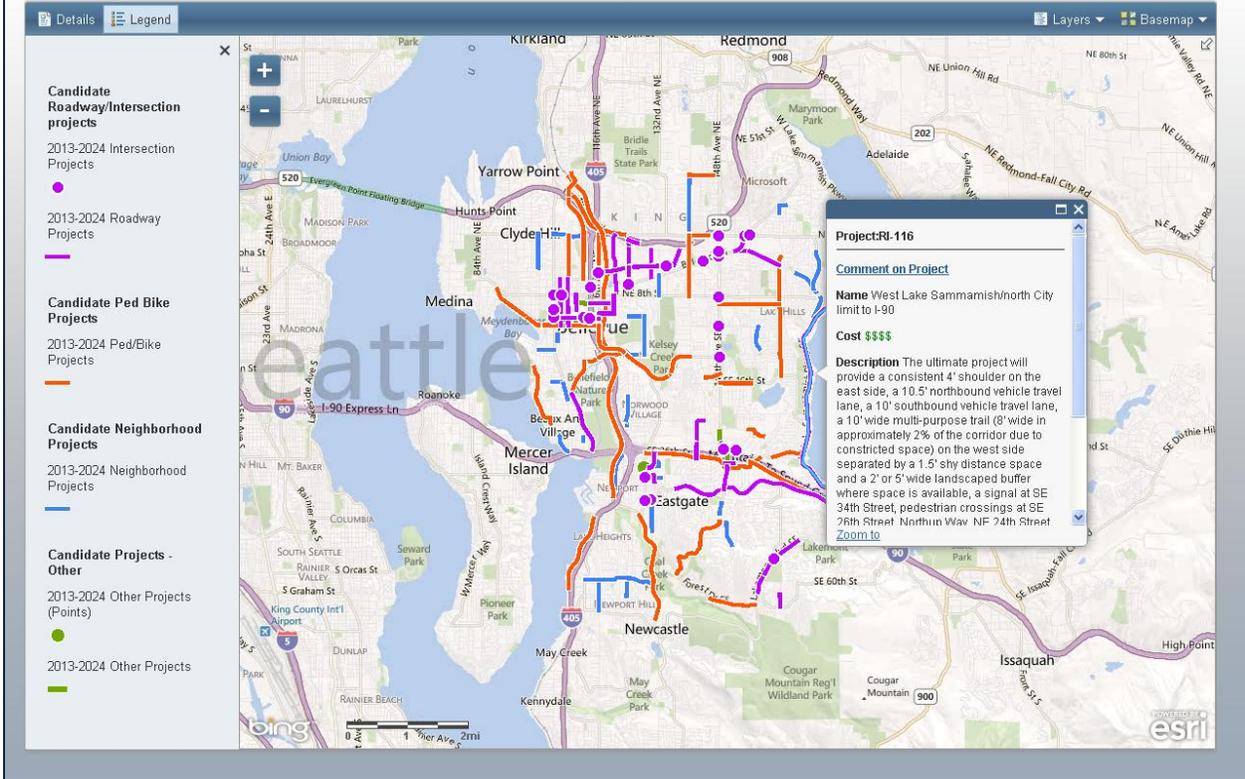
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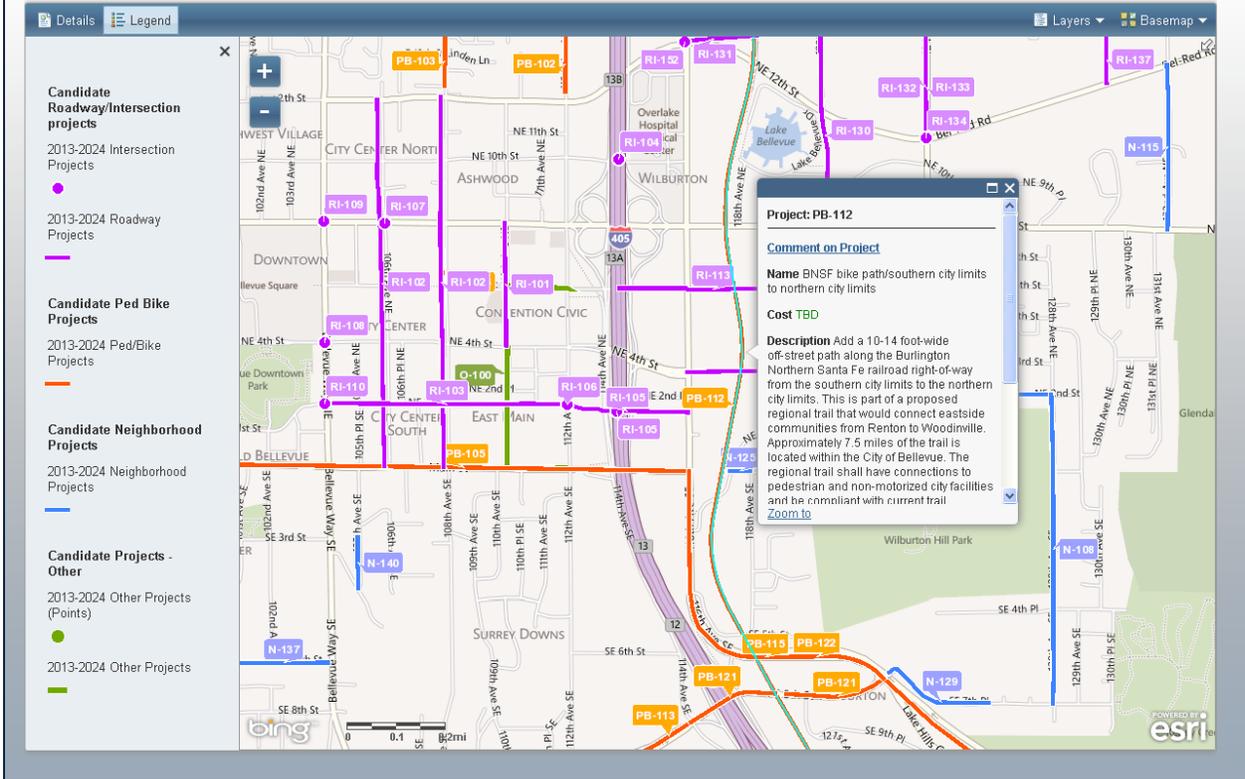
The interactive web map showed candidate projects, allowed with opportunity for comment. Features included:

- Separate layers for candidate Roadway/Intersection, Ped/Bike and Neighborhood projects
- Turn on/off layers
- Click on project to view details
- Ability to directly indicate opinion of project (Yes, No, Neutral)
- Option to input comments

Transportation Facilities Plan: Public Input



Transportation Facilities Plan: Public Input



The web map interface for public comments.

The screenshot shows a web form titled "2013-2024 Transportation Facilities Plan Feedback". The form includes a header with the title, a prompt to provide feedback, a required field for the project name (RI-111), a dropdown menu for the response (Neutral), a large text area for comments, a submit button, and footer text including "Powered by Google Docs" and links for "Report Abuse", "Terms of Service", and "Additional Terms".

Comments received via the web map were consolidated with comments received at the Open House events and via other channels and appear in Section B of this report.

Additional comments received

Comments were also received via two other channels:

- February 9 Transportation Commission meeting: Comments to the Commission by Bruce Nurse, Vice President, Kemper Development Company. These comments concern specific TFP projects and are captured with all other project comments in Section B of this report.
- March 26 letter from Bellevue Chamber of Commerce, in support of adding a southbound HOV lane to Bellevue Way (TFP candidate project RI-143). The letter appears on the next page.

Letter from Bellevue Chamber



March 26, 2012

Conrad Lee
Mayor
City of Bellevue
P.O. Box 90012
Bellevue, WA 98009

Re: Bellevue Way SE and the Transportation Facilities Plan

Dear Mayor Lee:

The Bellevue Chamber of Commerce has long been the Voice of Business in Bellevue representing a diverse collection of business interests. With regard to transportation, the Chamber endeavors to see the region build an integrated transportation system to move people and goods safely and conveniently through and around the Puget Sound's major corridors and urban centers. At the same time the Chamber is focused on protecting the vitality and continued growth of business in the City of Bellevue. As such, we appreciate the City's attentive consideration of the Transportation Facilities Plan update.

There are currently many major regional projects that have already begun or have the potential to begin in the near future. From tolling on the State Route 520 Bridge to the potential for high occupancy toll (HOT) lanes on Interstate 405, traffic patterns in the City of Bellevue are and will see drastic adjustments. The City of Bellevue transportation network must ready to meet these changing demands. For this reason, we believe project RI-143 deserves special consideration and we urge you to include it as a part of the final Transportation Facilities Plan.

Project RI-143 would widen Bellevue Way SE to add a southbound, inside high occupancy vehicle (HOV) lane. The north segment of the project would include from the Bellevue Way/112th Ave SE "Y" to the main entrance to the South Bellevue Park and Ride at 112th Ave SE. The south segment of the project would include from the main Park and Ride entrance to the I-90 on ramps. We understand the south segment would likely be implemented by Sound Transit in conjunction with the East Link project, and as a partner, the City may choose to collaborate with Sound Transit to advance overall project implementation.

Bellevue Way SE and 112th SE are the only southbound arterials out of the Central Business District. It is also a corridor that is experiencing increasing congestion as a result of commuters diverting from SR 520 to avoid the cost of the toll bridge. By adding a southbound HOV lane, the City would be taking an important step to relieving congestion on a corridor that is critical to a thriving business community. This project should be completed consistent with the City's tradition of strong fiscal discipline.

Access to and from I-90 is essential for employers, employees, transit, and residents in Bellevue. Adding capacity on this corridor will allow for the faster and freer flow of people and goods into and out of Bellevue. The Bellevue Chamber of Commerce has long been supportive of added capacity on this key route and we appreciate the Council considering it as a part of the Transportation Facilities Plan and we urge you to continue to advance this project in the City's updated plan.

Sincerely,

Janet Ray
Chair
Bellevue Chamber of Commerce

Betty Nokes
President & CEO
Bellevue Chamber of Commerce

Cc: Bellevue City Council
Steve Sarkozy, City Manager
Transportation Commission

SECTION B:

Comments related to Candidate Projects

Key

- Green - positive, yes*
- Yellow - neutral*
- Red - negative, no*
- Blue - no indication*
- Orange - no project linked with*

Project	Should the City build this project?	Comments	Source
N-108	Yes	Yes! Please do this ASAP! This is for pedestrian safety, and especially for the safety of our schoolchildren at International School and going to/from bus stops. The Wilburton neighborhood has been asking for this sidewalk for many years. Come to the neighborhood when school gets out and watch the little children walk up the steep hill of 128th with nothing between them and fast-moving vehicles, but a painted white line.	Online Map
N-108	Yes		Online Map
N-108		Good Project. Needs for safety. Priority of work should go to SE 4th Place to Lake-Lake trail entry into Wilburton Park. This is heavily used by park users.	Open House
N-111		Thanks for considering! We have been hoping for this for 10-15 years. Now with Hilltop annexation (& others) good time to move forward!! Thank you!	Open House
N-113	No	Waste of money. There is almost no traffic on the east side of the road and so there is never a problem walking there. Sidewalks will ruin the rural flavor of the strip of road.	Online Map
N-114	No	This strip of road is nice the way it is. I have walked and biked it for years. There is not enough traffic to justify sidewalk or bike path and the construction would ruin the rural feel of the Enatai-Beaux Arts neighborhood.	Online Map
N-114	Yes	sidewalk here makes sense because it would connect to existing sidewalk on both the north & south side and help route bike and ped traffic to the park and ride.	Online Map
N-115	Yes	Very good plan to have the community involved as you design this ped-bike improvement. Thanks!	Online Map
N-115	Yes		Online Map
N-116	Yes	Please support ped-bike projects.	Online Map
N-117	Yes	This is a very busy street, especially in the mornings, evenings, and Sundays, in large part because of the church, which provides day care and other services. Currently there is only one very short section of sidewalk where you can walk anywhere but on the road. With the amount of traffic and kids walking to their busses, etc, it is an accident waiting to happen.	Online Map
N-117	Yes	Great addition to the neighborhood - especially on a Sunday with all of the church traffic not paying much attention to walkers and small children.	Online Map
N-119	Yes		Online Map

N-125	Yes	Very important safety improvement, especially since the botanical garden locks its west gate to the apartment complex on 118th by 3:30 in the afternoon. If they miss the time window, mothers must walk with their children along the Main Street trail from BBG to 118th, where the east shoulder is simply inadequate.	Online Map
N-125	Yes		Online Map
N-126	Yes	It's quite dangerous now and this would be an improvement.	Online Map
N-128	Yes	Really important for safety. Could the sidewalk have helped save the life of the pedestrian who was fatally injured by a bus in this area? Neighbors from this area believe it is necessary to have these improvements for safety. They know, because they walk there and have difficulty doing so after dark.	Online Map
N-129	Yes		Online Map
N-129		Good Project. Lots of use of METRO bus developing. Need to pave unsightly turnout at curve to encourage transit parking + reduce use of that property as a dump site.	Open House
N-137	Yes	This road is narrow and dangerous for pedestrians, especially at night as it is poorly lit. The project would connect many many multifamily developments to the extensive transit service along Bellevue Way.	Online Map
O-101	No	For safety, keep the light rail and auto traffic apart.	Online Map
O-102	Neutral	Looks nice but... do we need to spend money on this one?	Online Map
O-102		That is a gateway that needs to be "de-uglified"	Open House
O-104	Neutral	Factoris needs to have a Transit Center. Great idea! Will distribute traffic evenly. Waste of money on grade-separated pedestrian crossing.	Online Map
O-104	Yes	Sounds worthwhile and important. Better to focus on transit-related projects than auto capacity projects to encourage people to get out of their cars and walk or ride the bus. Thanks!	Online Map
PB-101		Do we need spend money in NE 24th when there is already a wide bike lane and walking lane up hill from Northup along NE 24th to 520 bikelane?	Open House
PB-101		My priority project would be sidewalks and bike lanes on Northup Way between 108th and 116th. Bike lanes are crucial to get a continuous bike corridor from Redmond to Seattle (after the entire 520 bridge project is complete). Failure to do this means one lousy half-mile section will render the entire route usable by only hard-core cyclists. Sidewalks are also important because there are homes and businesses in the area, including a day care center for small children, and there is currently no safe way to reach any of these buildings on foot.	Seattle Transit Blog
PB-101		"Northup would be fine if the city did nothing. It's wide lanes each direction with a generous shoulder."	Seattle Transit Blog
PB-101		The generous shoulder only exists between 108th Ave and Bellevue Way and between 116th Ave and 24th St. Between 405 and 108th Ave, there is maybe 6 inches of shoulder at best. There is one isolated section a couple-hundred where the westbound direction has decent shoulder width, but it's so short, it's next to useless (I don't use it because if I did, as soon as I pulled out of traffic, it would be time to merge back in).	Seattle Transit Blog
PB-101		For a bicycle thru-route, I like the railroad track idea the best, if it can ever happen. However, a bicycle trail on the BNSF corridor is still not a substitute for at least sidewalks on Northup Way because the BNSF corridor still provides zero pedestrian access to the businesses along Northup.	Seattle Transit Blog
PB-102	Neutral	This sounds like a worthy project but I'd prefer to see the city focus on providing an excellent trail on the BNSF corridor as well as connections to E/W routes through the city. (The new bike/ped path on NE 12th is a good example). The city desperately needs a safe and comfortable N/S corridor for bikes and pedestrians, preferably one that is NOT just a bike lane or shoulder.	Online Map

PB-102	Yes	Great project for ped-bike safety. Thanks!	Online Map
PB-103	Neutral	This might be a worthy project but I'd only support it if it connects up to some other route.	Online Map
PB-103	Yes		Online Map
PB-107		Lake Hills is a better corridor. SE 8th has too big a hill.	Open House
PB-110	Yes	Great! Let's do this!	Online Map
PB-110	Yes		Online Map
PB-110	Yes		Online Map
PB-110		Sharrows	Open House
PB-112	Neutral	I would enjoy using this project but I'd wait until it connects to a similar project in Renton. As useful as this project would be, I'd focus on higher priority projects first	Online Map
PB-112	Yes	Let's make a special effort to do this well.	Online Map
PB-112	Yes	Focus on trail projects like this instead of bike lanes on 116th. Cyclists need North/South routes to and through the city. Bike lanes work for some braver cyclists but trails like this, especially when connected to Kirkland's planned trail, will allow cyclists to easily access Bellevue.	Online Map
PB-112	Yes		Online Map
PB-112	Yes	This one project will help connect Bellevue to the North and South, giving bicyclists a true option for commuting into Bellevue. Because it is basically level, commuting on a bike can be just a commute, and not a workout. While we all realize a workout is good for us, it's a lot easier to get motivated for a stroll than a run. Additionally, if the city were to work in conjunction with Kirkland, additional savings could be had.	Online Map
PB-112	Yes	We're excited to get this project going!	Online Map
PB-112		Aren't there plans to run a trail in the BNSF corridor?	Seattle Transit Blog
PB-112		If a partnership is not in place by the end of 2011, the funds will be re-directed to HOV/bus rapid transit in the I-405 corridor. Sound Transit 2 does not include any additional funds for commuter or passenger rail on the Eastside BNSF corridor.	Seattle Transit Blog
PB-112		I have heard something about plans for a trail. Do you know what happened to them?	Seattle Transit Blog
PB-112		Nothing I am aware of has suggested use of the BNSF ROW for connecting the 520 bike trail across 405. It's obvious that is the best solution but because the ownership and use has been up in the air for so long WSDOT doesn't even consider it. COB hasn't addressed purchase of the ROW either. Although they do plan to use it as a utility ROW.	Seattle Transit Blog
PB-112		Kudos to Kirkland. They purchased the ROW and last week there were already survey crews out on the section through Totem Lake hired by the city.	Seattle Transit Blog
PB-112		Northup would be fine if the city did nothing. It's wide lanes each direction with a generous shoulder. The plans I've see make it worse by adding lanes. A bike lane on a four lane road with center turn lane is next to useless.	Seattle Transit Blog
PB-113	Yes		Online Map
PB-113	Yes	Yes, please! I take this route often and currently utilize the undersized path on the south side. Connecting this to a path on 112th would DRAMATICALLY improve my bike commute and make it easier and more comfortable for others to join. Be sure to provide a reasonable link to 114th as well as improved traffic calming on 114th. The sharrows are a good first try there but more is needed.	Online Map

PB-114	Yes	Yes, PLEASE! I currently use the sidewalks or ride in the street here. I'm pretty experienced at riding on the street but even I get intimidated from time to time. A small minority of drivers feel it is important to "teach me a lesson" about riding on the street even though I ride legally. This project, done properly, would help. Be sure to slow cars coming off of Bellevue Way onto 112th, NB and make the crossing there convenient. It's currently chopped up and uncomfortable to navigate by bike. Providing a proper transition to 108th would be welcome as well.	Online Map
PB-114	Yes	This is a great idea. It should provide access by bike and ped to light rail.	Online Map
PB-114	Yes	Absolutely necessary.	Online Map
PB-115	Yes		Online Map
PB-115	Yes		Online Map
PB-117	Yes	Please restore funding for ped-bike projects!	Online Map
PB-120	Yes	Definitely prefer option B - Just make sure to provide good connections to other bike routes. Transitions in Bellevue are frequently difficult when you reach the end of one bike facility. (Example: Bike lanes on SE 8th just end and force you to figure out what to do next)	Online Map
PB-121	Yes		Online Map
PB-122	Yes		Online Map
PB-123		Highland is too steep to ride. It's a waste of money for this to be a priority corridor.	Open House
PB-125	Neutral	While this sounds like a worthy project, I suspect this project will be too expensive to be worthwhile. I'm an avid cyclist and sometimes use this route. That said, I don't see the general public riding on this stretch. Make sure it's Ok for pedestrians though...	Online Map
PB-125	Neutral	We are fine the way it is now	Online Map
PB-126	Yes		Online Map
PB-127		There is a much better alignment using Spiritridge park path, Boeing, and the existing Robinswood trail. The tunnel is horrible to ride down.	Open House
PB-130	Yes	I used to live in this area and never used the bike lanes on Coal Creek parkway because of the high speeds. This area has horrible access for bikes. This project would be a welcome access route to homes in the Newcastle area.	Online Map
PB-132		Grade separated ped access over 8th @ 118th/Hospital district station	Open House
R-130		Strongly suggest expansion of 124th St as the N-S corridor and NOT 120th St. Also 120th expansion creates too many problems for the lake.	Open House
R-131		If doing NE 15th make sure groundwater is improved to Lake Bellevue	Open House
R-131		In a few years, there will be NE 15th/16th for an east-west route. Closer to downtown, the widened NE 12th will hopefully be a less scary route than NE 8th.	Seattle Transit Blog
R-135			
R-131		Bellevue needs a decent E/W bicycle route through the center of the city. There is that trail along 520 in the North, and the Factoria bike lanes SE 36th and SE Eastgate way on either side of I-90. But if you are in Cross roads and want to get to downtown Bellevue it's hard to find a route that isn't full of cars. Yes you can ride Bell-Red, yes you can ride Northup, but neither is pleasant.	Seattle Transit Blog
R-135			
RI-102		the one-way couplet idea, has been around for 15 years or so; it has been reviewed numerous times and has been modeled, and should be eliminated from the list.	Bruce Nurse
RI-102	No	Listen to the results of the analysis telling you this is not a good idea.	Online Map

RI-103		the NE 2nd Street improvements, has wording that is disconcerting. The street is intended to be one of the east-west streets connected to I-405; Main Street will not be one of those connections as a nod to preserving the southerly neighborhoods.	Bruce Nurse
RI-104	No	Interchanges are too tightly packed now. This would lead to even more gridlock.	Online Map
RI-104	No	This would add to the congestion on I-405. Please consider the effects of Bellevue projects on the regional transportation system.	Online Map
RI-105		NE 2nd Street overpass of I-405, is important in that it will connect the downtown to 116th Avenue NE.	Bruce Nurse
RI-105	No	This would add to the congestion on 405. Existing interchanges are already spaced too closely.	Online Map
RI-105	No	This would add to the congestion on I-405. Please consider the effects of Bellevue projects on the regional transportation system.	Online Map
RI-111	No	Too expensive. The NE 4th extension will become an expensive driveway. If the "private development" driving this decision is the Spring District, why not extend NE 10th further east for a more direct connection?	Online Map
RI-111	No	The original route proposed in the 1996 NE 8th Bypass study (where the NE 4th extension connects with NE 6th , is more cost effective for handling the projected traffic volumes than the route currently planned in this project. The original 1996 design did not have the steep grade of the currently proposed route, which made the 1996 routing easier for pedestrians and cyclists to use. Adopting the 1996 route would also eliminate the need to widen 120th south of NE 6th Street, potential litigation with and relocation of Best Buy, and dumping of city traffic and Spring District traffic into the Wilburton neighborhoods.	Online Map
RI-111	No	By linking NE 4th with 6th, only the segment of 120th between NE 6th and NE 8th has to be widened.	Online Map
RI-113		the extension of NE 6th Street, is of prime importance, particularly if made a multimodal facility	Bruce Nurse
RI-113	Yes	Should be constructed instead of NE 4th.	Online Map
RI-116	Yes	This needs to be done and it is going to be expensive. My suggestion is to take the funds from the NE 4th extension and put them here.	Online Map
RI-116		Would love to convert flashing yellow light at Northup & W.Lake Samm Pkwy to a full traffic light.	Open House
RI-117	Neutral	I drive buses through this intersection regularly. Frankly, a protected right turn from WB NE 8th to NB 148th seems more important. Right lane regularly backs up and prevents buses from making the light.	Online Map
RI-118	Yes		Online Map
RI-118	Yes	This project greatly needed to improve traffic flow along 148th.	Online Map
RI-130	Neutral	I'm very concerned about the widening of this street. I currently bike along this road and would want bike lanes at a minium. I don't see the need for a full 5-lane arterial here. Perhaps a 2 lane road with center turn lane would be more cost effective.	Online Map
RI-130	Yes	Stage 2 should be completed before construction of the segment of 120th south of NE 8 to Home Depot.	Online Map
RI-130		Against RI-130 project as disruptive to our business in terms of traffic congestion, added noise, air pollution, and increased pollutant/run-off into the fragile lake. Why not more widening to 124th?	Open House
RI-130		1. Why widen 120 when Wright Runstad has no money now 2. Going north on 120th, no plans between NE 12 & Northup - 5 lanes to 2 lanes 3. Noise from trucks & traffic, we need sound proofing 4. Polluted water issue	Open House
RI-130		Bike Lanes should be moved to BNSF corridor. Roadway (8' sidewalks, 5' planters, 5' bike lanes) is extraordinary wide.	Open House
RI-130		8' sw, 5' planters, 5' bikelanes all seems rather lavish in absence of federal grant or equivalent godfather.	Open House

RI-132	Neutral	This area is already relatively hostile to bikes. If you build this project without accommodations for cyclists, I'll likely just stop using it. Hopefully you'll provide worthwhile connections to other bike routes through the area - hopefully on the BNSF corridor	Online Map
RI-133	No	Let the developers pay for the new signalization, since they are generating the demand. Does the planned intersection warrant a signal under city standards?	Online Map
RI-133	No	Let the developer pay for the sidewalks on the edges of the Spring District and the traffic signals at the intersection with the planned NE 13th Street entrance. Will the Transportation Department apply the same rules as citywide for allowing the traffic lights at the new intersection? Will this intersection truly warrant a signal, using the same rules applied to every other intersection in Bellevue?	Online Map
RI-134		Add signalized intersection @ Old Bel-Red & 124th Ave NE. Spring district & CBD mitigation.	Open House
RI-135		Minimize impacts on PNB school. Grade separate light rail & NE 20th St.	Open House
RI-143		<p>we believe project RI-143 deserves special consideration and we urge you to include it as a part of the final Transportation Facilities Plan. Project RI-143 would widen Bellevue Way SE to add a southbound, inside high occupancy vehicle (HOV) lane. The north segment of the project would include from the Bellevue Way/112th Ave SE "Y" to the main entrance to the South Bellevue Park and Ride at 112th Ave SE. The south segment of the project would include from the main Park and Ride entrance to the I-90 on ramps. We understand the south segment would likely be implemented by Sound Transit in conjunction with the East Link project, and as a partner, the City may choose to collaborate with Sound Transit to advance overall project implementation. Bellevue Way SE and 112th SE are the only southbound arterials out of the Central Business District. It is also a corridor that is experiencing increasing congestion as a result of commuters diverting from SR 520 to avoid the cost of the toll bridge. By adding a southbound HOV lane, the City would be taking an important step to relieving congestion on a corridor that is critical to a thriving business community. This project should be completed consistent with the City's tradition of strong fiscal discipline.</p> <p>Access to and from I-90 is essential for employers, employees, transit, and residents in Bellevue. Adding capacity on this corridor will allow for the faster and freer flow of people and goods into and out of Bellevue. The Bellevue Chamber of Commerce has long been supportive of added capacity on this key route and we appreciate the Council considering it as a part of the Transportation Facilities Plan and we urge you to continue to advance this project in the City's updated plan.</p>	Chair President & CEO Bellevue Chamber of Commerce
RI-143	No	This is a terrible idea. It will encourage more traffic on Bellevue Way and compete for use with light rail. It will also have a detrimental impact on the Mercer Slough in terms of noise and exhaust pollution. It is an unnecessary, expensive and backward thinking idea.	Online Map
RI-143	Yes	This project is CRITICAL for Bellevue.	Online Map
RI-143	Yes		Online Map
RI-143	Yes		Online Map
RI-143	Yes		Online Map
RI-143		Should be general purpose, not HOV. Please protect Enatai from cut-through traffic.	Open House
RI-143		GP SB lane needed from from wye or beyond on Bellevue Way to prevent cut thru traffic in Enatai	Open House
RI-143		Bellevue way is only getting worse getting to and from I90. The city should widen this road as soon as possible.	Survey Monkey
RI-143		Factoria blvd and Bellevue way s (to I-90) are biggest problems and must be fixed/widened	Survey Monkey

RI-143		Capacity should be added on Bellevue Way SE. Now that tolling has begun on 520 this has become much more congested and it will only get worse with light rail. The idea to construct a new HOV lane prior to light rail construction is a good one and should be implemented.	Survey Monkey
RI-143		project RI-143 is critical for Bellevue. SB lane must be built prior to the beginning of Sound Transit construction.	Survey Monkey
RI-144		HOV lane will not be effective w/o bypass access lanes on 112th and Bellevue Way and even then may not benefit. Lane should be GP due to queueing from the P&R lot. ARUP study identified/quantified the problem.	Open House
RI-150		I'm not a Bellevue Resident, but can we get some love for fixing the roads and bus service around Bellevue College?	Seattle Transit Blog
RI-150		This kind of thing is the City's responsibility and is off the charts in terms of cost-benefit.	Seattle Transit Blog
RI-150		I forgot about that, but I agree that would be really nice to have. The question whether the 99% of residents who drive everywhere and never take the bus will see paying for it as a worthy use of their tax dollars.	Seattle Transit Blog
N/A		Consider signage on Factoria Blvd +Richards Rd to route I-90 EB to Eastgate Way not SE 36th. This puts traffic on overpass & cloverleaf, not @ SE 37th/150th + by stopping ctr to enter EB I-90.	Open House
N/A		Add WB lane on NE 8th St @ 116th (Whole Foods) --> due to traffic going to NE 10th St and SR 520	Open House
N/A		Lake Bellevue village is willing to have the City buy all the property and turn it into a Park Lake	Open House
N/A		Add West Bound Lane on N Side of NE 8th from 120th to 116th.	Open House
N/A		Please have a citywide look at school safety and make priority #1!	Open House

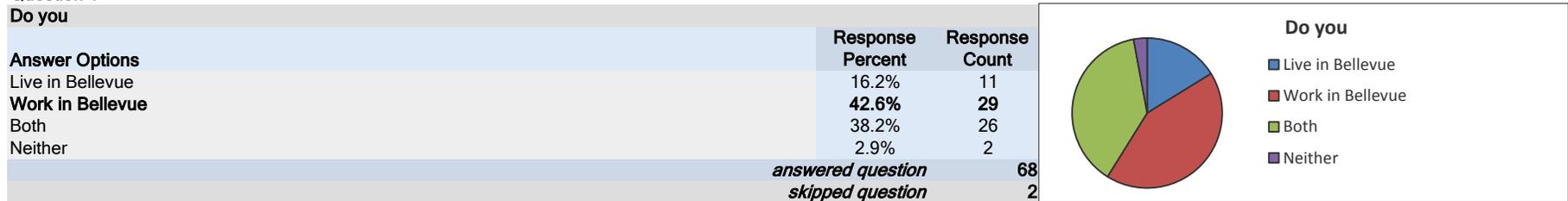
SECTION C:

Transportation Facilities Plan Survey

Total Started Survey: 70
 Total Completed Survey: 63 (90%)

Summary

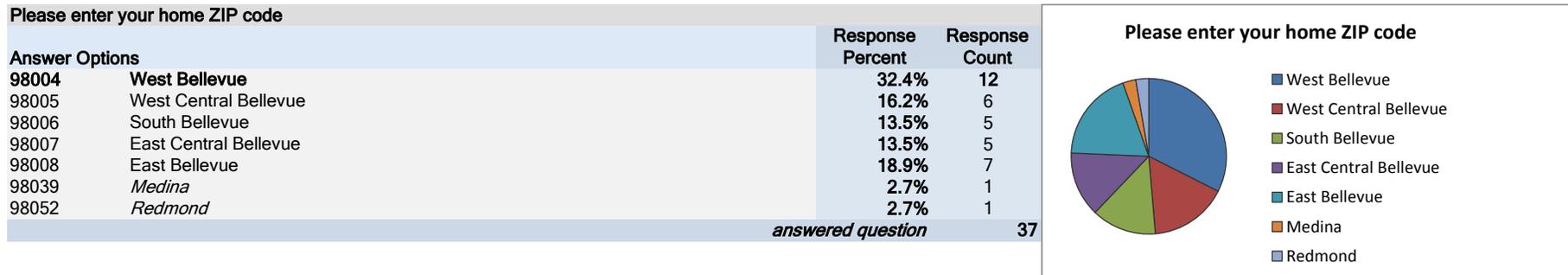
Question 1



42.6% of those who answered this question work in Bellevue. The percentage those who both live and work in Bellevue is very close -38.2%. Only 16.2% of respondents live in Bellevue but do not work in Bellevue. Most respondents work in Bellevue, thus they commute to Bellevue regularly.

Summary of Question 2 and Question 7 (Question 2 and Question 7 are included at the end of this document)

Question 2 asks respondents who live in Bellevue but do not work in Bellevue about their home zip code.
 Question 7 asks respondents who live and work in Bellevue about their home zip code.

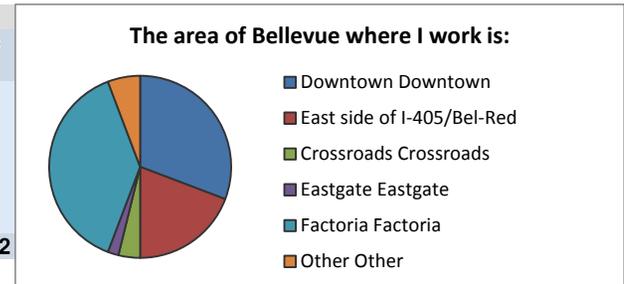


From respondents who indicated their home zip code almost one third (32.4%) live in West Bellevue, 98004

Summary of Question 6 and Question 11 (Question 6 and Question 11 are included at the end of this document)

Question 6 asks responders who work in Bellevue but do not live in Bellevue to indicate the area of Bellevue where they work. Question 11 asks responders who work and live in Bellevue to indicate the area of Bellevue where they work.

The area of Bellevue where I work is:		
Answer Options	Response Percent	Response Count
Downtown	30.8%	16
East side of I-405/Bel-Red	19.2%	10
Crossroads	3.8%	2
Eastgate	1.9%	1
Factoria	38.5%	20
Other	5.8%	3
<i>answered question</i>		52

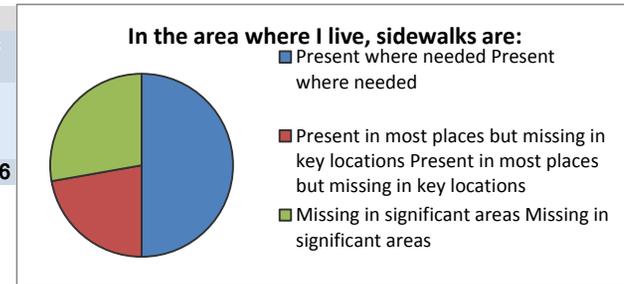


From respondents who indicated the area of Bellevue where they work, 38.5% indicated Factoria, and 30.8% indicated Downtown. Only 1.9% from respondents work in Eastgate, 3.8% work in Crossroad.

Summary of Question 3 and question 8 (Question 3 and Question 8 are included at the end of this document)

Question 3 asks respondents who live but do not work in Bellevue about their opinion about sidewalks' condition in the area they live. Question 8 asks respondents who live and work in Bellevue about their opinion about sidewalks' condition in the area they live.

In the area where I live, sidewalks are:		
Answer Options	Response Percent	Response Count
Present where needed	50.0%	18
Present in most places but missing in key locations	22.2%	8
Missing in significant areas	27.8%	10
<i>answered question</i>		36

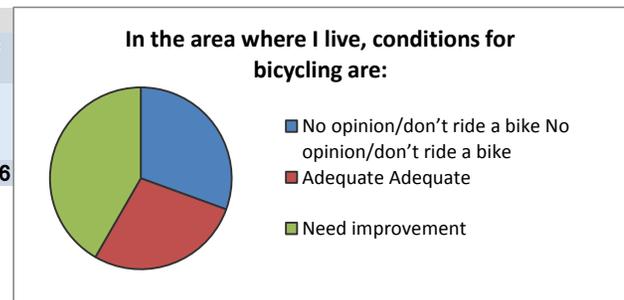


Half of the respondents (50%) consider sidewalks Present where needed.

Summary of Question 4 and question 9 (Question 4 and Question 9 are included at the end of this document)

Question 4 asks respondents who live but do not work in Bellevue about their opinion about Conditions for bicycling in the area they live. Question 9 asks respondents who live and work in Bellevue about their opinion about Congesions for bicycling in the area they live.

In the area where I live, conditions for bicycling are:		
Answer Options	Response Percent	Response Count
No opinion/don't ride a bike	30.6%	11
Adequate	27.8%	10
Need improvement	41.7%	15
<i>answered question</i>		36

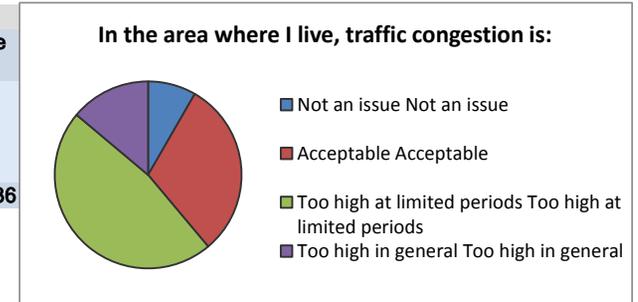


41.7% of those who responded to this question indicated that bicycling conditions in the area they live Need improvement.

Summary of Question 5 and question 10 (Question 3 and Question 8 are included at the end of this document)

Question 5 asks respondents who live but do not work in Bellevue their opinion about Traffic congestion in the area they live. Question 10 asks respondents who live and work in Bellevue their opinion about Traffic congestion in the area they live.

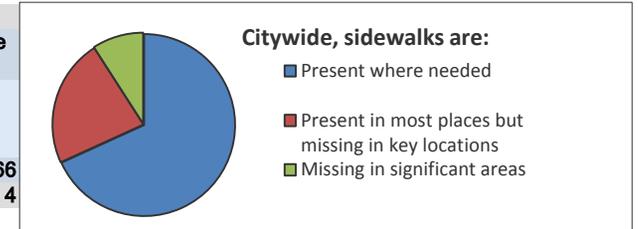
In the area where I live, traffic congestion is:		
Answer Options	Response Percent	Response Count
Not an issue	8.3%	3
Acceptable	30.6%	11
Too high at limited periods	47.2%	17
Too high in general	13.9%	5
<i>answered question</i>		36



47.2% of the respondents indicate that traffic congestion in the area they live is Too high at limited periods. Only 8.3% do not consider traffic congestion an issue.

Question 12

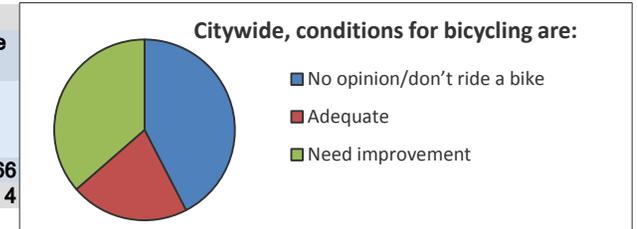
Citywide, sidewalks are:		
Answer Options	Response Percent	Response Count
Present where needed	68.2%	45
Present in most places but missing in key locations	22.7%	15
Missing in significant areas	9.1%	6
<i>answered question</i>		66
<i>skipped question</i>		4



68.2% of all respondents consider sidewalks in Citywide Present where needed. Only 9.1% think that sidewalks are Missing in significant areas Citywide.

Question 13

Citywide, conditions for bicycling are:		
Answer Options	Response Percent	Response Count
No opinion/don't ride a bike	42.4%	28
Adequate	21.2%	14
Need improvement	36.4%	24
<i>answered question</i>		66
<i>skipped question</i>		4

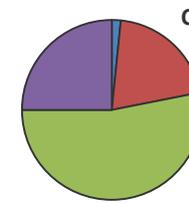


42.4% of those who answered this question, do not bike and do not have an opinion on Conditions for bicycling Citywide.

Question 14

Citywide, traffic congestion is:

Answer Options	Response Percent	Response Count
Not an issue	1.6%	1
Acceptable	20.3%	13
Too high during limited periods	53.1%	34
Too high in general	25.0%	16
<i>answered question</i>		64
<i>skipped question</i>		6



Citywide, traffic congestion is:

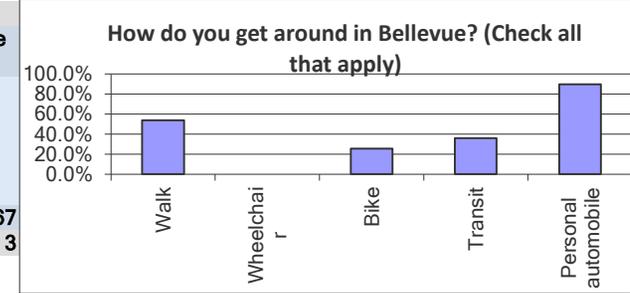
- Not an issue
- Acceptable
- Too high during limited periods

Most of half of respondents (53.1) voted that the Traffic congestion is Too high during limited periods. For only 1.6% traffic congestion is Not an issue.

Question 15

How do you get around in Bellevue? (Check all that apply)

Answer Options	Response Percent	Response Count
Walk	53.7%	36
Wheelchair	0.0%	0
Bike	25.4%	17
Transit	35.8%	24
Personal automobile	89.6%	60
<i>answered question</i>		67
<i>skipped question</i>		3

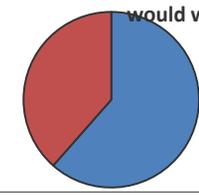


Large percent of respondents (53.7%) Walk around Bellevue, Personal automobile is still the dominant mode of transportation (89.6%). 35.8% of respondents take transit and 25.4% bike. Respondents had the choice to check all options that apply their situation.

Question 16

Are there additional transportation options you would want to use, if conditions in Bellevue were more favorable?

Answer Options	Response Percent	Response Count
Yes	61.5%	40
No	38.5%	25
<i>answered question</i>		65
<i>skipped question</i>		5



Are there additional transportation options you would want to use, if conditions in Bellevue were more favorable?

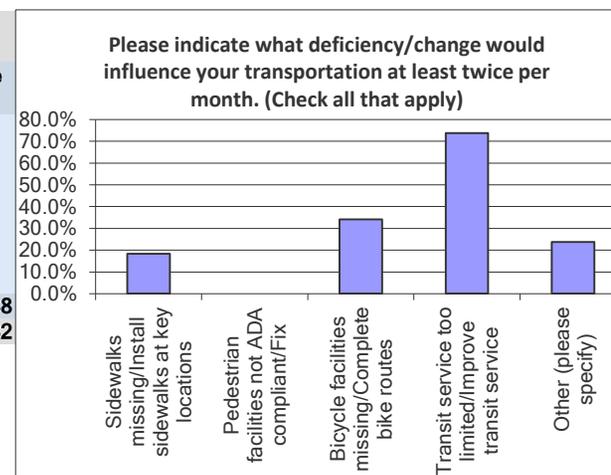
- Yes
- No

61.5% of those who answered this question would consider additional transportation options, if conditions in Bellevue were more favorable.

Question 17

Please indicate what deficiency/change would influence your transportation at least twice per month. (Check all that apply)

Answer Options	Response Percent	Response Count
Sidewalks Sidewalks missing/Install sidewalks at key locations	18.4%	7
Pedestrian Pedestrian facilities not ADA compliant/Fix	0.0%	0
Bicycle Bicycle facilities missing/Complete bike routes	34.2%	13
Transit Transit service too limited/Improve transit service	73.7%	28
Other (please specify) Other (please specify)	23.7%	9
<i>answered question</i>		38
<i>skipped question</i>		32



73.7% of respondents think that Transit service is too limited and that Improvement of transit service would influence their transportation at least twice per month. None of the respondents indicated that fixing Pedestrian facilities would impact their transportation choices. 23.7% indicated other deficiency/change that would influence their transportation at least twice a month. (These other options are listed below).

The following answers are for Answer Option "Other"

I would have to figure out a way to use transit service to get 2 kids to one school, 1 kid to another school, and me to work. The staggered start times make me late to work.
Light rail
I'd like Light rail service
Sound Transit Train
Significantly enlarge S Bellevue Park and Ride. The times I have tried to use it ; it was completely full after rush hour.
Refresh crosswalks. Educate drivers on pedestrian rules of the road...keep pedestrians safe...link 112th to Bellevue way
The buses do not run often enough (every half hour or hour is not often enough.) All buses need to run earlier & later. Many jobs I could not do because the buses did not run early or late enough. The limited bus service on weekends needs to be remedied, because many of peoples' jobs are on the weekends, especially since many are service jobs. For students, the bus service needs to be more frequent (run every 15 minutes), & more routes. It is impossible to go to college here, hold down a part-time job, & travel to your apartment without a decent bus system. Metro here is frankly, awful, & totally inadequate. Bus fares are too high, especially for students, young people. The unemployment rate for young people ages 18-24 is 18.9% in the Seattle/Bellevue area. They cannot afford the increase in bus fare. Unaffordable for family outings. I spent \$100/month on bus fare although I only make \$8.50/hour.
Bus stops shelters
Some locations need crosswalks or signals, since much traffic does not yield for pedestrians.

Question 18

Please indicate the relative priority you see for use of transportation funds in Bellevue. Please rank in order, from 1 (highest) to 7 (lowest).

Answer Options	Priority 1	Priority 2	Priority 3	Priority 4	Priority 5	Priority 6	Priority 7	Rating Average	Response Count
Constructing sidewalks where missing along arterial roadways	1	8	6	8	23	8	6	4.53	60
Completing sidewalk and trail links from neighborhoods to schools, parks	4	5	7	16	13	12	4	4.33	61
Completing cross-town bicycle routes (connected E-W and N-S bike	10	3	5	6	5	7	25	4.87	61
Improving speed & reliability of transit through targeted roadway	13	7	12	11	6	8	3	3.43	60
Adding road capacity to serve growth and new development (esp. in	6	16	11	7	2	7	8	3.63	57
Adding road capacity to relieve peak period congestion	20	12	6	4	2	11	7	3.27	62
Maintenance of existing facilities (roads, signals, signs, walkways).	9	11	15	9	8	5	4	3.44	61
<i>answered question</i>									64
<i>skipped question</i>									6

Please indicate the relative priority you see for use of transportation funds in Bellevue. Please rank in order, from 1 (highest) to 7 (lowest).



When people were asked to indicate the relative priority they see for use of transportation funds in Bellevue, Completing cross-town bicycle routes (connected E-W and N-S bike lanes and separated paths) gets the highest Rating Average of 4.87. Constructing sidewalks where missing along arterial roadways (4.53) and Completing sidewalk and trail links from neighborhoods to schools, parks and transit routes (4.33) still have high Rating Average. The other four choices, Adding road capacity to serve growth and new development (esp. in Downtown, Bel-Red), Maintenance of existing facilities (roads, signals, signs, walkways), Improving speed & reliability of transit through targeted roadway improvements and enhancements to traffic signals, and Adding road capacity to relieve peak period congestion, receive relatively lower Rating Average, between 3.63 and 3.27.

Question 19

Additional comments. Please let us know any additional comments you may have regarding transportation needs in Bellevue.

Answer Options	Response Percent	Response Count
	41.4%	29
	<i>answered question</i>	29
	<i>skipped question</i>	41

41.4% of all respondents took advantage of making additional comments.

The following are the comments respondents left.

Bellevue should make safety priority one, like Seattle. Did not see anything about safety improvements in this survey. Bellevue needs a transportation plan that supports quality of life, not just
New growth should pay for the transportation system improvements that serve the new development and developing areas. Existing properties and developments should also pay a share if there is
There needs to be lightrail. Lightrail needs to serve the east side.
I can't take a bus from Mountlake Terrace to Factoria (or reverse), so I have to drive or carpool. I've searched online and the results say it's just not possible to commute via bus. That's extremely
I would like to see light rail make a box similar to the one made by I-5 -> I-90 -> I-405 -> SR520. Those are our busiest roads and it would reduce congestion.
I understand the cost effectiveness of staggered school start times. However, I have 3 children in two different schools that start more than an hour apart. The two younger ones can't be left for that
The mass majority of commuters utilize the roads for automobile use. Adding lanes helps with traffic! Don't divert the limited financial resources from road improvements to pay for options that a very
Fill in the gaps (including to/from neighboring cities) in bike routes and side walks. A great path or bike route needs to not be a path to no where!
Install electric vehicle recharge stations throughout the city and at businesses within the city
More park and ride spots
I avoid downtown Bellevue even though there are places there that I might frequent because of the traffic congestion, both on I-405 and the downtown streets. Public parking is also an issue in some
Bellevue way is only getting worse getting to and from I90. The city should widen this road as soon as possible.
Factoria blvd and Bellevue way s (to I-90) are biggest problems and must be fixed/widened

Capacity should be added on Bellevue Way SE. Now that tolling has begun on 520 this has become much more congested and it will only get worse with light rail. The idea to construct a new HOV
East-west travel when cycling is horrible in Bellevue. Dangerous. I won't let my kids do it. Limited public transit to neighborhoods makes it impossible for commuting to work. The Rapid Ride is a good
Focus prioritization on ACTUAL current and future demand.
project RI-143 (Bellevue Way HOV lane) is critical for Bellevue. SB lane must be built prior to the beginning of Sound Transit construction.
The white lines on my street get painted annually, right over the dirt and branches. Why not sweep in front of the paint truck and they might last two years. I ride my bike some. If I could ride on the bike
Improve transit frequency to be closer to that of downtown Seattle as the city continues to grow.
We need a train from South King County, coming up the Eastside. The 167/405 traffic is horrendous.
Are we taking into consideration what Redmond has on their Overlake plans? I think that their plans are more aggressive than Bellevue's in the Bel-Red/Overlake area. I understand BROTS is still in
As I live and work downtown Bellevue I would like to see crosswalks repainted on a regular basis and laws enforced to protect pedestrians as they cross crosswalks. I would like to see more
None
Bike paths should avoid hills and be separated from traffic where traffic is heavy. There should be separated bike paths on Bellevue Way.
Please add lighting to crosswalks on 140th Ave NE between NE 8th and Sammamish HS. Many near-misses with pedestrians crossing in dark on rainy mornings and nights.
Motorists stuck in traffic should be able to see buses, bikes, and even pedestrians passing them. Maybe this will extricate them from their cars.
Dedicated bus lanes at least for express routes Dedicated bike lanes
Focus on connecting existing bike trails and routes to transit and higher density corridors. PLEASE give me at least one N/S route through downtown and 1 or 2 E/W routes through DT Bellevue by
We need to change the mindset that an individual automobile or SUV is king of the road. Public safety needs to take top priority for transportation planning and budgets, particularly safety around

Clarification of Summarized Questions

There are four Sections of the Survey based on the answers of Question 1:

Survey Section 1: People who live in Bellevue (Answer Questions 1, 2-5 and 12-19)

Survey Section 2: People who work in Bellevue (Answer Question 1, Question 6, and Questions 12-19)

Survey Section 3: People who live and work in Bellevue (Answer Question 1, and Questions 7-19)

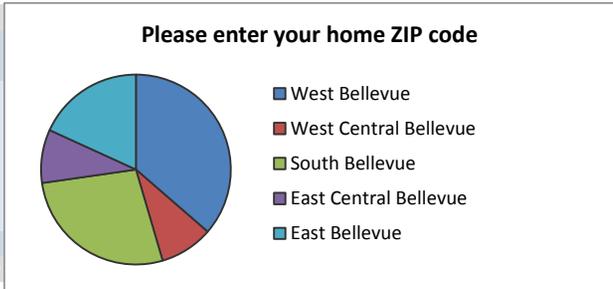
Survey Section 4: People who neither work or live in Bellevue (Answer Question 1 and Questions 12-19)

Survey Section 1: People who live in Bellevue - Questions 2 - 5

Question 2

Please enter your home ZIP code

Answer Options	Response Percent	Response Count
98004 West Bellevue	36.4%	4
98005 West Central Bellevue	9.1%	1
98006 South Bellevue	27.3%	3
98007 East Central Bellevue	9.1%	1
98008 East Bellevue	18.2%	2
answered question		11
skipped question		59



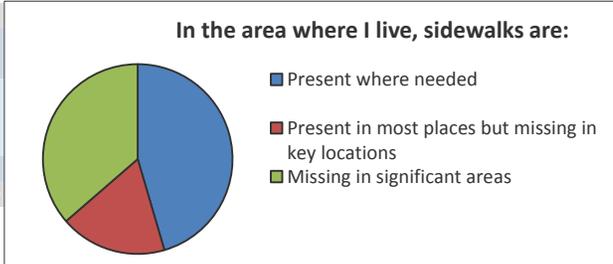
The Response Percent for this question was calculated manually. It was not a multiple choice question.

From the respondents who live but do not work in Bellevue, 36,4% live in area code 98004 - Downtown, and 27.3% in area code 98006. Lower rate of respondents is noticed in area codes 98008 - East Bellevue, 98007 - East Central Bellevue, and 98005 - West Central Bellevue. The results logically represent the density of those areas.

Question 3

In the area where I live, sidewalks are:

Answer Options	Response Percent	Response Count
Present where needed	45.5%	5
Present in most places but missing in key locations	18.2%	2
Missing in significant areas	36.4%	4
answered question		11
skipped question		59

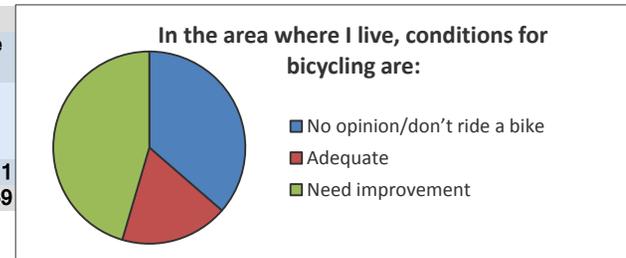


45.5% of respondents who only live in Bellevue consider sidewalks Present where needed in the area they live. However a significant percent, 36.4%, of those who live in Bellevue think that sidewalks are Missing in significant areas in the area they live.

Question 4

In the area where I live, conditions for bicycling are:

Answer Options	Response Percent	Response Count
No opinion/don't ride a bike	36.4%	4
Adequate	18.2%	2
Need improvement	45.5%	5
<i>answered question</i>		11
<i>skipped question</i>		59

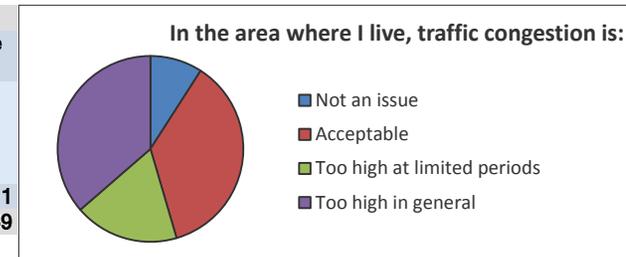


45.5% of respondents that only live in Bellevue would like to see improvements of bicycle conditions in the area they live. Significant percent of respondents (36.4%) do not bike and do not have an opinion.

Question 5

In the area where I live, traffic congestion is:

Answer Options	Response Percent	Response Count
Not an issue	9.1%	1
Acceptable	36.4%	4
Too high at limited periods	18.2%	2
Too high in general	36.4%	4
<i>answered question</i>		11
<i>skipped question</i>		59



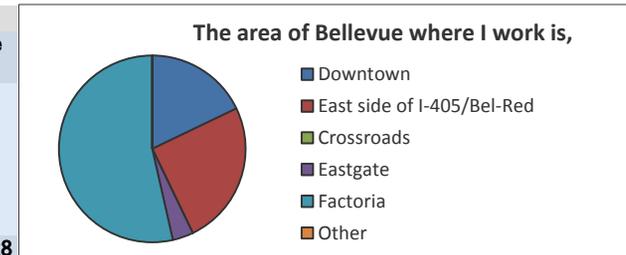
Two different answer options, Acceptable and Too high in general, received the same score (36.4% each) when respondents were asked about their opinion on the traffic congestion in the area they live. Only 9.1% do not consider traffic congestion an issue in the area they live.

Survey Section 2: People who work in Bellevue - Question 6

Question 6

The area of Bellevue where I work is,

Answer Options	Response Percent	Response Count
Downtown	17.9%	5
East side of I-405/Bel-Red	25.0%	7
Crossroads	0.0%	0
Eastgate	3.6%	1
Factoria	53.6%	15
Other	0.0%	0
<i>answered question</i>		28
<i>skipped question</i>		42



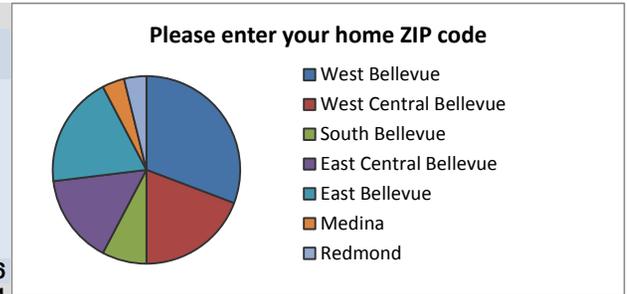
The biggest percent (53.6%) of respondents who work in Bellevue, work in Factoria. None of respondents work in Crossroads.

Survey Section 3: People who live and work in Bellevue - Questions 7-11

Question 7

Please enter your home ZIP code

Answer Options	Response Percent	Response Count
98004 West Bellevue	30.77%	8
98005 West Central Bellevue	19.23%	5
98006 South Bellevue	7.69%	2
98007 East Central Bellevue	15.38%	4
98008 East Bellevue	19.23%	5
98039 Medina	3.85%	1
98052 Redmond	3.85%	1
<i>answered question</i>		26
<i>skipped question</i>		44



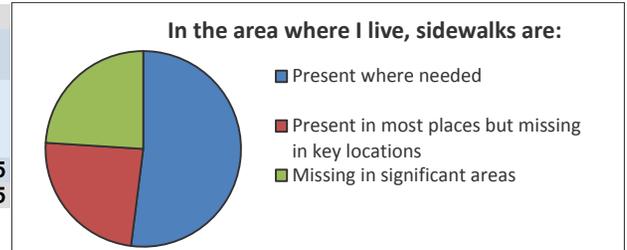
The Response Percent for this question was calculated manually. It was not a multiple choice question.

30.77% of those who answered this question, indicated 98004 as their home zip code. Two respondents indicated their home zip codes are 98039 and 98052. Both do not belong to Bellevue.

Question 8

In the area where I live, sidewalks are:

Answer Options	Response Percent	Response Count
Present where needed	52.0%	13
Present in most places but missing in key locations	24.0%	6
Missing in significant areas	24.0%	6
<i>answered question</i>		25
<i>skipped question</i>		45

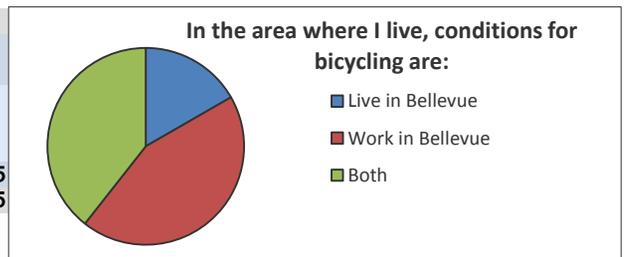


52.0% of respondents who live and work in Bellevue consider sidewalks Present where needed in the area they live. The other two answer options share same result of 24.0% each.

Question 9

In the area where I live, conditions for bicycling are:

Answer Options	Response Percent	Response Count
No opinion/don't ride a bike	28.0%	7
Adequate	32.0%	8
Need improvement	40.0%	10
<i>answered question</i>		25
<i>skipped question</i>		45

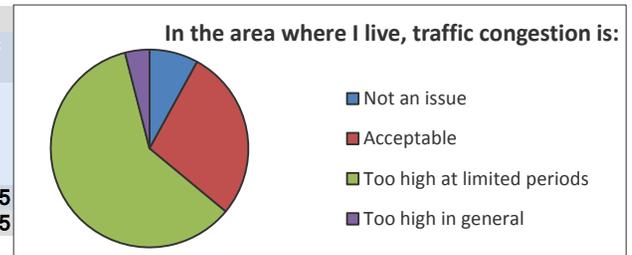


40.0% of respondents who live and work in Bellevue would like to see improvements of bicycle conditions in the area they live.

Question 10

In the area where I live, traffic congestion is:

Answer Options	Response Percent	Response Count
Not an issue	8.0%	2
Acceptable	28.0%	7
Too high at limited periods	60.0%	15
Too high in general	4.0%	1
<i>answered question</i>		25
<i>skipped question</i>		45

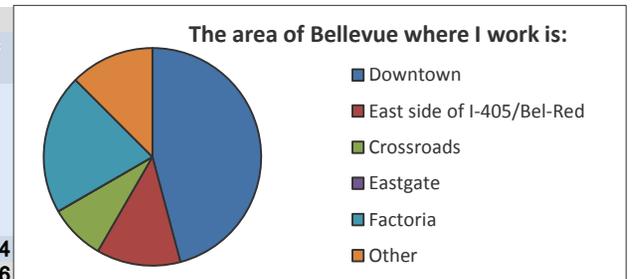


Large percent (60.0%) of respondents who live and work in Bellevue indicate that Traffic congestion is Too high at limited periods.

Question 11

The area of Bellevue where I work is:

Answer Options	Response Percent	Response Count
Downtown	45.8%	11
East side of I-405/Bel-Red	12.5%	3
Crossroads	8.3%	2
Eastgate	0.0%	0
Factoria	20.8%	5
Other	12.5%	3
<i>answered question</i>		24
<i>skipped question</i>		46



Almost half of respondents who work in Bellevue, work in Downtown. The second highest area where respondents work is Factoria with only 20.8%.

People who neither live or work in Bellevue respond to this section only.

Survey Section 4: People who neither work or live in Bellevue (Answer Question 1 and Questions 12-19)

This survey Section remains the same as above.

SECTION D:

Transportation-Related Questions in City of Bellevue 2012 Budget Survey

Summary prepared for Bellevue Transportation Commission by Stela Nikolova and Michael Ingram, Bellevue Transportation Dept., 28 March 2012

Background and Objectives

The City of Bellevue’s Operating Budget Survey has been performed on a biennial basis since 1998 and is designed to provide a statistically valid tool to enhance the city’s knowledge of Bellevue residents’ perceptions about the city and to better understand community priorities and expectations regarding City services. The 2012 survey was done using a mixed-mode address-based methodology and resulted in a total 462 interviews—251 completed over the telephone, and 211 completed via the web.

Key Findings – Quality of Life

Biggest Problem Facing Bellevue

Overall 39 % of Bellevue residents think that traffic is the biggest problem facing Bellevue. Traffic is mentioned most by residents who live in Newport (71%) and West Lake Hills (61%). *(See Figure 1)*

One in five (21%) Bellevue residents feel that transportation (not including traffic issues) is the biggest problem facing Bellevue. There are no significant differences in the frequency of transportation as a response by neighborhoods or across demographics.

Growth and congestion are also problems—9 percent overall—especially for residents living in Bridle Trails. Over half (52%) of these residents feel that growth and congestion are the biggest problems facing Bellevue.

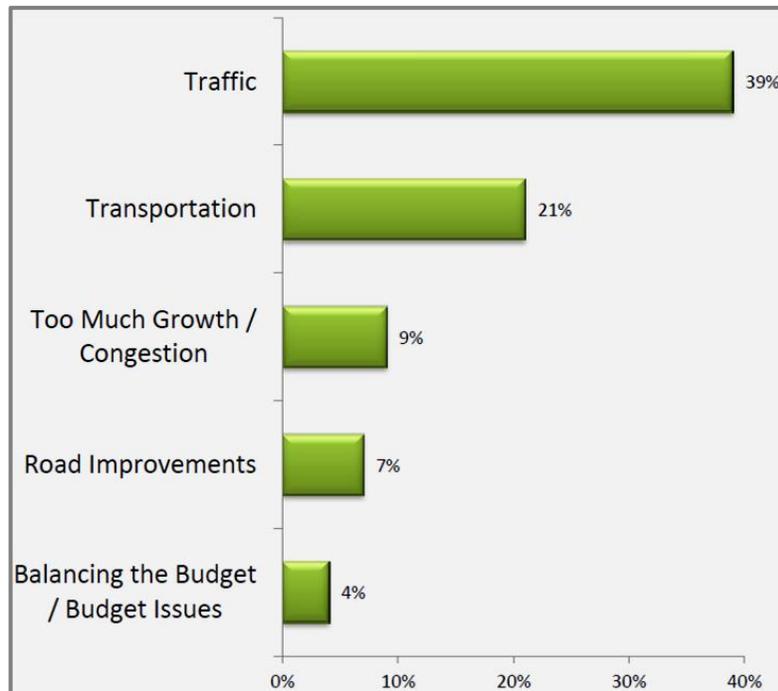


Figure 1: Top 5 Mentioned Biggest Problems Facing Bellevue

Key Findings – Priorities for City Services

Responses to questions regarding priorities for city services and satisfaction with current provision of services were assigned on a seven point scale.

Priorities for City Services

Maintaining street lights and traffic signals and Maintaining existing streets and sidewalks are among the seven most important City Services for 2012. They have the same rank order, sixth and seventh respectively, as in 2010. *(See Figure 2)*

Two transportation services, Reducing traffic Downtown and Maintaining clean streets are in the second tier importance services.

While still important, rating greater than 4 on a 7-point scale, seven transportation services are ranked as less important services than those discussed previously.

Satisfaction with Service Delivery

Maintaining streetlights and traffic signals and Keeping Bellevue streets clean are ranked fourth and seventh respectively in the top performing services. *(See Figure 3)*

Two transportation services, Enforcing traffic laws, and Traffic enforcement in neighborhoods, receive average satisfaction.

Maintaining streets and sidewalks, Reducing residential traffic, Building neighborhood sidewalks and More sidewalks along major roads are ranked as services that need some improvement.

While still receiving satisfaction ratings above the mid-point (4) on the seven-point scale, three transportation services are rated as areas that need improvement – Reducing traffic problems Downtown, Improvements for bicycle riders, and Building and widening streets.

Reducing traffic problems downtown is a new service added in 2012 to provide further differentiation between downtown and residential areas. It is clear that downtown traffic is a greater problem than neighborhood traffic.

Figure 2: Importance of City Services

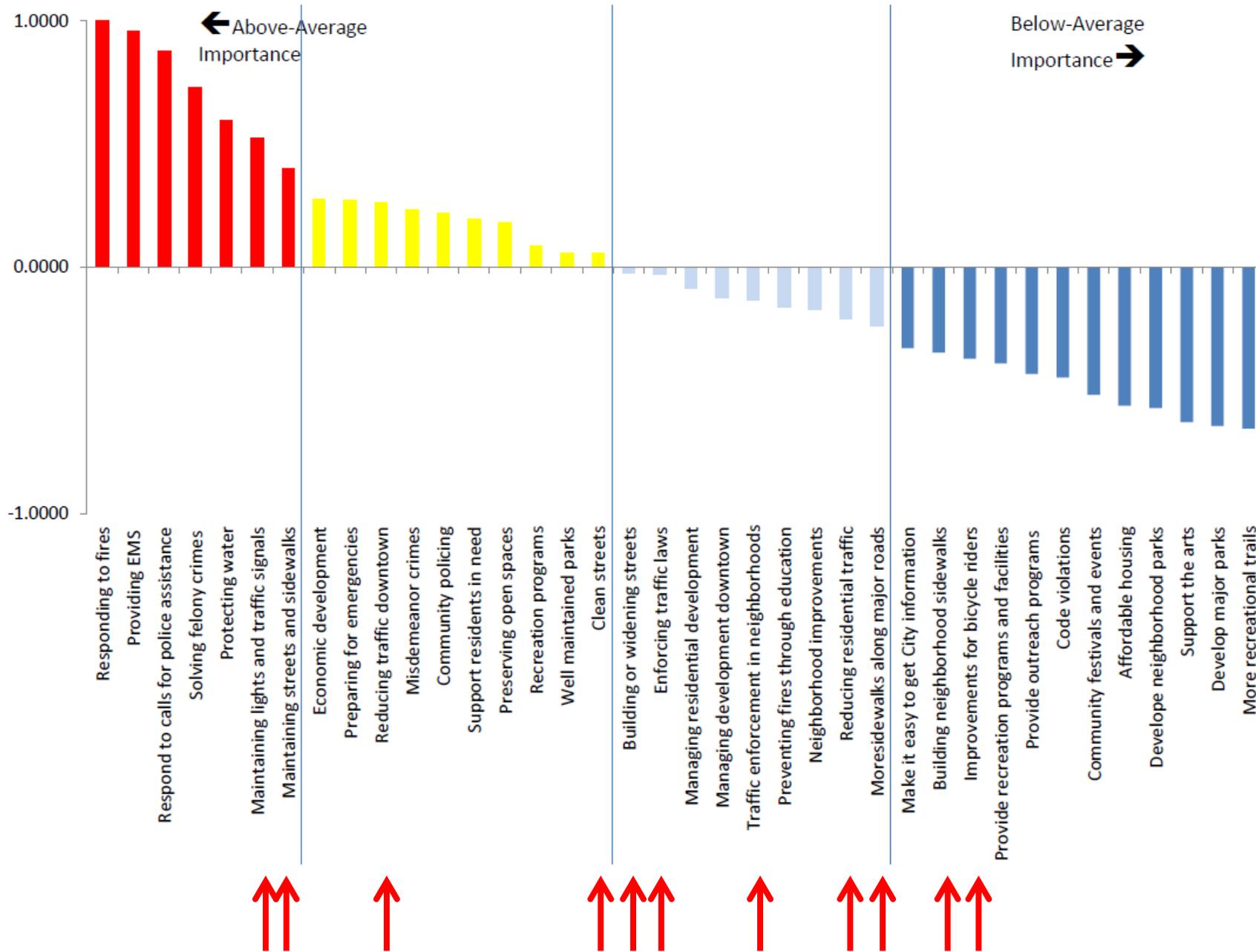
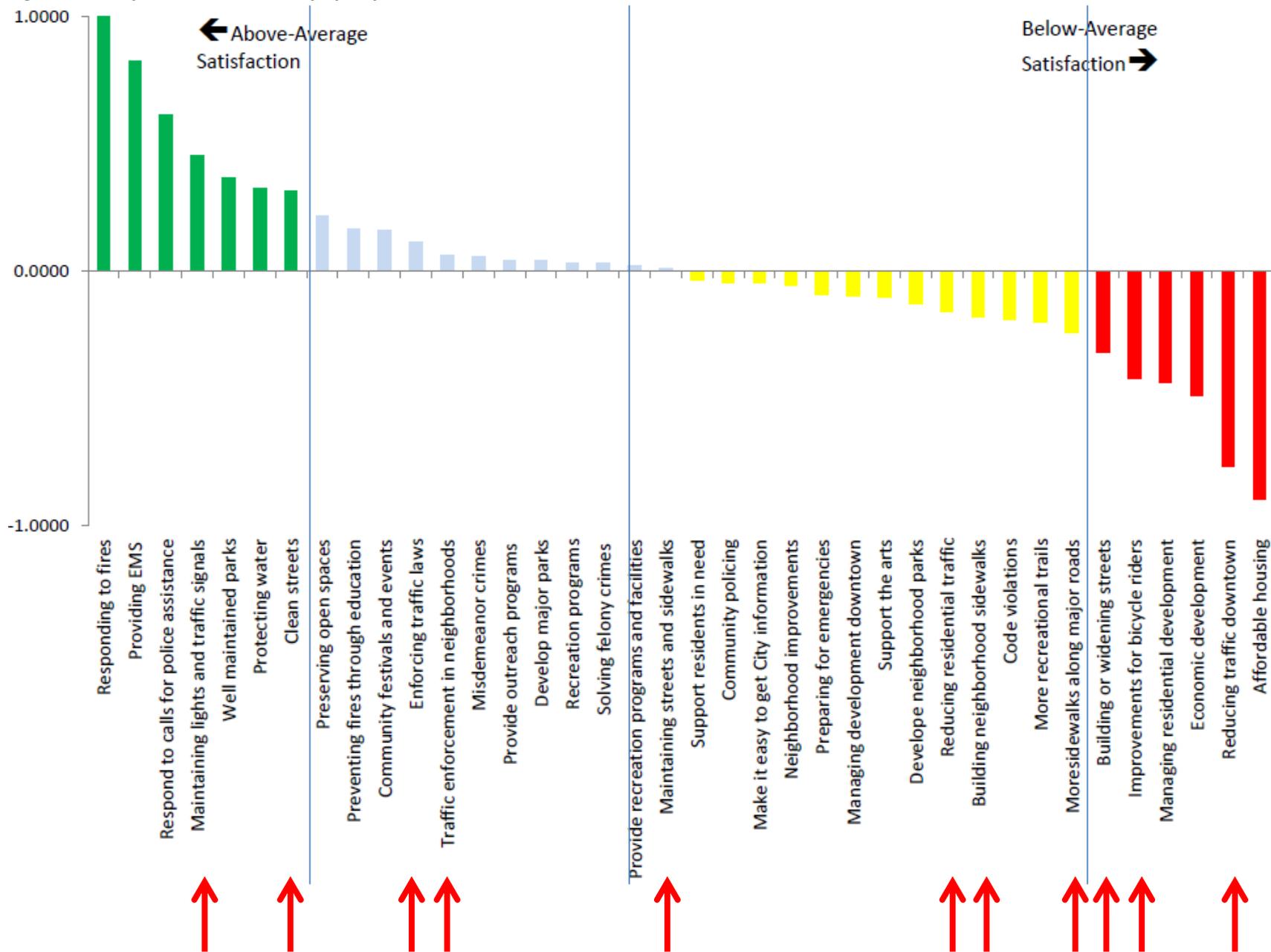


Figure 3: Satisfaction with Delivery of City Services



Quadrant Analysis

A quadrant analysis was done to identify how best to allocate resources across these services based on what is most important to residents and their relative satisfaction with city services. (See Figure 4)

Quadrant A—Above-Average Importance / Above-Average Satisfaction: This quadrant contains those elements of service that are of above-average importance and for which current perceptions of service are also above average. This quadrant represents Bellevue’s greatest strengths in terms of service delivery. Current levels of service should be maintained for all attributes in this quadrant. Particular attention should be paid to maintaining resources for:

Maintaining streets and sidewalks—this attribute has the lowest satisfaction rating of any service in this quadrant. The other item in this category is Clean streets.

Quadrant B—Above-Average Importance / Below-Average Satisfaction: This quadrant also contains those elements of service that are of above-average importance. However, current perceptions of service are below average. These elements of service should be considered potential problem areas, and resources should be allocated for improvements to improve resident satisfaction:

The transportation service with the lowest satisfaction is Reducing traffic downtown.

Quadrant C—Below-Average Importance / Below-Average Satisfaction: This quadrant contains elements of service for which current perceptions of service are below average. However, they are less important elements of service than those in Quadrant B and should be considered secondary problem areas. If additional resources are available, they should be allocated to the items in this quadrant. Notably, additional resources should be considered for the following items as they are only slightly below average in importance.

Building or widening streets has relatively higher importance than satisfaction. Other items in this category are, Reducing residential traffic, More sidewalks along major streets, Neighborhood sidewalks and Bicycle Improvements.

Quadrant D—Below-Average Importance / Above-Average Satisfaction: This quadrant contains those elements of service for which current perceptions of service are above average but that are less important to citizens. Like Quadrant A, this quadrant also represents Bellevue’s strengths. However, these elements are somewhat less important than those strengths noted in Quadrant A. No additional resources should be allocated to items in this area.

The transportation facilities in this quadrant are Residential traffic and Reducing accidents (aka Enforcing traffic laws).

Figure 4: Quadrant analysis

Quadrant D:
Below-Average Importance
Above-Average Satisfaction

Quadrant A:
Above-Average Importance
Above-Average Satisfaction

Responding to fires ◆

◆ Providing EMS

◆ Police assistance

◆ Lights and signals

◆ Protecting water

◆ Well maintained parks

◆ Clean streets

◆ Open spaces

◆ Community events

◆ Preventing fires

◆ Reducing accidents

◆ Outreach programs

◆ Residential Traffic Laws

◆ Recreation programs

◆ Misdemeanor crimes

◆ Major parks

◆ Recreation programs

◆ Street and sidewalk maintenance

◆ Solving felony crimes

◆ Support the arts

◆ City information

◆ Improve Neighborhood

◆ Residents in need

◆ Community policing

◆ Neighborhood parks

◆ Reducing residential traffic

◆ Prepare for emergencies

◆ Recreational trails

◆ Code violations

◆ Neighborhood sidewalks

◆ More sidewalk

◆ Bicycle Improvements

◆ Building or widening streets

◆ Residential development

◆ Economic development

◆ Reducing traffic downtown

◆ Affordable housing

Quadrant C:
Below-Average Importance
Below-Average Satisfaction

Quadrant B:
Above-Average Importance
Below-Average Satisfaction

Key: ◆ = Strengths / Maintain Resources; ◆ = Potential Weaknesses / Allocate Resources; ◆ = Areas to Monitor;
◆ = Secondary Weaknesses / Allocate Resources if Available; ◆ = Strengths / Monitor Key Findings

Key Findings – Special Topics

Traffic and Congestion

Residents’ opinions on how to handle traffic and congestion remain the similar to 2010. Bellevue residents agree most strongly that the city should work with regional transit agencies to improve local and regional public transportation serving Bellevue. Three out of five (61%) residents strongly agree with this strategy. (See Table 1)

Table 1: Preferred Ways to Manage Increased Traffic Congestion

- With the exception of West Bellevue, support is uniformly high across all neighborhoods. Reflecting the impacts of major transportation improvement projects West Bellevue, residents’ opinions here are split—68 percent agree that there should be improvements to public transportation while 24 percent disagree.

The idea of creating additional capacity by widening the roads received modest support.

	2010	2012
Work with Regional Agencies to Improve Transit Service		
Strongly Agree	60%	61%
Somewhat Agree	24%	22%
Neither Agree nor Disagree	4%	5%
Disagree	12%	11%
Encourage People to Choose Alternative Transportation Modes		★
Strongly Agree	45%	n/a
Somewhat Agree	29%	n/a
Neither Agree nor Disagree	8%	n/a
Disagree	18%	n/a
Widen Major City Roads		
Strongly Agree	21%	18%
Somewhat Agree	29%	28%
Neither Agree nor Disagree	14%	17%
Disagree	35%	37%
Divert Traffic Away from Neighborhoods		
Strongly Agree	18%	15%
Somewhat Agree	28%	32%
Neither Agree nor Disagree	22%	18%
Disagree	32%	34%

★ Question not asked in 2012 survey.

- Only two out of five (18%) residents “strongly” support adding additional capacity by widening the roads; an additional 28 percent “somewhat” agree (total residents who agree equals 46%).

New residents, those living Bellevue for three years or less, are the most likely to agree (58%) that Bellevue should add additional capacity to current roads.

Bellevue residents have mixed opinions as to whether to divert traffic away from local neighborhoods, even if it increases travel time—47 percent agree; 34 percent disagree.

While opinions on this approach are similar across most neighborhoods, those living in Factoria (78%) and Wilburton (82%) are the most likely to agree with this strategy to manage traffic congestion.