Report on
Public Outreach and Public Comments
2016-2027 Transportation Facilities Plan

Bellevue Transportation Department

Final Report

May 14, 2015

Report drafted and compiled by
Michael Ingram, Senior Planner
Kristi Oosterveen, Capital Facilities Planning & Programming Administrator
Bellevue Transportation Department

Web map developed by
Kate Weber, GIS Analyst II
Zorba Conlen, GTS Application Developer II
Bellevue Information Technology Department

Overview

In November 2014 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 2016-2027 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 Received via Public Open Houses and Online Project Map
C. Other comment directed to staff and the Transportation Commission
D. Results of TFP 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 C** of this report

II. TFP Open House Events

The City hosted three Open House events in March 2015. 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 and Pedestrian/Bicycle projects for the TFP.

- Paper survey questions were the same as in the online survey (described below) and are compiled in **Section D** of this report.
- Comments received at the Open Houses are compiled with comments received via the online project map 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 online map of the candidate projects. Citizens were invited to complete the survey and post comments concerning the candidate projects.

- Responses to the survey (online and paper) are compiled in **Section C** of this report.
- Project comments received via the online map are compiled with all other comments and appear in **Section B** of this report.

The TFP page on the City website provides an ongoing resource for information about the TFP update process (www.bellevuewa.gov/transportation-facilities-plan.htm). 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.

Following is a brief description of the public outreach activities conducted for the 2016-2027 TFP update process.

TFP Open House Events

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

- March 12, City Hall;
- March 17, Crossroads Mall;
- March 19, Factoria Mall

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

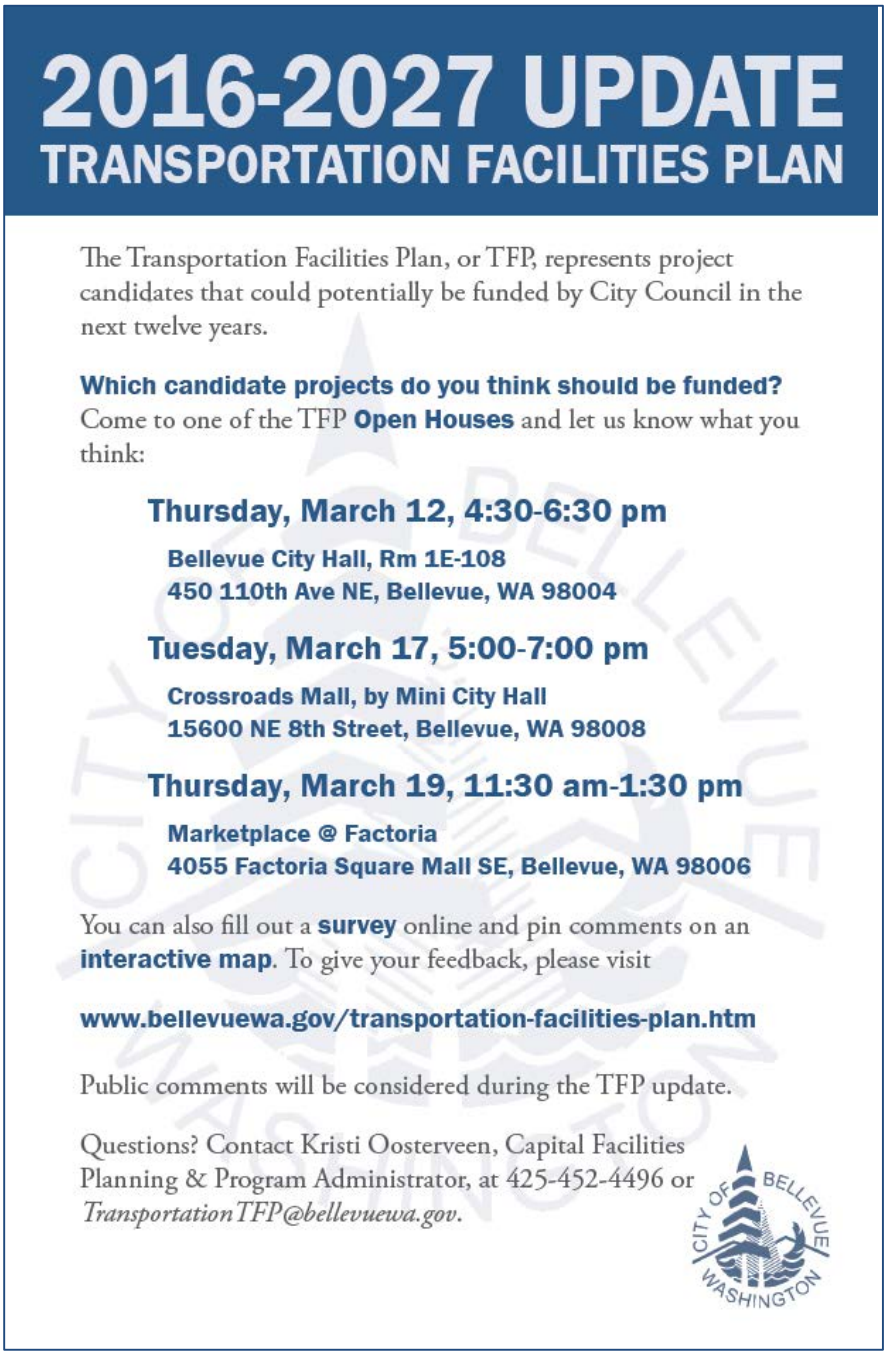
All open house events were drop-in format (no formal presentation) and had the same content, allowing people to attend whichever date/location was most convenient. Approximately 25 people attended the Open House events.

1 Crossroads Open House

2 Factoria Open House

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

- Announcement in March release of *Neighborhood News,* a monthly e-newsletter the City sends to neighborhood associations and interested individuals
- Press release on March 10.
- Display and distribution of Open House flier at City Hall (Service First desk), Mini City Hall (Crossroads), Crossroads Community Center (CC), Highland CC, North Bellevue CC, South Bellevue CC, Newport Library and Downtown Library.
- Information was also posted on the ChooseYourWayBellevue website and sent to the Cascade Bicycle Club.



2016-2027 UPDATE
TRANSPORTATION FACILITIES PLAN

The Transportation Facilities Plan, or TFP, represents project candidates that could potentially be funded by City Council in the next twelve years.

Which candidate projects do you think should be funded?
Come to one of the TFP **Open Houses** and let us know what you think:

Thursday, March 12, 4:30-6:30 pm
Bellevue City Hall, Rm 1E-108
450 110th Ave NE, Bellevue, WA 98004

Tuesday, March 17, 5:00-7:00 pm
Crossroads Mall, by Mini City Hall
15600 NE 8th Street, Bellevue, WA 98008

Thursday, March 19, 11:30 am-1:30 pm
Marketplace @ Factoria
4055 Factoria Square Mall SE, Bellevue, WA 98006

You can also fill out a **survey** online and pin comments on an **interactive map**. To give your feedback, please visit

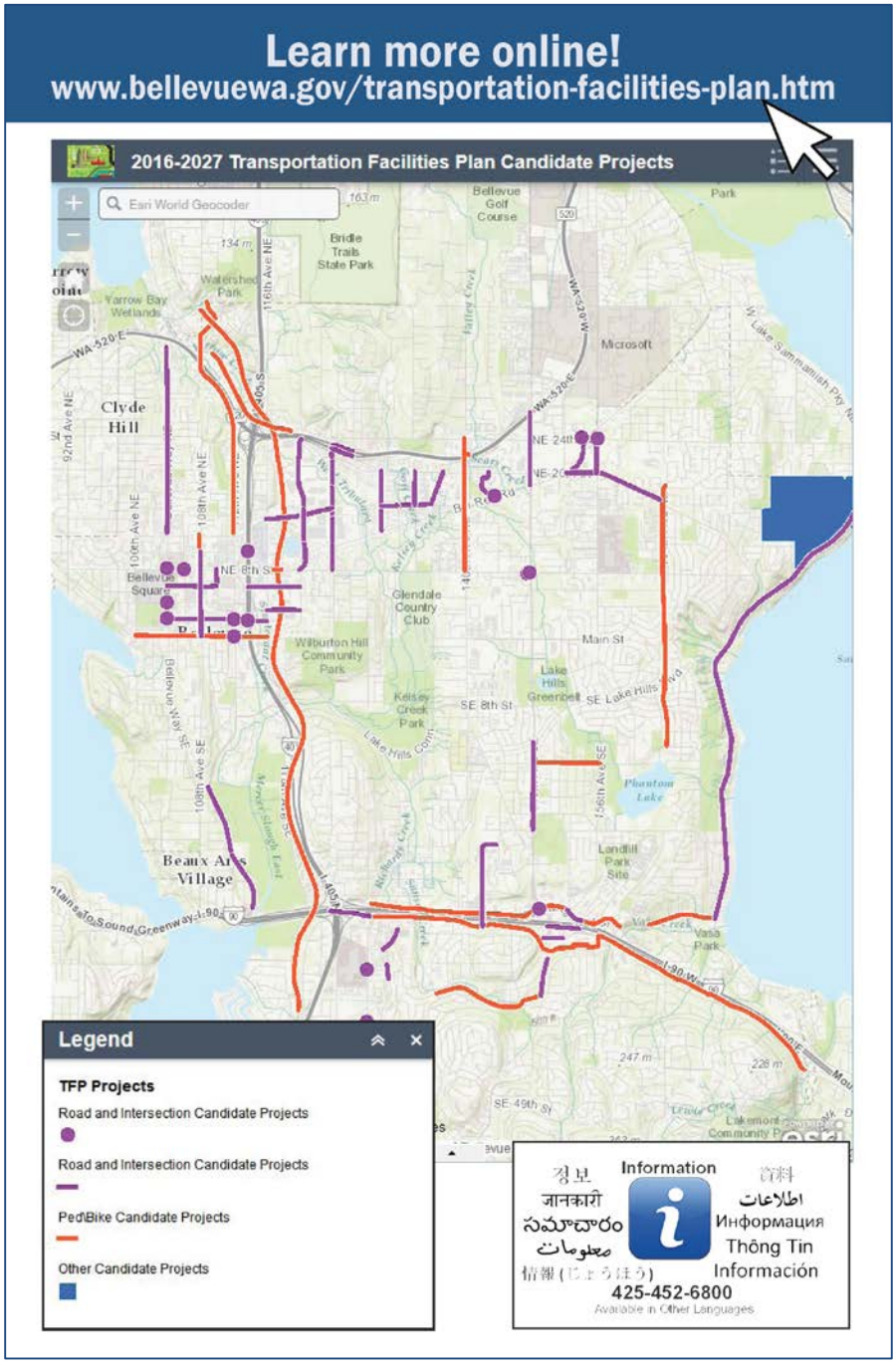
www.bellevuewa.gov/transportation-facilities-plan.htm

Public comments will be considered during the TFP update.

Questions? Contact Kristi Oosterveen, Capital Facilities Planning & Program Administrator, at 425-452-4496 or *TransportationTFP@bellevuewa.gov*.

CITY OF BELLEVUE WASHINGTON

3 Open House Flier, front side



4 Open House Flier, back side

TFP Survey and Online Web Map

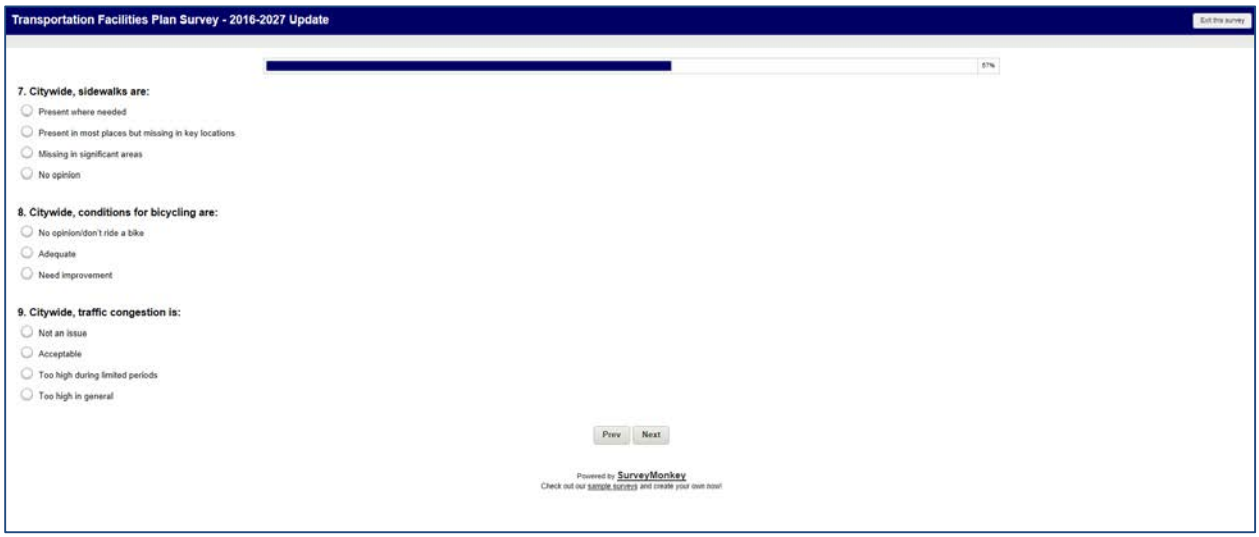
The survey and the web map were listed together in outreach messaging, but were delivered in two parts, as there was no practical way to tie these two diverse content elements in one delivery vehicle. Taken together, the online survey and web map allowed for presentation of information and opportunity for input that was essentially parallel to that available at Open House events. The survey and web map were open for public input from March 12 – April 30, 2015.

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. 310 survey responses were initiated and completed. See **Section D** of this report for consolidated results of the online & paper surveys.

Sample question from TFP survey (in Survey Monkey)


Transportation Facilities Plan Survey - 2016-2027 Update

Exit this survey

57%

7. Citywide, sidewalks are:
- Present where needed
- Present in most places but missing in key locations
- Missing in significant areas
- No opinion

8. Citywide, conditions for bicycling are:
- No opinion/don't ride a bike
- Adequate
- Need improvement

9. Citywide, traffic congestion is:
- Not an issue
- Acceptable
- Too high during limited periods
- Too high in general

Prev Next

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Transportation Facilities Plan Survey - 2016-2027 Update

Exit this survey

71%

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

- [ ] Walk
- [ ] Wheelchair
- [ ] Bike
- [ ] Transit
- [ ] Personal automobile

11. Are there additional transportation options you would use more often if they were available?

- ○ Yes
- ○ No

12. Please indicate what improvement would influence your transportation decisions at least twice per month. (Check all that apply)

- [ ] Install sidewalks at key locations
- [ ] Implementation of ADA compliant facilities where warranted
- [ ] Complete bike routes or create protected bike lanes where bike facilities are missing
- [ ] Improve transit service options where service is limited
- [ ] Reduce congestion for automobiles
- [ ] Other (please specify)

Prev Next

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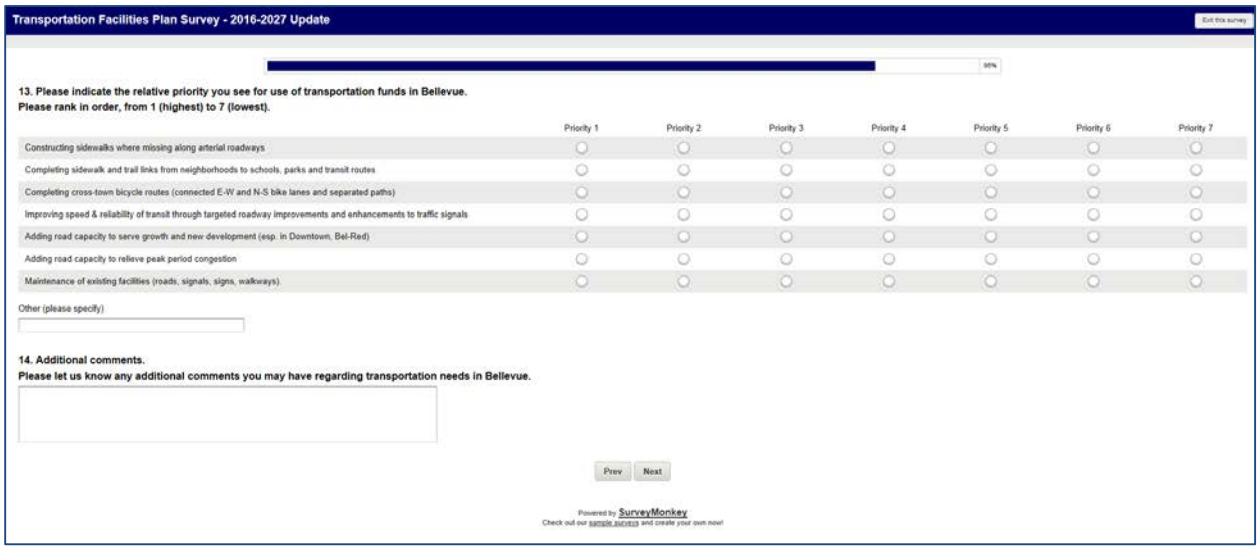

Transportation Facilities Plan Survey - 2016-2027 Update

Exit this survey

95%

13. 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	○	○	○	○	○	○	○
Completing sidewalk and trail links from neighborhoods to schools, parks and transit routes	○	○	○	○	○	○	○
Completing cross-town bicycle routes (connected E-W and N-S bike lanes and separated paths)	○	○	○	○	○	○	○
Improving speed & reliability of transit through targeted roadway improvements and enhancements to traffic signals	○	○	○	○	○	○	○
Adding road capacity to serve growth and new development (esp. in Downtown, Bel-Red)	○	○	○	○	○	○	○
Adding road capacity to relieve peak period congestion	○	○	○	○	○	○	○
Maintenance of existing facilities (roads, signals, signs, walkways).	○	○	○	○	○	○	○

Other (please specify)

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

Prev Next

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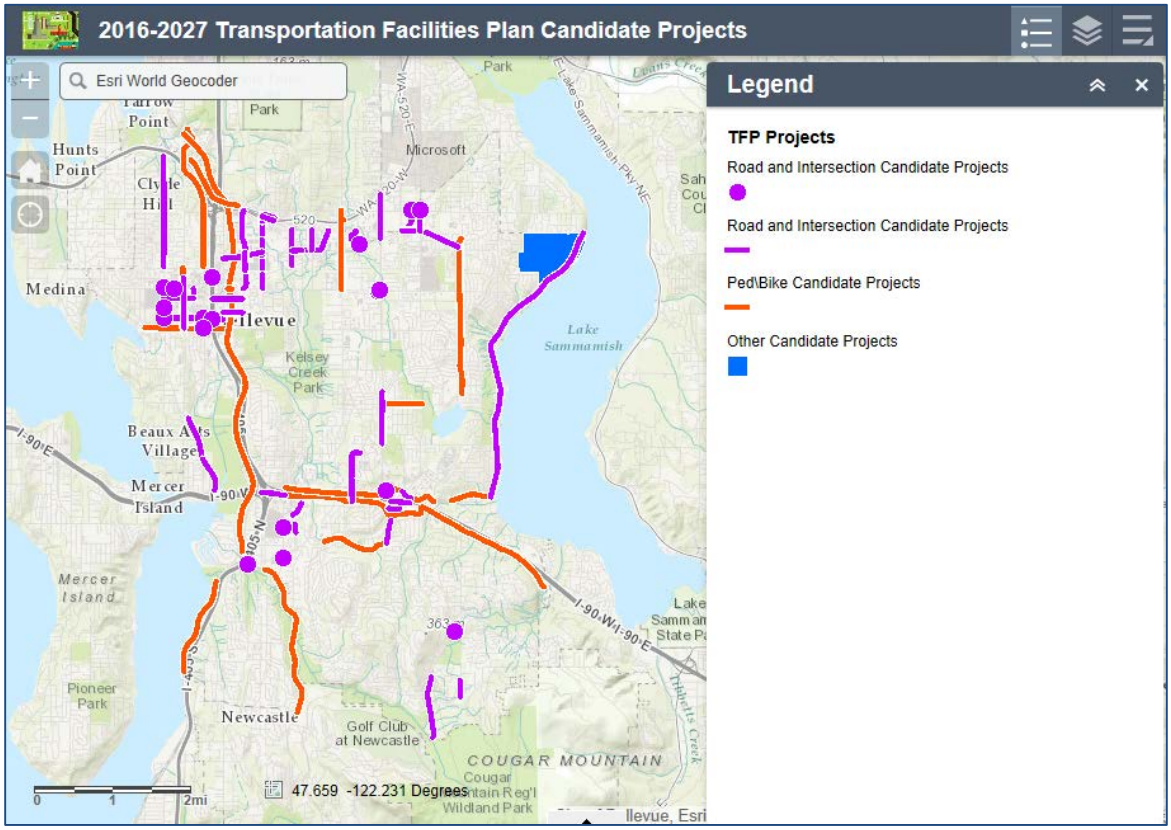
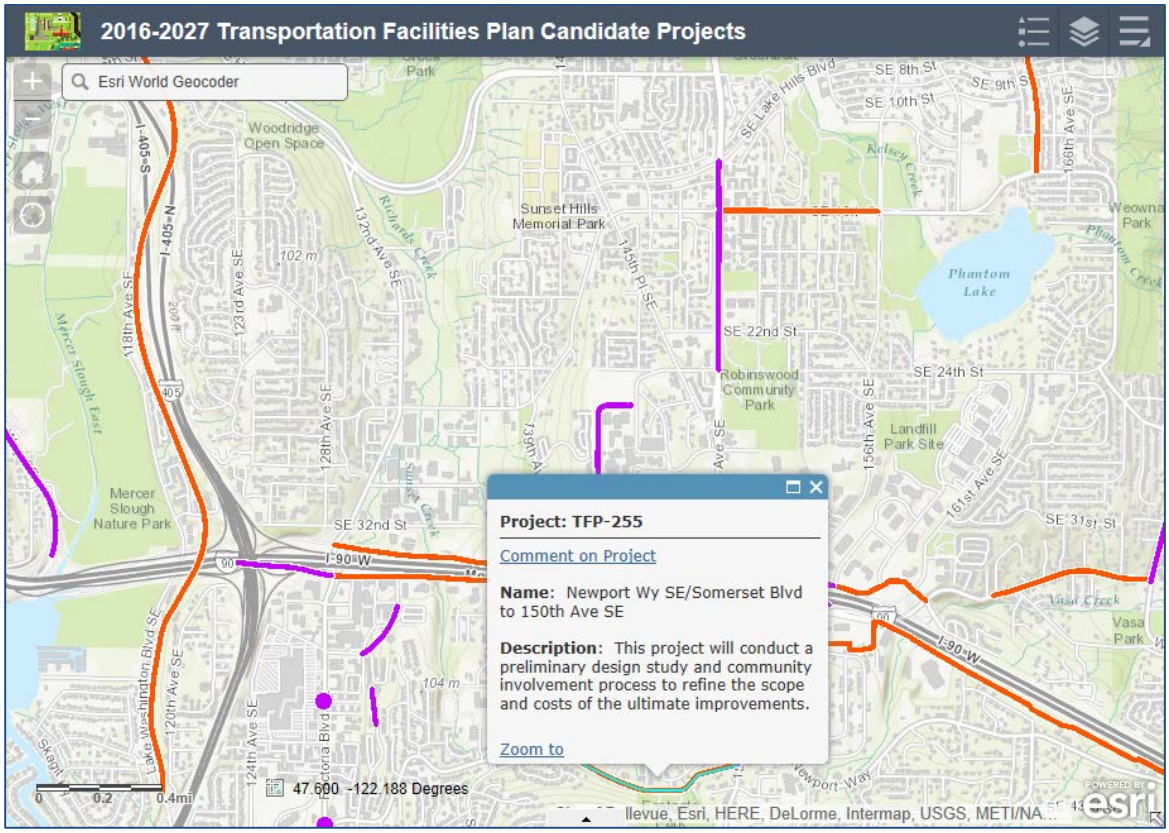
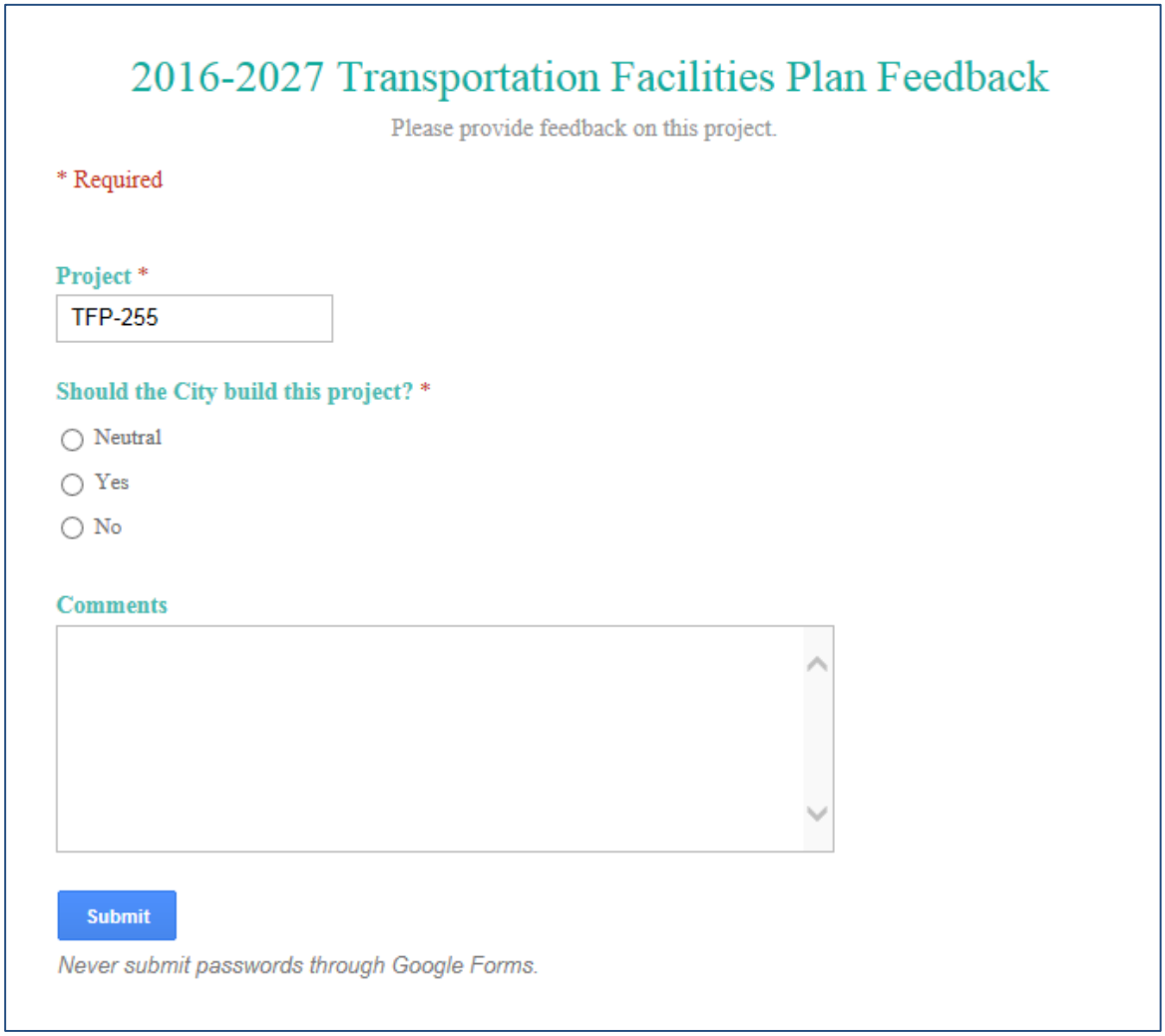
The interactive web map showed candidate projects, allowed with opportunity for comment. Features included:

- Click on project to view details
- Ability to directly indicate opinion of project (Yes, No, Neutral)
- Option to input comments


2016-2027 Transportation Facilities Plan Candidate Projects
Esri World Geocoder
Legend
TFP Projects
Road and Intersection Candidate Projects
Road and Intersection Candidate Projects
Ped\Bike Candidate Projects
Other Candidate Projects
Hunts Point
Medina
Bellevue
Kelsey Creek Park
Lake Sammamish
Beaux Arts Village
Mercer Island
Pioneer Park
Newcastle
Golf Club at Newcastle
COUGAR MOUNTAIN
Microsoft
47.659 -122.231 Degrees


2016-2027 Transportation Facilities Plan Candidate Projects
Esri World Geocoder
Project: TFP-255
Comment on Project
Name: Newport Wy SE/Somerset Blvd to 150th Ave SE
Description: This project will conduct a preliminary design study and community involvement process to refine the scope and costs of the ultimate improvements.
Zoom to
Woodridge Open Space
Sunset Hills Memorial Park
Phantom Lake
Robinswood Community Park
Landfill Park Site
Mercer Slough Nature Park
SE 22nd St
SE 24th St
SE 31st St
SE 32nd St
I-90-W
I-405-N
I-405-S
47.600 -122.188 Degrees
Bellevue, Esri, HERE, DeLorme, Intermap, USGS, METI/NA...



5 The web map interface for public comments.

Comments received via the web map were consolidated with comments received at the Open House events and via other channels (comments at meetings of the Transportation Commission and letters/emails directed to staff or the Transportation Commission) appear in **Section B** of this report.

Section B: Public Input and Comments Regarding Candidate Projects via Open House Events and Online Project Map

Project #	Project Location	CIP #	Project Description	Project Type	Public Input Tally: *Should the City Build this Project?*			Comments received via Public Open House events and Online Project Map
Existing 2013-2024 TFP Projects (including 2015-2021 CIP Projects)					**Yes**	**No**	**Neutral**	
TFP-078	West Lake Sammamish/ north city limit to SE 34th Street	R-183	The project will ultimately provide a consistent 4-foot-wide shoulder on the east side, a 10.5-foot-wide northbound vehicle travel lane, a 10-foot-wide southbound vehicle travel lane, a 10-foot-wide multi-purpose trail (8 feet wide in approximately 2% of the corridor due to constricted space) on the west side separated by a 1.5-foot shy distance space and a 2-foot- or 5-foot-wide landscaped buffer where space is available; a signal at SE 34th Street, if warranted; and pedestrian crossings at SE 26th Street, Northup Way, NE 24th Street, and at five other locations along the parkway. The project will also make storm drainage, water quality, and fish passage improvements throughout the corridor. Funding allocation is to support design and construction of the second and third segments (of five segments total).	Roadway and Pedestrian-Bicycle System	5			Horrible road. Well overdue.
TFP-079	Northup Way/NE 33rd Place to NE 24th Street and NE 24th Street to the SR 520 Regional Trail	R-146	The project will complete sidewalks and include bicycle lanes on both sides of Northup Way (without widening the existing Yarrow Creek culvert). Improvements will be designed to facilitate potential future widening for a center turn lane. Additional elements include mid-block pedestrian crossings and a pedestrian bridge at the BNSF crossing. Partial funding from WSDOT. The project will provide an interim link between the 520 Trail access point off of NE 24th Street and NE 33rd Place. Component of priority bicycle corridor EW-1: 520 Trail.	Pedestrian-Bicycle System	1			TFP-079 and all other bike routes should have protected lanes, NOT painted lanes. Research supports this; ridership will increase dramatically with protected bike lanes.
TFP-103	129th Place SE/SE 38th Street to Newport Way		The project will connect the stub ends of 129th Place SE to provide a through-street connection between SE 38th Street and Newport Way; investigate traffic operations at the intersection of 129th Place SE and SE Newport Way; and consider signalization and channelization improvements, if warranted. Project implementation will be coordinated with future private development in the immediate vicinity. The funding allocation is a placeholder that may be used for project predesign, property acquisition, or early implementation and may be directed to design and development of a non-motorized facility on this link if a street connection is not feasible.	Roadway and Pedestrian-Bicycle System				
TFP-110	110th Avenue NE/NE 6th Street to NE 8th Street		The project will complete implementation of a five-lane roadway section with sidewalks where missing between NE 6th and NE 8th Streets. Project implementation will be coordinated with approved and potential future private development in the immediate vicinity.	Roadway	5			

TFP-158	SE 16th Street/148th Avenue SE to 156th Avenue SE	W/B-82	The project will add 5-foot-wide bicycle lanes outside of 11-foot-wide vehicle lanes on both sides of SE 16th Street. The project will construct new curb, gutter, and 6-foot-wide sidewalk and 4-foot-wide planter on the north side between 148th Avenue NE and 154th Avenue NE. This is a component of priority bicycle corridor EW-3: Lake to Lake Trail.	Pedestrian-Bicycle System	5	4		Only of the PSE project goes ahead. Not a priority for bikes
TFP-173	108th/112th Avenue NE/ north city limit to NE 12th Street	W/B-81	The project will add 5-foot-wide bicycle lanes on both sides of 108th/112th Avenue NE from north city limit to NE 12th Street. A 6-foot-wide sidewalk will be constructed along the west side of 112th Avenue NE from the end of the transportation trail south to NE 24th Street. A sidewalk will be constructed on the east side from NE 24th Street to connect to the existing sidewalk 450 feet south. Turn pockets will be widened at the NE 24th Street intersection. This is a component of priority bicycle corridor NS-2: Lake Washington Loop. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.	Pedestrian-Bicycle System	8			Important bike corridor (ped bike plan) and fairly easy project
TFP-190	NE 2nd Street/Bellevue Way to 112th Avenue NE		The project will widen roadway from three lanes with parking and turn pockets to five lanes, consistent with the Main Street & NE 2nd Street Design Report (2009). Project implementation will be coordinated with approved and potential future private development in the immediate vicinity. The funding allocation is a placeholder that may be used to advance project pre-design or support early implementation.	Roadway	5			
TFP-193	NE 10th Street at I-405		The project will add a southbound off-ramp. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation is a placeholder that may be used to support project predesign or early implementation.	Roadway				
TFP-195	150th Avenue SE/SE 37th Street/I-90 off-ramp		Option A: The project will add a second eastbound right-turn lane, add a second westbound left-turn lane, add an eastbound through lane past the I-90 eastbound on-ramp, extend the southbound left turn pocket, and extend the third southbound lane from the I-90 on-ramp to SE 38th Street. Option B: The project will construct a multi-lane roundabout. Option C: The project will construct a roundabout per Option B plus construct a multi-lane roundabout at 150th Avenue SE/SE 38th Street, and landscape median between SE 38th Street and SE 37th Street. With any of the three options, upgrade the pedestrian and bicycle crossings and install gateway treatment. The funding allocation will implement either Option A or B.	Roadway				
TFP-197	NE 2nd Street Extension and I-405 interchange		The project will extend NE 2nd Street across I-405 from 112th Avenue NE to 116th Avenue NE, and add half interchange with I-405, to/from the south. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation represents only a placeholder that may be used to initiate project predesign or early implementation.	Roadway	3	3	4	

TFP-207	NE 4th Street Extension/116th Avenue NE to 120th Avenue NE	R-160	Construct a new 5-lane arterial with two vehicle lanes in each direction and center turn lane, where necessary, with bicycle lanes and sidewalks on both sides. The project will include a new signalized intersection at NE 4th Street/120th Avenue NE and will modify the existing signalized intersection at NE 4th Street/116th Avenue NE. Project will be designed not to preclude potential future uses of the BNSF Railway corridor. Neighborhood traffic mitigation will be evaluated to discourage cut-through traffic on NE 5th Street east of 120th Avenue NE. This project will be coordinated with potential private development in the immediate vicinity.	Roadway and Pedestrian - Bicycle System	8	1	5	• We've still not seen the traffic modeling for the bottleneck at Main and 1st to/from 116th for traffic traveling NB/SB on 120th Avenue. Taxpayers have a right to know why the Transportation Department thought this was such a great idea. Please publish the citywide before/after simulation results. Why is the alignment so crooked? Will people using the BNSF trail have to wait to cross or will you build a ped bridge over NE 4th for the trail? • Better bike/ped access is badly needed across the freeway.
TFP-208	120th Avenue NE (stage 2)/south of NE 8th Street to NE 12th Street	R-164	Stage 2 will extend, realign, and widen 120th Avenue NE from south of NE 8th Street to NE 12th Street. Includes all intersection improvements at NE 8th Street, NE 12th Street and a new signalized intersection at Old Bel-Red Road and Lake Bellevue Drive. The roadway cross section for stage 2 will consist of five lanes, with two travel lanes in each direction and center turn lane or turn pockets; bicycle lanes, curb, gutter, and sidewalk will be included on both sides. Project will transition between Wilburton and Bel-Red urban design standards.	Roadway and Pedestrian-Bicycle System	8			
TFP-209	NE Spring Blvd/116th Avenue NE to 124th Avenue NE	R-172, 173	The project will construct a multi-modal corridor from 116th Avenue NE to 124th Avenue NE. The project will be phased, with segments from 116th Avenue NE to the Eastside Rail Corridor (ERC), from the ERC to 120th Avenue NE and from 120th Avenue NE to 124th Avenue NE. New signalized intersections will be provided at NE 12th Street/NE Spring Blvd, 120th Avenue NE, 121st Avenue NE, 123rd Avenue NE, and 124th Avenue NE, with signal modifications at 116th Avenue NE. The roadway cross-section will include two travel lanes in each direction, turn pockets or center medians, sidewalks and landscape strips on both sides, and a multi-use pathway between 116th Avenue NE and 120th Avenue NE. A 10-foot wide on-street parking and transit vehicle layover space will be provided on the north side of the roadway alignment between 120th and 124th Avenues NE. The project will be designed in accordance with the Bel-Red Corridor Plan.	Roadway and Pedestrian-Bicycle System	8		2	This is (albeit a long shot) the best hope for routing traffic bound in a northeasterly direction from downtown and I-405 to the Bel-Red transformation and SR-520 without traversing the Wilburton neighborhood or MMA 4. Given the rather convoluted alignment, I somewhat doubt it will work. It is exceedingly expensive. Please share your traffic simulation results with the public, so we have a better idea of cost/benefit.
TFP-210	124th Avenue NE/Planned NE 14th Street to Northup Way	R-166	The project will widen the roadway to five lanes and re-profile the segment from NE 14th Street to NE 18th Street in conjunction with the East Link project; curb, gutter, and sidewalks will be included consistent with the Bel-Red subarea plan and street corridor and urban design standards. The segment from NE 18th Street to Northup Way includes a stream crossing of the West Tributary and planned trail. Key intersections are at NE 15th Street multi-modal corridor/East Link project and Northup Way. (Intersection improvements at NE 15th Street will be included in the NE 15th Street project.) Open space trail connections for the segment from NE 15th Street to NE 18th Street will be evaluated. The funding allocation will fully fund the City's share of costs for the segment between NE 14th and NE 18th Streets and complete design only between NE 18th Street and Northup Way.	Roadway and Pedestrian-Bicycle System	4		1	Please do this plan in conjunction with TFP-213 and TFP-217.

TFP-211	NE 6th Street Extension	R-162	The project will extend NE 6th Street from the I-405 HOV interchange to 120th Avenue NE. The facility will be designed to accommodate multiple uses, including HOV, frequent transit bus service, non-motorized, and limited general purpose traffic. Conceptual design alternatives have been completed to coordinate with WSDOT's I-405 improvements and Sound Transit's East Link route. The route crosses Sturtevant Creek, which is in a pipe at this location; it is anticipated the project may involve shifting the pipe slightly to the east (to accommodate a bridge pier). The project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation is a placeholder that may be used for additional predesign or other early implementation efforts.	Roadway and Pedestrian-Bicycle System	5	1	4	• this seems redundant with 4th Ave work. • Let's collaborate and do this multi-modal corridor beautifully. Soon please.
TFP-213	124th Avenue NE/NE 8th Street to NE 14th Street	R-169	The project will include addition of bicycle lanes for the segment from NE 8th Street to Bel-Red Road, and roadway widening to five lanes with sidewalks and bicycle lanes on both sides from Bel-Red Road to NE 14th Street. Signal modifications will be done at 124th Avenue NE and Bel-Red Road. The project design may be coordinated with adjacent development. Neighborhood protection measures will be evaluated to limit through traffic and impacts on the segment south of NE 8th Street. Funding allocation will support pre-design only between NE 8th Street and Bel-Red Road, but full implementation between Bel-Red Road and NE 14th Street.	Roadway and Pedestrian-Bicycle System	3			
TFP-215	NE Spring Blvd/130th Avenue NE to 136th Place NE and 136th Place NE/NE 16th Street to NE 20th Street	R-174, 175	The project will construct a multi-modal corridor from 130th Avenue NE to 132nd Avenue NE. The project design will accommodate, as needed, the East Link project segment from 130th Avenue NE to 136th Place and 136th Place to NE 20th Street. East of 132nd Avenue NE, roadway will be rebuilt on either side of the East Link light rail alignment to provide one travel lane in each direction, buffered bicycle lanes, landscape strips, and sidewalks. Project area includes crossings of Goff Creek (east of 132nd Ave NE) and of an unnamed tributary to Kelsey Creek (along the 136th Avenue NE segment). Future improvements associated with development include further widening to provide on-street parking between 132nd Avenue NE and 134th Avenue NE.	Roadway and Pedestrian-Bicycle System	2	1		
TFP-216	112th Avenue NE/NE 2nd Street		The project will straighten and realign NE 2nd Street between 112th Avenue NE and 114th Avenue NE, add dual southbound to eastbound left-turn lanes, and a northbound to eastbound right-turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity. (Operation of the second southbound left-turn lane will not be active until the receiving lane is in place on NE 2nd Street.)	Roadway	4	1		
TFP-217	124th Avenue NE at SR 520		The project will construct ramps to and from the east. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation is a placeholder that may be used to initiate project predesign or early implementation.	Roadway	3	1		Please do this project!

TFP-218	130th Avenue NE/NE 20th Street to NE Bel-Red Road	R-170	The segment from NE 20th Street to NE Spring Blvd will include two travel lanes, bicycle lanes, on-street parking, landscape strip, and sidewalks on both sides. The segment from NE Spring Blvd to Bel-Red Road will include one through lane in each direction, a center turn lane, landscape strip, and sidewalks on both sides. The project will be designed in accordance with the Bel-Red Corridor Plan and coordinated with the East Link light rail station and park & ride at 130th Avenue NE.	Roadway and Pedestrian-Bicycle System		1		I live within a mile of here and do not understand why this would be a priority. Our money would have a larger impact elsewhere.
TFP-219	NE 8th Street/106th Avenue NE		The project will realign NE 8th Street to the south to better utilize the third westbound travel lane (between 108th Avenue NE and 106th Avenue NE; completed in 2009) and preserve the existing large sequoia tree. This realignment will allow NE 8th Street three through lanes westbound from I-405 to Bellevue Way. Project implementation will be coordinated with potential future private development in the immediate vicinity.	Roadway	4	1		
TFP-222	Bellevue Way/NE 4th Street		The project will add a southbound to westbound right-turn lane, a westbound to northbound right-turn lane, and convert a northbound through lane to a create a second northbound to westbound left-turn lane~~s~~, subject to further analysis. Project implementation will be coordinated with potential future private development in the immediate vicinity.	Roadway	7			
TFP-223	Bellevue Way/NE 8th Street		The project will add a southbound to westbound right-turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity.	Roadway	3			
TFP-225	Bellevue Way/NE 2nd Street		The project will add a northbound to eastbound right-turn lane and create a second southbound to eastbound left-turn lane by converting an existing through lane, subject to further analysis. Project implementation will be coordinated with potential future private development in the immediate vicinity. (Operation of the second southbound left-turn lane will not be active until the receiving lane is in place on NE 2nd Street.)	Roadway	5			
TFP-230	108th Avenue NE/NE 12th Street to Main Street		The project will enhance the108th Avenue NE Downtown corridor consisting of Great Streets, mid-block crossing, pedestrian-corridor interface, and bicycle lanes. The project scope and description may be revised, depending on outcome of the Downtown Transportation Plan update. This is a component of priority bicycle corridor NS-1: Enatai-Northtown Connection. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.	Pedestrian-Bicycle System	8	1		Great idea. Similar to Cleveland project in Redmond I hope.
TFP-232	164th Avenue NE/SE-NE 18th Street to SE 14th Street		The project will designate a bicycle shoulder on both sides between NE 18th Street and Northup Way and between NE 8th Street and SE 14th Street. The 5-foot-wide bicycle lanes between Northup Way and NE 6th Street will be striped and signed. On-street parking will be accommodated on the east side of the street from NE 6th Street to SE 14th Street. This is a component of priority bicycle corridor NS-5: Spirit Ridge-Sammamish River Connection. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.	Pedestrian-Bicycle System	5			• Well ovedue, easy to implement, should have happened when the overlay was done. • 164th is an ideal candidate for bike lanes. My concern with this project is that it doesn't seem to go far enough. It should be extended north to 24th Street. There are 2 big schools there and it is a shame that kids don't have the option to bike to school without risking their lives in traffic. • I'd really like to see protected bike lanes on this road. Even though its a residential area vehicles travel at 30mph or higher and can be aggressive. This road also has plenty of space for such a project with out changing existing uses.

TFP-234	Main Street/100th Avenue to 116th Avenue		Funding will support pedestrian and bicycle facility components of the Main Street project, as identified in the Main Street & NE 2nd Street Design Report (2009). This will be built out to plan conditions in conjunction with the East Link project. This is a component of priority bicycle corridor EW-3: Lake to Lake Trail. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.	Pedestrian-Bicycle System	7	2		No bike lanes in Old Bellevue!! There is not room and this is needed for customer parking and traffic flow. To dangerous for bikes with on street parking (car doors opening)
TFP-241	120th Avenue NE (stages 3 and 4)/NE 12th Street to 16th Street and to Northup Way	R-168	Stage 3 will widen 120th Avenue NE from NE 12th Street to NE 16th Street, which will be aligned and re-profiled in conjunction with Sound Transit's East Link project. The roadway cross section for stage 3 will consist of five lanes, with two travel lanes in each direction and center turn lane or turn pockets; bicycle lanes, curb, gutter, and sidewalk will be included on both sides. Stage 4, from NE 16th Street to Northup Way, will widen the roadway and transition from a 5-lane section to a 4-lane section in proximity of NE 18th Street. Stage 4, north of NE 18th Street, will consist of two northbound through lanes, a center turn lane, and one southbound lane with sidewalks on both sides and a separated bicycle path on the west side. The project includes a stream crossing of the West Tributary. The project will follow Bel-Red urban design standards.	Roadway and Pedestrian-Bicycle System	5	1		
TFP-242	Bellevue Way HOV lane/107th Ave SE to I-90		The project will widen Bellevue Way SE to add a southbound, inside HOV lane and an outside sidewalk or shoulder. The potential for landscaping treatments will be evaluated during the project design phase. The project may be implemented in segments. The north segment is from the Bellevue Way SE/107th Ave SE to the main entrance to the South Bellevue Park-and-Ride at 112th Avenue SE. The south segment is from the main park-and-ride entrance to the I-90 on-ramps. Improvements may extend to all legs of affected intersections to accommodate or optimize the function of the HOV lane. The south segment will 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.	Roadway	6		1	• This completed project would do more to improve economic development and economic activity in Bellevue than any other project being considered. • TFP 242 represents strengthening and opening an integral gateway to Bellevue. Capacity must be added to Bellevue Way as soon as possible. Fund TFP 242! • Sooner the better.

TFP-243	Mountains to Sound Greenway/ Factoria Boulevard to Lakemont Boulevard	W/B-78	Part 1: The project will construct the Mountains to Sound Greenway Trail as a 10-foot-wide or greater width paved multi-use trail beginning at the current end of the I-90 Trail at Factoria Boulevard. The route extends eastward along the north side of SE 36th Street, follows a new independent alignment along the I-90 off-ramp to the 150th Avenue SE at SE 37th Street intersection, crosses 150th Avenue SE, and continues along the south side of SE 37th Street, just east of the entrance to the I-90 on-ramp (crosses SE 37th Street opposite Eastgate Plaza). The trail route then turns north and continues eastward adjacent to I-90 in the WSDOT right-of-way to Lakemont Boulevard. The design of the Mountains to Sound Greenway 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. Revisions will be considered to the Factoria Boulevard/SE 36th Street intersection to enhance pedestrian and bicycle crossings, which is identified as priority bicycle corridor EW-4. Part 2: The project will install boulevard treatment on roadway segments adjacent to the Mountains to Sound Greenway Trail, with elements likely to include street trees, median plantings, special lighting, crosswalks, seating, special signs, landscaping, and public art. The project will coordinate with the City's Urban Boulevards program. The funding allocation is a placeholder that may be used to support project pre-design or early implementation	Pedestrian-Bicycle System	8	1		• Existing bike paths north of the freeway which should be linked and developed for a fraction of the cost • This will be a nice addition to complement the existing trail on part of the other side of the freeway. We should have a trail that follows along the freeway for bicycle commuters.
TFP-244	BNSF bicycle path/southern city limits to northern city limits		The project will add a 10- to 14-foot-wide off-street path along the BNSF 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 Street, the West Tributary Trail, and the SR 520 Trail, which is identified as priority bicycle corridor NS-3: BNSF Trail Corridor. Funding allocation is to support the initial scoping of the project, including coordination with the community and property owners.	Pedestrian-Bicycle System	14	1		• Partly. Certainly need to prioritize the link between 520 trail and the start of the cross Kirkland trail. Otherwise, it's feels like a bit of an expensive luxury - more of a Parks project than a transportation one. • Love to see this project happen. Off street cycle paths are a great answer to reducing auto commutes! • It's wonderful to see the BNSF trail on the TFP candidate list. The county and our neighboring communities have been leading this effort, and it is time for Bellevue to dedicate resources here. This gets my vote as top priority among all "Wilburton Connections" projects. Please look at the planning and permitting process for Wilburton commercial area and ensure safety and security along this segment of the trail, as well as a beautiful natural greenscape for pedestrians and cyclists to enjoy along the way. We do not want to have our section of the BNSF trail look like a tunnel through the concrete jungle! This is a real concern, given the wall-to-wall developments planned. Please reconsider building offsets. Please fund this year. Thanks! • A city crossing bicycle path (with safe bridge crossing for the trellis) would open up bicycle comuting to a lot of new people. Especially if you added connecting east west throughfares to the heart of the city. Perhaps a bridge over 405 in downtown bellevue? • Absolutely necessary!

TFP-245	140th Avenue NE/NE 24th Street to NE 8th Street		Option A: The project will add 5-foot-wide bicycle lanes on 140th Avenue NE between NE 24th Street and NE 8th Street. Option B: The project will develop an off-street multi-use paved path along the east side of 140th Avenue NE, replacing a separated gravel path that exists on much of the segment; it may be a boardwalk for part of the Bel-Red Road to NE 20th Street segment. With either option, the project will add a 10- to 14-foot-wide off-street path connecting the SR 520 Trail to 140th Avenue NE, if feasible. This is a component of priority bicycle corridor NS-4: Somerset-Redmond Connection. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.	Pedestrian-Bicycle System	8	1		• Important corridor and in my opinion Bellevue's #1 missing link for bikes. Hard road to get across, so would prefer to see bike lanes rather than option B. Best would a mixture, build stretches of cycletracks utilizing the existing off street pedestrian facilities where possible. They would have to be designed well to account for all the driveways. • This is a vital piece of a current bike lane that runs up 140th, but mysteriously ends at NE 8th st. The link is important to filter bike riders to the 520 trail. My husband would use this to commute to microsoft. The portion of the road between NE 8th up to 24th is congested with lots of turning vehicles. Any time you can put in a multi-use path instead, that would be preferred. There are tons of pedestrians in this area too. Bike lanes may work for serious commuters with no fear, but multiuse paths opens teh door to families biking to the grocery store or music lessons, etc . . . . This will also provide a link to the light rail and future development surrounding the area. • I ride my bicycle on this section of road regularly, and it is extremely dangerous and scary. Having the bike lanes just stop at NE 8th St means that the connection is missing.
TFP-246	150th Avenue SE/south of SE 38th Street to Newport Way		The project will evaluate the need for improvements for the segment south of SE 38th Street to Newport Way, including the intersection at 150th Avenue SE and Newport Way SE. Issues to be considered include vehicular safety and circulation, pedestrian accommodation, and bicycle mobility. The project is located on priority bicycle corridor NS-4: Somerset-Redmond Connection. Project elements will be determined through the predesign process and may include roadway widening and channelization changes, sidewalks, bicycle facility, street lighting, and landscaping.	Roadway and Pedestrian-Bicycle System				
TFP-247	Eastgate Way/Richards Road to SE 35th Place		The project will install bicycle lanes. Completion of the missing link in the sidewalk between Richards Road and 139th Avenue SE may be implemented in coordination with adjacent development. Funding will support implementation of bicycle lanes on a portion of the corridor (segment to be determined).	Pedestrian-Bicycle System	3	2		• Keep bike lanes to the routes set out in the bike Master plan • missing bicycle lanes are important for safety
TFP-248	134th Avenue NE/NE 20th Street to NE Spring Blvd	R-171	The project will develop a level cross section and alignment for future construction of 134th Avenue NE as a through street between NE Spring Blvd and NE 20th Street, as outlined in the Bel-Red Subarea Plan. The project will coordinate with the East Link project final design. Conceptual plans will be developed for roadway alignment to allow for future construction of 134th Avenue NE as a through street. The roadway will include three lanes, landscape strip, and sidewalks on both sides and is anticipated to be implemented with future private development in the immediate vicinity.	Roadway and Pedestrian-Bicycle System				
TFP-249	Hospital/NE 8th Street Station Access Improvements		The project will 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.	Pedestrian-Bicycle System	4	2		

TFP-250	148th Avenue NE Master Plan improvements at Bel-Red Road, NE 20th Street, and NE 24th Street		The project will construct improvements as described in the 148th Avenue NE Master Plan as follows: 1) a third northbound through lane on 148th Avenue NE from 350 feet south of Bel-Red Road to the SR 520 eastbound on-ramp, 2) a northbound right-turn lane, and eastbound and westbound dual left-turn lanes at 148th Avenue NE and Bel-Red Road, 3) eastbound and westbound dual left-turn lanes at NE 20th Street and 148th Avenue NE, 4) extend the northbound and westbound right-turn lanes at NE 24th Street and 148th Avenue, 5) eastbound and westbound dual left-turn lanes at NE 24th Street and 148th Avenue NE, 6) configure the northbound 3-lane approach on 148th Avenue NE at the SR 520 eastbound on-ramp to right turn only, through/optional HOV right turn, and through only, and 7) convert and extend southbound right-turn lane on 148th Ave NE between NE 24th and NE 20th into a BAT lane. Improvements at NE 24th Street will accommodate or implement a wide-lane east-west bicycle facility. The project may be phased with the initial phase focusing on the north end of the 148th Avenue NE corridor. Scope and cost may be modified based future analysis and coordination with the City of Redmond associated with the 148th Avenue NE Master Plan. Funding allocation will support work in coordination with Redmond to identify project phasing and conduct predesign work.	Roadway/ Transit	3			
TFP-251	Coal Creek Parkway/124th Avenue SE to the southern city limits		The project will add a 10- to 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 the path, existing bicycle lanes may be eliminated and the roadway narrowed. The project will coordinate with the City's Urban Boulevards program. This is a component of priority bicycle corridor EW-5: Coal Creek-Cougar Mountain Connection. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.	Pedestrian-Bicycle System	2	1		Bike lanes are wide and fine here
TFP-252	Kelsey Creek Rd/Snoqualmie River Road/142nd Pl SE from 145th Place SE to SE 36th St		This project will reconstruct the roadway to support frequent transit bus~~es~~ service, construct sidewalks and accessible bus stops and modify the 142nd Pl SE/SE 32nd St intersection. Included is a separated off-street path connecting 145th Pl SE bike lanes to the Mountains to Sound Greenway Trail. Also included is weather protection on 142nd Pl SE for transit users, pedestrians and bicyclists. A Bellevue College Transit Center will be developed along the corridor. The project will likely be implemented in partnership with Bellevue College and other agencies.	Roadway, Transit and Pedestrian-Bicycle System	2		1	The bike part seems a bit of overkill. It's a nice bikeable street now.
TFP-253	150th Avenue SE/Eastgate Way SE		Option A: The project will construct a second northbound left-turn lane, add a second eastbound right-turn lane, add a second westbound through lane past 148th Avenue SE, and add east-west bicycle lanes through the intersection. Option B: Construct a multi-lane roundabout. With either option, upgrade pedestrian and bicycle crossings, accommodate or implement planned Eastgate Way bicycle lanes, and install gateway treatment.	Roadway and Pedestrian-Bicycle System	1			

TFP-254	Bel-Red Road/NE 20th Street to NE 24th Street		The project will widen the roadway to five lanes, including two travel lanes in each direction, with a center turn lane, and bicycle lanes. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.	Roadway and Pedestrian-Bicycle System	2			
TFP-255	Newport Way SE/Somerset Blvd SE to 150th Avenue SE		This project will conduct a preliminary design study and community involvement process to refine the scope and costs of the ultimate improvements. Potential improvements include sidewalks, bike lanes, pedestrian crossing facilities, vehicular turn pockets at cross streets, and other roadway improvements.	Pedestrian-Bicycle System				
Below the line 2013-2024 TFP candidate projects								
BTL-1	NE 20th Street/Bel-Red Road to 156th Avenue NE		Construct an east to west U-turn on NE 20th Street at 156th Avenue NE; provide access management along NE 20th Street. Add bike lanes.	Roadway	1			
BTL-2	148th Avenue NE/NE 8th Street		Option A: Add 2nd eastbound and westbound left turn lanes on NE 8th Street. All widening would be done to the north side of the roadway. Option B: All features of Option A, plus add 2nd northbound and southbound left turn lanes on 148th Avenue NE. With either option, evaluate configuring queue jumps for transit in existing NB, SB and EB right-turn lanes.	Roadway	2			
BTL-4	148th/150th Avenue SE/I-90 westbound on-ramp to I-90 westbound off-ramp		Widen by extending the third southbound lane on 148th Avenue SE from the on-ramp to westbound I-90 to south of Eastgate Way at the I-90 westbound off ramp.	Roadway		1		
BTL-5	156th Avenue NE/NE 24th Street		Construct an eastbound right turn lane. Accommodate or implement 14' wide travel lane bicycle facility on NE 24th St.	Roadway				
BTL-6	156th Avenue SE at SE Eastgate Way (I-90 westbound off-ramp)		Option A: Widen the I-90 westbound off-ramp to provide two dedicated left turn lanes and a shared through/right lane with a channelized right turn. Or, Option B, construct multi-lane roundabout. The roundabout would be implemented in conjunction with roundabout at Eastgate Way/150th Ave intersection to the west and offer opportunity to introduce landscaped median and urban design enhancements. With either option, upgrade ped and bike crossings, install gateway treatment. Accommodate or implement planned bike lanes on Eastgate Way.	Roadway				
BTL-7	SE 40th Lane/Factoria Boulevard		Lengthen the southbound to eastbound left turn lane and lengthen the westbound left turn lane.	Roadway				
BTL-8	143rd Place NE/ NE 20th Street to Bel-Red Road/NE 20th Place signal		New two-lane road with bike lanes and sidewalks starting at the NE 20th Street/143rd Place NE traffic signal and extending to the end of the existing NE 20th Place north of Bel-Red Road. Install signal, eastbound to northbound left turn pocket and pedestrian crossing at the existing Bel-Red Road and NE 20th Place intersection. New roadway segment is anticipated to be implemented with future private development in the immediate vicinity.	Roadway	3	1	1	
BTL-9	Bel-Red Road/NE 24th Street		Add southbound right turn lane. Accommodate or implement planned bike lanes on Bel-Red Road and wide through lane bicycle facility on NE 24th St.	Roadway	1			
BTL-11	Northup Way/156th Avenue NE to 164th Avenue NE		Add median left-turn lane; bike lanes.	Roadway				Need to work in this area - lots of growth in Redmond's Overlake area.

BTL-12	Factoria Boulevard at Newport Way		Construct a second southbound left-turn lane at Newport Way and modify the channelization on the eastern leg of the Factoria Blvd/Newport Way intersection to receive the two lanes of turning traffic.	Roadway				
BTL-13	131st Avenue SE/132nd Avenue SE between SE 36th Street and SE 38th Street		Realign 131st Ave SE/132nd Ave SE to form a vehicular and pedestrian connection between SE 36th St and SE 38th St.	Roadway	1			
BTL-14	164th Ave SE/SE Cougar Mountain Way to SE 63rd Street		Improve gravel road with pavement curb, gutter and sidewalk on one side. Cost estimate entails only placeholder funding for implementation. Consider cost sharing with benefiting property owners through the use of a Local Improvement District (LID). The $100K funding allocation represents only a placeholder that may be used to initiate project pre-design or early implementation.	Roadway				
Priority projects from the Downtown Transportation Update are included in the existing 2013-2024 TFP section								
2015-2020 Transportation Improvement Program projects not in the 2013-2024 TFP								
TIP-1	148th Avenue SE HOV Lane Implementation		Evaluate/implement a new transit/HOV lane on southbound 148th Avenue SE from Lake Hills Boulevard to the third southbound lane south of SE 24th.	Roadway/Transit	2	1		
TIP-2	Lakemont Boulevard Implementation - Cougar Mountain Way to south city limit (phase 3)		Between Cougar Mtn. Way and Forest Drive, construct sidewalk and bike lanes on both sides, planters and center median or refuge lane where feasible; between Forest Drive and south city limit, add bike lane on the east side of roadway and meandering sidewalk through recently annexed City property on east side of roadway.	Roadway/Ped-Bike				
TIP-3	NE 6th Street Sub-surface Arterial		This project concept would create a sub-surface arterial that would run under the NE 6th Pedestrian Corridor with a portal east of 110th Avenue NE and a terminus at Bellevue Way. Such an arterial could provide access for private vehicles, freight and possibly transit to the existing and future garage levels of adjacent commercial developments. Cost estimate is a placeholder that may be used to initiate a feasibility study.	Roadway	1	4		No. Absolutely not. We do not need another tunnel. If developers want this, let them pay, not the residential taxpaying public. (Who came up with the term "sub-surface arterial"?)
TIP-4	Bellevue Way NE/NE 12th Street to the north city limits at SR-520		Funding will support a corridor study and community involvement process to support mobility improvements along Bellevue Way NE through the Northtowne neighborhood, between NE 12th Street and the north city limits at SR 520. This is identified as a multimodal corridor and as such, potential improvements include sidewalk enhancements, pedestrian crossings and bicycle facilities, together with addressing traffic safety concerns.	Roadway	9			
Transit Master Plan high priority projects								
TMP-1	108th Ave NE Bus Priority Corridor		Construct or convert existing lanes along 108th Ave NE using BAT lanes as identified by the downtown transportation plan update from NE 10th Street to Main Street	Roadway/ Transit				
TMP-2	NE 8th St and 148th Ave NE Queue Jump Lanes		Add queue jump to eastbound approach in right turn only lane. Add queue jump to northbound approach in right turn only lane. Add queue jump to southbound approach in right turn only lane	Roadway/ Transit	1			

TMP-3	112th Ave NE and Main St Queue Jump Lane and Turn Improvement		Add queue jump to westbound approach in right turn only lane. Improve northbound to westbound turn movement through timing prioritization and TSP.	Roadway/ Transit				
TMP-4	156th Ave NE BAT Lanes		Construct northbound BAT lane from south of Northup Way to just north of NE 24th St. Construct southbound BAT lane from City Limits to just south of 24th St.	Roadway/ Transit	1			Excellent idea - much needed here
TMP-5	I-90 Factoria Blvd Exit Expansion		In coordination with the Mountains to Sound Greenway relocate current trail undercrossing of ramp between I-405 and I-90 Eastbound to new bridge south of existing undercrossing and add second off-ramp lane to the current ramp undercrossing. Evaluation how best to stripe ramp to ensure reliable transit operations.	Roadway/ Transit	2			
TMP-6	Coal Creek Pkwy SE and 119th Ave SE Turn Improvement		Improve westbound to southbound and northbound to eastbound turn movements through timing prioritization and TSP.	Roadway/ Transit				
Other emerging needs as identified by staff - this section is still being identified by staff								
O-1	Tam O'Shanter/Brettonwood area		Remove and reconstruct structurally deficient curbs, gutters, sidewalks and street pavement and coordinate with utilities to provide necessary drainage improvements.	Maintenance	2			
S-1	SE 34th Street/162nd Pl SE to West Lake Sammamish Pkwy		Construct sidewalk on north side where missing; widen curb lanes.	Pedestrian-Bicycle System	52			• Many people walk this way every day, especially old people and children and the have to walk in the road to get up to or return from Eastgate Way. Does someone need to die to get attention to this issue? We see work going on all the time in places where no hazard exists. Maybe then there could be some city parks on Lake Sammamish. • This is a dangerous road to walk along since you're walking along the side of the road without the aid of a sidewalk. Some areas are very narrow and some of the areas are uneven patches or grass/rocks which at night are very difficult to navigate. We need a safe route down to W. Lake Sammamish! • This is very necessary for the safety of residents and those driving through the area! • This sidewalk is hugely needed. there are lots of people walking it, its very unsafe at night, and if you wish to try to walk down the hill from the freeway tunnel bus stop (bus 271), its really dangerous. • This is a very busy street with multiple bus stops for school kids as well as general commuters. Sidewalks would go a long way to mitigating what is a very dangerous area for pedestrians and bus ridership. • The only access to busses (like the 271) is at the end of Eastgate Way and SE 35th and I can't get there safely. • We were promised this sidewalk in 2008 - what happened? • During the summer bikers, joggers, and walkers are out in traffic all the time. • My parents walk the I-90 trail and have to walk down or up that hill in traffic. • A pedestrian or bicyclist can not get up to Eastgate Way or down to West Lake Sammamish Parkway safely. Many near misses, bicyclists can’t get by pedestrians without weaving out into traffic, narrow shoulders, etc. we were promised a sidewalk and they never did it. It is not safe and I feel at risk.

SE 34th Street/162nd Pl SE to West Lake Sammamish Pkwy	• I am a homeowner on 162nd pl se. This street is quite dangerous for pedestrians, as they must walk with traffic to get up the hill. Making things worse is the culvert next to the street. A sidewalk would be a great improvement. Plus I know there have more new homes built in the area, with more planned, so makes sense to me that we would create a safe environment, along with a nice upgraded street. A sidewalk would also keep the brush back, as pulling out on 34th when bushes are in full bloom can be a bit treacherous. Thank you, Steve White • SE 34th needs a sidewalk for safety • I have been hit by a truck trying to walk along SE35th. • There is no way a bicyclist can safely navigate on SE34th. • This project will make the neighborhood much safer. Traffic is horrible along this stretch of road, and pedestrians and bicyclists are placed in a dangerous if not deadly situation. It is only a matter of time before someone is killed or worse maimed. Please complete this project as soon as possible. • The absence of a sidewalk on the north side of SE 34th Street from 162nd Pl SE to West Lake Sammamish Pkwy (S1) forces bicyclists and pedestrians to vie with automobile traffic along this main artery -- a very dangerous situation. This sidewalk segment is a relatively short missing link between sidewalks running through the Eastgate area and pedestrian/bike paths along the lake. This highly critical connection is long overdue and should be made now. • The completion of this project (S1) is urgent for the safety of pedestrians and bicyclists using this roadway. • For too many years, bicyclists and pedestrians have had to face the dangers presented by this missing sidewalk segment. It is time to provide them with a safer means of travel along this portion of the roadway (SE 34th Street). • You promised us. This was in the budget for 2010. We are still waiting • This sidewalk missing link needs to be finished
SE 34th Street/162nd Pl SE to West Lake Sammamish Pkwy	• My house borders this gulley where we feel there should be a side walk. There is a side walk that starts after and goes up the street but nothing but road towards the lake. There are a lot of commuters and kids who walk this path and not only is it dangerous, it's slippery and scary at night and during winter storms. Not to mention that during rain/winter, the water run off goes directly into our yard. There needs to be modification to the drainage system along the road way that is direly needed so that I'm not clearing out the leaves and debris running off the hill directly towards my house because of a flaw in the road/drainage modification that was done a few years back. The sidewalk installation will also fix the crumbling road that you can eroding on the side where the water runs off every winter, sooner or later, the existing road will crumble and I'm sure that will be even more costly to repair. Overall, a sidewalk that starts at the top of the hill should extend all the wall down to lake where there is a sidewalk. Think of the kids, elders, and commuters that uses this path who are sharing it with cars going 30/40mph. It's not safe and very dangerous at night. • Hi, There are many young families in the neighborhood who need to talk along this stretch of the road to get to Vasa park and Spiritridge Park on 161st Ave NE. • Without a sidewalk this causes a hazard and safety issue to walk along the road. In parts there is not enough space on the side for a pedestrian to walk safely - let alone with a young family. The cars also come fast due to the steep gradient and during commuting time, this can cause them to get a little impatient. • Getting a sidewalk would be really helpful and tremendously help the young families as they walk around to enjoy the trails and the neighborhoods. Thanks, Amit.

SE 34th Street/162nd Pl SE to West Lake Sammamish Pkwy	• This project was funded at one time, and is equally as important, if not more so than other approved projects such as the Newport Way sidewalk. This project was recognized way back in 2006 and has been followed up on since that time. It's time for the City to live up to its promises. We pay taxes but it seems our money goes to improvements in other neighborhoods. Heathfield Estates. • Great idea, children will be able to walk and bike safely to Vasa Park during the summer. Please approve this as it will greatly enhance the quality of life along the proposed sidewalk route! • hope this project is approved, it will make it much safer to get to the bus stop in the morning. • This road really needs improvement. A sidewalk on the north side will make it safer for autos, bikes and pedestrians to share this heavily traveled thoroughfare. • This was approved once, moved once, and deleted once. This time do it once! • Please do north side! Walking is hazardous. Some areas have almost no room between the street and properties! • This could be a great bicycle or jogging route, 161st AVE SE to SE 24th ST to SE 26th ST to West Lake Sammamish Parkway to SE 34th ST to SE 35th PL to SE Eastgate Way and back to 161st Ave. Also a very good walking route. Please make it user friendly! • It's about time. This has been in the mill since 2006 when we were asked to remove it from the Neighborhood Improvement Project list so another project would get done. We were promised sidewalks in the 2008 budget. Better late than never. • Please, please give us a safe place to walk with this project. There are so many people who need and want to be walking but it is just too dangerous. I have seen some very close calls in the 35 years I've lived in the neighborhood; we've waited long enough. Please! • I walk and run on this section of 34th/35th St SE. It is very dangerous with the cars speeding up and down the hill and no shoulder or sidewalk on the north side.
SE 34th Street/162nd Pl SE to West Lake Sammamish Pkwy	• Oh, please complete the sidewalk! There are only a very few streets going uphill from West Lake Sammamish Parkway and this one is used frequently by everyone, but it is not safe. At the bottom we must walk on the south side, where there is gravel but a wider easement, then transfer to the north side halfway up, where there is sidewalk. It gets really dicey crossing over at that intersection, and even the south side of the street is very narrow in places. • Im a father of 2 and with the increase in traffic 34th has become scary to walk or ride your bike down. The extra room of a sidewalk will help keep joggers and walkers safe. 34th and 38th have become a sort of cut through to avoid traffic in eastgate and the 5 oclock traffic backs up from the lake road leaving no room on the shoulder to walk to the lake. • This project is desperately needed by the neighborhood. The street is narrow, most cars exceed the posted speed limit and there is no place to walk safely. Neither SE 34th street or 164th place SE have sidewalks or safe places to walk or bike. Dave Buck. 16443 SE 35th Street. • I have twin boys who like to ride their bikes to the park or down to the lake. It is very dangerous even going for a walk because there are no sidewalks in the area. We need sidewalks!!!! Julia Scott 16409 SE 35th ST • Does this not leave the City open to a lawsuit for not complying with the "Americans With Disabilities Act"? Please get this less than half mile section of sidewalk placed. Thank You • I was running a few months ago on the shoulder of 164th and a car was coming down the hill, didn't look both ways and hit me. I didn't file a police report. We need sidewalks to ensure our safety.

SE 34th Street/162nd Pl SE to West Lake Sammamish Pkwy	• I walk along this section of road 3 times a week and I always am extra cautious. Cars pass by me going 40 mph with only a foot of space between me and the car. I carry a big stick to help remind car drivers to move over, but often they are not paying any attention. there is little or no space for me to move over. Please continue the sidewalk all the way along this section of road for our safety. Many school children are let off the bus on this road and again the cars coming down the hill are going fast. We have been asking for a sidewalk for years. Now is the time for action. thank you. Debbie Buck 16443 SE 35th St • I am a nearby resident and frequent this street daily with a dog and a 6 year old. I have to carry my dog on this stretch and shield my 6 year old from oncoming traffic that is typically driving above the speed limit. I fear that it's only a matter of time before someone or something is injured or killed. Seems to me that a sidewalk is a logical, safe, and necessary amendment to the road. • My child attends the nearby elementary school and is one of many who walk to and from the bus stop along this road. I am honestly stunned that putting a sidewalk in is even in question. Between school drop-offs/pick-ups and increased summer traffic to West Lake Sammamish and Vasa Park, it's only a matter of time before we have a greater incident. • Having spent all that money to upgrade the sidewalk on W Lk Samm Pkwy and then not connect it to Eastgate seems like a wasted. Let's finish the job! • We live in this area and find stretches of 34th where there is no sidewalk to be very dangerous for pedestrians. The existing narrow unfinished strips along side the road are difficult for pedestrians to navigate while having to simultaneously watch that vehicles don't stray over in their direction. There is no protection. As for cars, if there is no oncoming traffic, careful drivers will usually cross over the line of the oncoming traffic lane in order to safely pass by pedestrians. Please consider making the sidewalks along 34th continuous all the way from Eastgate Way to West Lake Sammamish Pkwy for the safety of people walking along there. Thank you for considering my request.
SE 34th Street/162nd Pl SE to West Lake Sammamish Pkwy	• Need more room to walk and paved surface from West Lk Sammamish all the way up to connect with Eastgate Way. Bus stops, children, dog walkers, pedestrians, use this route. • Please make this road safe for pedestrians! We love walking up the hill from W Lake Sammamish Pkwy to Spiritridge Park with our kids and there are a few parts of the road that are VERY DANGEROUS FOR PEDESTRIANS. Please put in a sidewalk to make this road safe!! Thank you. • My dog was almost killed by a car on this road while I was leash walking him trying to get to the lake. This is an extremely necessary and vitally important project. • Seems like a no-brainer... this project has been shunted aside and diverted from the budget so many times! The city builds cross-walks and handicap ramps all over town while residents and school kids have to risk it all just to get up to the bus or walk to the store? • The S1 sidewalk project needs to be completed before serious injury occurs. There is inadequate shoulder width to walk safety without entering traffic which is heavy at peak hours. Children are isolated to their neighborhood and have no safe way to get to parks or schools. Crosswalks to allow pedestrians to get from the south to north side of 34th st are needed in addition to the sidewalks and street lights. Thanks for your consideration. • This should be completed regardless of TFP-247. Sidewalks exist along the entire path of TFP-247, and there are none on the .5 miles of proposed project S-1. This would connect the existing trail at SE 35th PL and Eastgate Way to West Lake Sammamish Parkway. This will give pedestrian access from SE 34th ST to Vasa Park. It will also give wheelchair access to Metro facilities along SE 34th ST. This .5 miles is an accident waiting to happen.

Public input - this section will be populated with public input via Transportation Commission meeting communications, open houses & other opportunities

Additional comments received at Open House events (not specific to any particular project)

1. Excellent. Well thought out. I wish it could be simplified. Selection would be better if it was a forced choice method. Could Bellevue residents be contacted by email?
2. N. Bound I-405 exit @ SE 8th to 118th: Double the width of this exit to the east and have right lane climb higher and connect to SE 5th next to trestle then continue the road north to 120th making a really viable north-south arterial that is needed in the City.
3. Pause development of bike lanes until a study of commuter cycling needs versus recreational cycling needs has been done. I would like to see recreational cycling use vehicle lanes in non-peak hours, weekends, summer evenings. Commuter cyclists should have the % of lane area that matches the % of commuter trips. I.e., if <2% of commuters cycle then<2% of lanes should be devoted to commuter cyclists.

Section C: Additional Comments

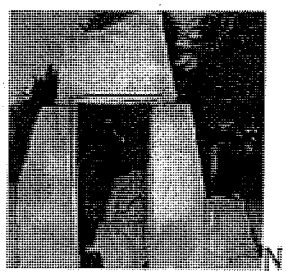
The following letters and emails directed to staff and/or the Transportation Commission have been received.

1. Northtowne Neighborhoods Association, March 2, 2015
2. David F. Plummer, March 12, 2015
3. Wright Runstad & Company, March 20, 2015

At the Transportation Commission meeting on April 9, 2015, two residents spoke during the Petitions and Communications agenda item, offering comment regarding TFP priorities. One of the residents also distributed written comments to Commissioners.

4. Oral comments from Glenn Extor, April 9, 2015
5. Oral comments from Tom Fisher, April 9, 2015
6. Written comments from Glen Extor, April 9, 2015.

These six communications appear on the following pages.



NORTHTOWNE NEIGHBORHOODS ASSOC. 03/02/2015

Dear City Council Members, Planning Commission & Traffic Commission, and Staff,

The number one identified reason for the Northtowne Neighborhoods Association to reactivate was the speed and safety concerns of Bellevue Way. Statistically, the group was composed of 58 Northtowne residents and 36 participants in the group identified this concern, safety along Bellevue Way, as the number one problem.

The single largest specific point was and still is the SPEED of traffic. Now that SR 520 ramps are nearing completion, it appears that autos are hurling more quickly towards the ramps and speeds of vehicles coming off the ramp and travelling south bound on Bellevue Way are reaching well over 45 mph. This is a posted 35 mph zone. Similarly, the speeds of traffic around 17th to 20th streets along Bellevue Way are climbing to 45 mph also and there have been observed instances of the lighted pedestrian crossing being ignored by motorists!!

While speed of traffic seems to be a large problem, the intersection of Bellevue Way NE and the 28th Street where the Northtowne Shopping Center is located, has been the scene of a recent accident. We also must remember that many children use this area coming and going to school bus stops and autos are flying in and out of the shopping center or past it at elevated speeds. Also, there are currently only a few ways to enter and exit downtown Bellevue so it appears that Bellevue Way is acting like a ramp in and out of the city with little disregard for a controlled approach or exit.

We were able to get some reports on Traffic Infractions and Accidents and from review of the reports, we can see following:

- Speeding on Bellevue Way has seen an 66% increase in 2014 vs. 2013
- The number of Accidents on Bellevue Way has also seen an increase in 2014

We understand there is already a project on the list (TFP 4) that includes a corridor study of Bellevue Way. The Northtowne Neighborhoods Association would like to see this get elevated this to a higher priority on the list for funding.

TIP-4	Bellevue Way NE/NE 12th Street to the north city limits at SR-520	Funding will support a corridor study and community involvement process to support mobility improvements along Bellevue Way NE through the Northtowne neighborhood, between NE 12th Street and the north city limits at SR 520. This is identified as a multimodal corridor and as such, potential improvements include sidewalk enhancements, pedestrian crossings and bicycle facilities, together with addressing traffic safety concerns.

The Northtowne Neighborhoods Association has developed a few suggestions for possible solutions to ease these problems.

1) Conduct a thorough assessment of traffic speeds in both directions at the two most critical zones, along Bellevue Way north of the shopping center and along the 17th to 20th street area of Bellevue Way. We request the use of speed-reader boards for this purpose.
2) Make Bellevue Way NE a uniform thoroughfare using a consistent and lower speed limit and traffic calming landscaping. Currently, the sidewalks are not uniform with a tree buffer between the sidewalks and the street as was called for in the Gateway Plan.
3) We request the installation of a 4-way light at the intersection of 28th Street and Bellevue Way (Northtowne Shopping Center) and another lighted crosswalk in the vicinity of 20th Streets and Bellevue Way.
4) Increase speed surveillance by authorities on a regular basis to control speed.

The Northtowne Neighborhoods Association GREATLY THANKS YOU in advance for looking into this safety matter. We also look forward to working with all the appropriate city staff members to resolve this dangerous situation and increasing the safety of the northern gateway, Northtowne,, for the city of Bellevue.

The Steering Committee of Northtowne Neighborhoods Assoc.
Northtownecommuniytclub@outlook.com

12 March 2015
2-1000-T45

Transportation Department,
City of Bellevue
Bellevue, WA

cc: Transportation Commission; City of Bellevue
City Council; City of Bellevue

Subject: Comments on the draft Bellevue 2016-2027 Transportation Facilities Plan (TFP), dated 4 February 2015

Reference: Draft Bellevue 2016-2027 Transportation Facilities Plan, dated 4 February 2015

Gentle Persons:

My comments on the subject plan are as follows:

1. Review of the TFP is very difficult, as there are no accompanying (summary) graphic materials that would allow a better understanding of the proposed projects; no approximate costs are provided for each project; no tentative schedules are provided for construction of each project; and no explanations/descriptions are provided for the quantitative and qualitative benefits expected to be realized from each project.

2. The following projects should be deleted from the TFP: TFP-193, TFP-195, TFP-197, TFP-207, TFP-208, TFP-209, TFP-210, TFP-211, TFP-213, TFP-215, TFP-216, TFP-217, TFP-218, TFP-223, TFP-241, TFP-246, TFP-248, BTL-1, TIP-1, TIP-3, TMP-5.

3. For the following projects, all improvements related to bicycles should be removed unless such improvements are to be paid for by bicycle users: TFP-079, TFP-192, TFP-253, TFP-254, BTL-5, BTL-9, BTL-11, TIP-2, TIP-4.

Sincerely yours,

David F. Plummer

David F. Plummer

14414 NE 14th Place
Bellevue, WA

WRIGHT
RUNSTAD
&COMPANY

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

March 20, 2015

City of Bellevue
Transportation Commission
450 110th Avenue NE
Bellevue, Washington 98009

NE 16TH STREET (116TH TO 120TH)
FOR INCLUSION ON 2016 - 2027
TFP PROJECTS LIST

Dear Transportation Commissioners:

As the Transportation Commission identifies and prioritizes projects for the 2016-2027 TFP, we request that a new project, NE 16th Street from 116th Avenue NE to 120th Avenue NE, be added to the TFP list. The attached diagram shows the proposed project.

The proposed NE 16th Street from 116th to 120th would be a multi-modal route that would serve as a valuable connection between existing neighborhoods, employers, the Eastside Corridor Trail, and the 120th light rail station. NE 16th Street would also include an overcrossing of the Sound Transit Light Rail line along the southern edge of the light rail operations and maintenance base. This overcrossing is essential to provide connectivity of businesses and neighborhoods to various transportation options, which would otherwise be blocked by the light rail tracks. Funding for a portion of the project's ROW and infrastructure is expected to be provided by Sound Transit as part of its OMSF project.

The proposed NE 16th is essential to transit riders (both residents and employees) on the West side of the LRT alignment for direct access to the LRT station. Sound Transit's LRT station will be located near the intersection of 120th Ave NE and Spring Boulevard. The half-mile walk shed of this station reaches west into the 116th Avenue and includes Children's Hospital and various commercial and residential uses.

The proposed NE 16th Street will serve developments on the East side of the LRT alignment with facilities on the west side, such as the Eastside Corridor Trail. The trail, which is being planned and designed by King County and the City, uses the BNSF right-of-way and will likely be situated to the west of the LRT alignment. In addition, Sound Transit's OMSF will create parcels supporting up to 1.5-million square feet of development that will need access to the west side of the LRT alignment.

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

The proposed NE 16th Street supports the efforts of the City of Bellevue and Sound Transit to create a less vehicle-dependent community by extending the grid of local streets and sidewalks and significantly expanding the area with multi-modal access to the LRT station and connectivity to the Eastside Corridor Trail. Finally, NE 16th Street meets many of the criteria for project prioritization for TFP projects, including safety, access to transit, and support of non-motorized (multi-modal) routes.

We believe the proposed NE 16th Street is a high value connection across the LRT alignment for pedestrians, cyclists, and vehicles that also expands the street grid of Bel-Red and strengthens its connection to existing neighborhoods. We encourage the Transportation Commission to add NE 16th Street from 116th to 120th to the 2016-2027 TFP.

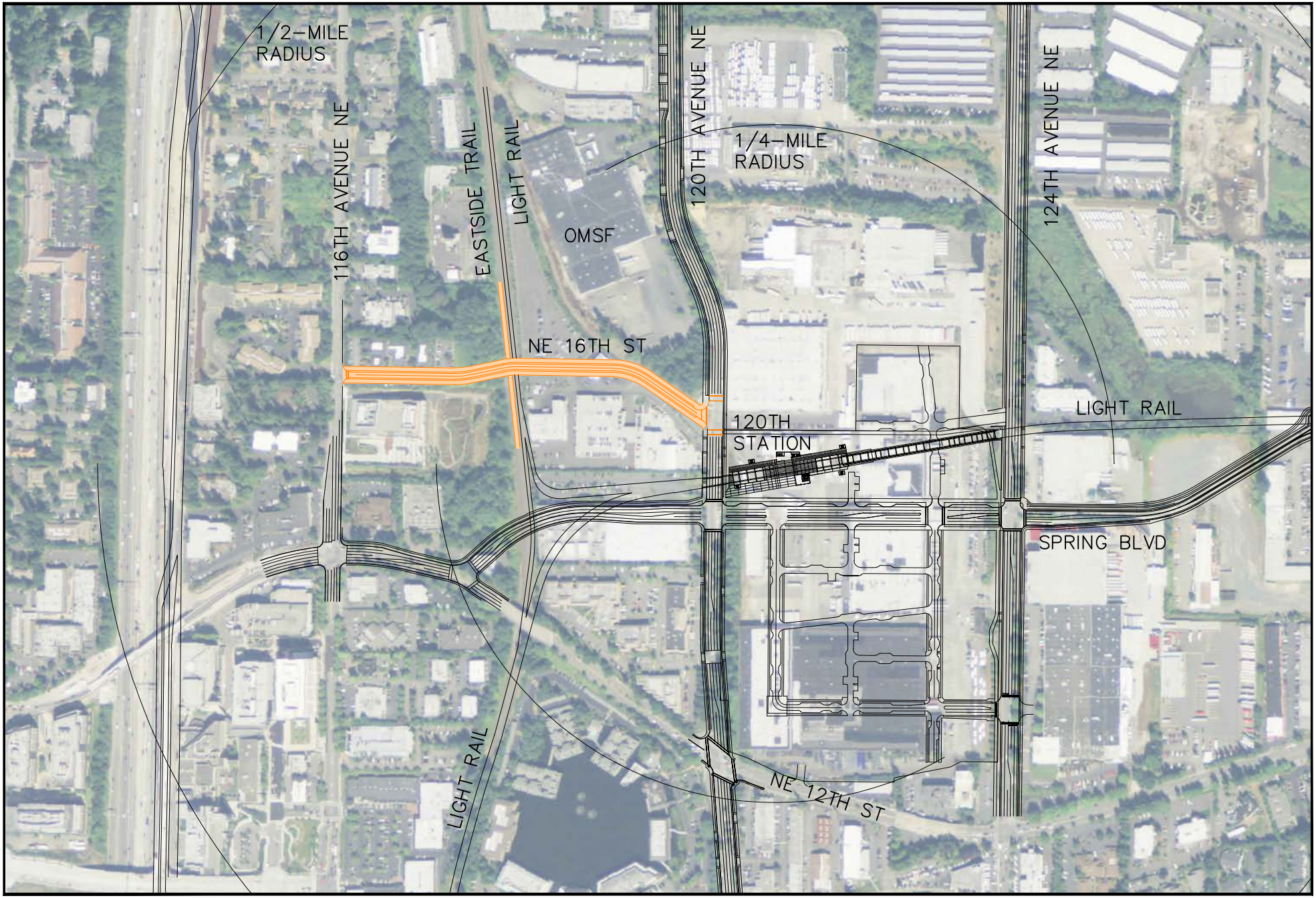
Sincerely,

Gregory K. Johnson
President

GKJ/jkh

Attachment

150320_comments_2016-2027 TFP Projects List.doc



DATE: March 20, 2015 FILE: AERIAL FIGURES 2015_03-20

0 500 1000 Feet

WRIGHT RUNSTAD & COMPANY

NE 16th Street - TIP/TFP
3-20-2015

Excerpt from draft Minutes of Bellevue Transportation Commission meeting, April 9, 2015:

7. PETITIONS AND COMMUNICATIONS

Mr. Glenn Exeter, 3470 162nd Place SE, thanked the Commission for its efforts in various transportation endeavors, particularly the attention being given to bicycle and pedestrian access. With regard to project TIP-74, constructing a sidewalk on the north side where missing and widening the curb lanes on SE 34th Street between 162nd Place SE to West Lake Sammamish Parkway, he said staff responding to a letter to the city said continuous sidewalk linkage between West Lake Sammamish Parkway and Eastgate Way would be a desirable and worthwhile improvement for the local neighborhood. Staff went on to say the need is identified in the pedestrian/bicycle plan, and to allow that there are scarce connections and limited options for pedestrians in the area, making the SE 34th Street link all the more important. The project was in the 2009-2015 CIP at an estimated cost of $4.25 million, but the project did not make the funding allocation in more recent capital budget cycles. What staff did not mention was that prior to the 2009-2015 CIP the sidewalk was an approved Neighborhood Improvement Program project. The city asked the neighborhood to remove the project and promised it would be included in the 2008 capital budget. Approval was given and the funding went to another project. The project has not since been on any funded project list. Apparently the original project was linked to a drainage project. The question is what the cost is for the bike lane and sidewalk by itself and if it is necessary to link the two project elements. The Commissioners were urged to consider the project for the benefits it will bring to the many neighborhoods along what is a major feeder arterial.

Mr. Tom Fisher, 3338 162nd Place SE, addressed the same project. He said the section between 162nd Avenue SE and 164th Avenue SE is the most dangerous. It is literally impossible to walk that stretch without stepping into the street. The existing sidewalk between 162nd Avenue SE to the top of the hill was put in specifically so his kids could get to school; it was impossible for them to walk south to get to the bus stop, and the bus could not stop at 162nd Avenue SE because of how steep the hill is.

In reference to City Transportation Project: S1

- **Name: SE 34th Street/162nd Pl SE to West Lake Sammamish Pkwy;**
- **Description: Construct sidewalk on north side where missing; widen curb lanes.**

City of Bellevue Transportation Commission:

Thank you for your efforts in the various Transportation endeavors. This can truly make our city a better place to live and enjoy. The attention now being given to bicycle and pedestrian access is to be commended.

I am particularly interested in project S-1. Mr. Kurt Latt, Senior Transportation Engineer responded to my recent letter to the City regarding Transportation projects:

"A continuous sidewalk linkage between West Lake Sammamish Pkwy and Eastgate Way would be a desirable and worthwhile improvement for your neighborhood. This is a need identified in the <u>Bellevue Pedestrian and Bicycle Transportation Plan</u> (project S-348-N). As you know, there are scarce connections and limited options for pedestrians in this area, which makes this 34thStreet link that much more important. A review of current and past programs found this sidewalk linkage was at one time in the 7-year Capital Improvement Program Plan (2009-2015 CIP) and estimated at $4.25 million. Unfortunately, this nearly half mile segment of sidewalk did not make the funding allocation in more recent capital budget cycles."

Mr. Latt did not mention that prior to the 2009-2015 CIP the sidewalk was originally an approved **"2006 Neighborhood Improvement Project"** voted on by all Bellevue neighborhoods. **We were subsequently asked by the City to remove the project with a promise it would go into the 2008 Capital budget.** We gave our approval and our sidewalk funding went to another project. We asked in 2008 and were told it was then moved to the 2009 Capital Budget. The next we knew, the project was cut from the budget. **Last year (2014) at the City of Bellevue Open House, we asked again, and we were told: "If you really want this, you have to come down to City Hall and complain to the Mayor and City Council. That is what the people living near Newport Way did."** The reason for the large cost quoted by Mr. Latt in his response is the sidewalk was linked to a drainage project. What is the real cost of the sidewalk and bike lane improvement by itself? Can the proposed S-1 project be evaluated on the sidewalk/bike lanes alone? Is it necessary to link the costs? Other neighborhoods have sidewalks, bike lanes, and turn lanes being installed with lengths exceeding a mile, twice the length of project S-1.

My questions to the City are: If this was approved in 2006, put into the budget in 2008, moved to the 2009 budget then cut out of the budget, and now reappears as an unfunded project, what

changed? Did our situation get better by itself over the last nine (9) years? Did we not complain enough? Did we trust the City to do the right thing?

SE 35th PL to SE 34th ST to West Lake Sammamish Parkway is a feeder arterial that handles a large amount of daily and weekend traffic. There are no sidewalks on the north side of the street from162nd PL SE to 168th PL SE, and no sidewalks at all on the south side of the streets.

I look around at other areas that get road dividers with plantings, lighted crosswalks, speed bumps, sidewalks, and retaining walls to name a few items. We are only asking for a safe path to walk and use a bicycle in our neighborhoods. The SE 35th PL, SE 34th ST sidewalk and bicycle path would also complete a path from SE Eastgate Way to West Lake Sammamish Parkway. This feeder arterial will again suffer heavy use when the next phase of the West Lake Sammamish Parkway begins.

People, walking and cycling along this feeder arterial, face large amounts of traffic and a curb lane that is less than two (2) feet in places. Drainage ditches limit the curb lane to the extent that truck side mirrors are a hazard to anyone walking. The entire length of this arterial has no marked crosswalks, and the speed limit is very often not obeyed. Anyone walking or cycling east on SE 34th ST going to Vasa Park must use the narrow curb lane and gravel pothole marked shoulders. New developments are planned with ingress and egress to SE 34th ST. This will make matters worse on the already busy arterial. Emergency vehicles use this route as well, and I can attest to at least five (5) runs a week in recent months.

The bus service cannot be safely accessed, and there is no way this conforms to the "Americans with Disabilities Act" The sidewalk stops at 162nd PL SE, and has wheel chair access but to continue, a wheelchair would not fit in the curb lane.

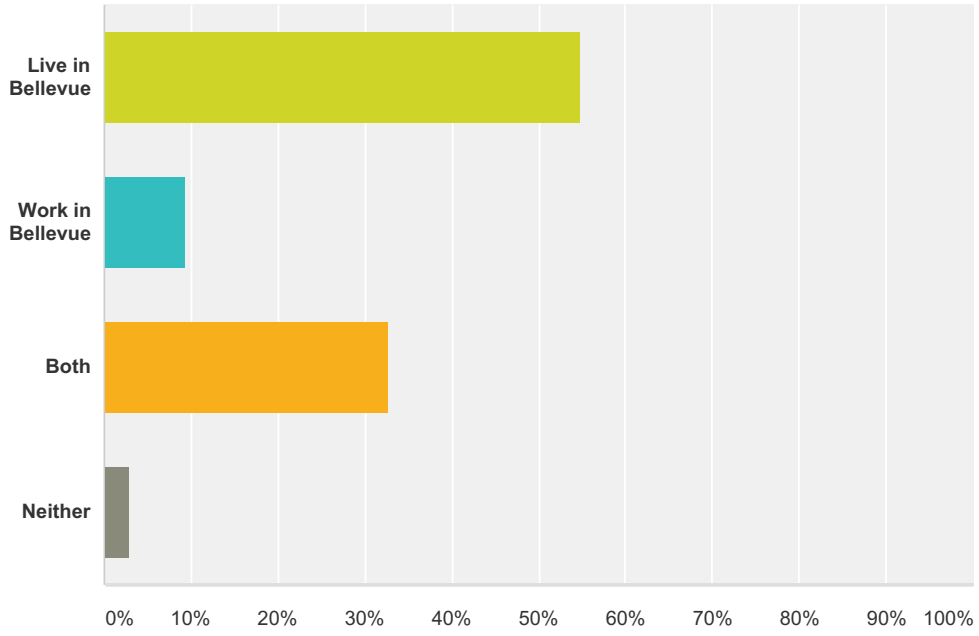
Please consider S-1 for all the good it can bring to the many neighborhoods along this very important feeder arterial in the City of Bellevue.

Thank you for your considerations,

Glenn Extor
3470 162nd PL SE
Bellevue, WA 98008
Cell:425.417.6336
gwextor@gmail.com

Q1 Do you

Answered: 306 Skipped: 4



Answer Choices	Responses	
Live in Bellevue	**54.90%**	168
Work in Bellevue	**9.48%**	29
Both	**32.68%**	100
Neither	**2.94%**	9
Total		**306**

Q2 If you reside in Bellevue, please enter your home ZIP code

Answered: 270 Skipped: 40

#	Responses	Date
1	98008	5/3/2015 6:04 PM
2	98008	4/14/2015 10:47 AM
3	98004	4/14/2015 9:27 AM
4	98004	4/13/2015 5:39 PM
5	98004	4/13/2015 3:20 PM
6	98006	4/13/2015 2:50 PM
7	98005	4/13/2015 10:53 AM
8	98008	4/13/2015 8:59 AM
9	98004	4/12/2015 8:15 PM
10	98006	4/12/2015 7:22 PM
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12	98008	4/12/2015 12:15 PM
13	98005	4/12/2015 9:22 AM
14	98004	4/11/2015 6:07 PM
15	98007	4/11/2015 12:16 PM
16	98004	4/10/2015 6:28 PM
17	98006	4/10/2015 5:08 PM
18	98034	4/10/2015 3:35 PM
19	98004	4/10/2015 3:29 PM
20	98007	4/10/2015 1:15 PM
21	98004	4/10/2015 10:46 AM
22	98006	4/10/2015 10:03 AM
23	98006	4/10/2015 7:32 AM
24	98006	4/10/2015 7:08 AM
25	98008	4/10/2015 5:18 AM
26	98005	4/9/2015 8:28 PM
27	98008	4/9/2015 6:08 PM
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29	98006	4/9/2015 4:15 PM
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78	98006	4/8/2015 9:41 AM
79	98008	4/8/2015 9:39 AM
80	98005	4/8/2015 9:36 AM
81	98007	4/8/2015 9:33 AM
82	97006	4/8/2015 9:29 AM
83	98006	4/8/2015 9:28 AM
84	98004	4/8/2015 9:22 AM
85	98008	4/8/2015 9:19 AM
86	98006	4/8/2015 9:10 AM
87	98004	4/8/2015 9:10 AM
88	98006	4/8/2015 9:09 AM
89	98008	4/8/2015 9:06 AM
90	98004	4/8/2015 9:04 AM
91	98006	4/8/2015 9:04 AM
92	98005	4/8/2015 8:59 AM
93	98006	4/8/2015 8:58 AM
94	98006	4/8/2015 8:57 AM
95	98004	4/8/2015 8:57 AM
96	98005	4/8/2015 8:56 AM
97	98006	4/8/2015 8:55 AM
98	98006	4/8/2015 8:54 AM
99	98006	4/8/2015 8:52 AM
100	98005	4/8/2015 8:47 AM
101	98007	4/8/2015 8:47 AM
102	98006	4/8/2015 8:45 AM
103	98006	4/8/2015 8:41 AM
104	98006	4/8/2015 8:36 AM
105	98006	4/8/2015 8:35 AM
106	98004	4/8/2015 8:31 AM
107	98004	4/8/2015 8:31 AM
108	98004	4/8/2015 8:28 AM

109	98008	4/8/2015 8:27 AM
110	98008	4/8/2015 8:27 AM
111	98004	4/8/2015 8:27 AM
112	98007	4/8/2015 8:24 AM
113	98006	4/8/2015 8:24 AM
114	89006	4/8/2015 8:24 AM
115	98008	4/8/2015 8:22 AM
116	98005	4/8/2015 8:21 AM
117	98122	4/8/2015 8:20 AM
118	98004	4/8/2015 8:19 AM
119	98006	4/8/2015 8:18 AM
120	98007	4/8/2015 8:14 AM
121	98008	4/8/2015 8:11 AM
122	98004	4/8/2015 8:10 AM
123	98004	4/8/2015 8:10 AM
124	98006	4/8/2015 8:10 AM
125	98005	4/8/2015 8:09 AM
126	98004	4/8/2015 8:08 AM
127	98008	4/8/2015 8:08 AM
128	98006	4/8/2015 8:04 AM
129	98005	4/8/2015 8:02 AM
130	98008	4/5/2015 10:08 PM
131	98008	4/5/2015 10:47 AM
132	98008	4/4/2015 2:58 PM
133	98008	4/3/2015 8:23 PM
134	98008	4/2/2015 7:28 PM
135	98008	4/2/2015 9:42 AM
136	98008	4/2/2015 9:02 AM
137	98004	4/1/2015 2:08 PM
138	98008	3/30/2015 9:49 AM
139	98004	3/29/2015 10:25 PM
140	98005	3/29/2015 11:01 AM
141	98008	3/28/2015 8:03 PM
142	98008	3/28/2015 11:15 AM
143	98006	3/26/2015 9:45 PM
144	98008	3/26/2015 5:52 PM
145	98004	3/26/2015 2:17 PM
146	98004	3/26/2015 2:15 PM

147	98004	3/26/2015 12:26 PM
148	98004	3/26/2015 12:23 PM
149	98004	3/26/2015 12:18 PM
150	98007	3/26/2015 12:16 PM
151	98005	3/26/2015 12:12 PM
152	98004	3/26/2015 12:05 PM
153	98004	3/26/2015 12:02 PM
154	98007	3/26/2015 11:59 AM
155	98005	3/26/2015 11:55 AM
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179	98006	3/24/2015 4:18 PM
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181	98006	3/24/2015 3:45 PM
182	98004	3/24/2015 2:45 PM
183	98006	3/24/2015 2:29 PM
184	98007	3/23/2015 3:16 PM

185	98008	3/22/2015 7:33 PM
186	98005	3/22/2015 7:16 PM
187	98004	3/22/2015 4:31 PM
188	98008	3/22/2015 3:23 PM
189	98004	3/22/2015 12:37 PM
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191	98004	3/20/2015 4:38 PM
192	98008	3/20/2015 3:25 PM
193	98008	3/20/2015 10:36 AM
194	98008	3/20/2015 9:18 AM
195	98008	3/20/2015 8:45 AM
196	98004	3/19/2015 12:33 AM
197	98006	3/18/2015 2:53 PM
198	98005	3/18/2015 2:02 PM
199	98004	3/18/2015 9:55 AM
200	98006	3/18/2015 7:15 AM
201	98006	3/17/2015 10:14 PM
202	98004	3/17/2015 4:26 PM
203	98006	3/17/2015 1:39 PM
204	98007	3/17/2015 1:31 PM
205	98007	3/17/2015 12:57 PM
206	98006	3/17/2015 10:24 AM
207	98005	3/17/2015 10:15 AM
208	98006	3/17/2015 8:55 AM
209	98007	3/16/2015 4:26 PM
210	98008	3/16/2015 3:19 PM
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212	98008	3/16/2015 1:52 PM
213	98008	3/16/2015 1:33 PM
214	98006	3/16/2015 1:15 PM
215	98006	3/16/2015 1:11 PM
216	98005	3/16/2015 11:38 AM
217	98008	3/16/2015 6:23 AM
218	98004	3/15/2015 4:11 PM
219	98004	3/14/2015 10:27 AM
220	98008	3/13/2015 7:21 PM
221	98007	3/13/2015 5:42 PM
222	98008	3/13/2015 5:00 PM

223	98004	3/13/2015 12:38 PM
224	98004	3/13/2015 11:32 AM
225	98008	3/13/2015 10:10 AM
226	98006	3/13/2015 9:35 AM
227	98004	3/13/2015 9:25 AM
228	98008	3/13/2015 9:16 AM
229	98004	3/13/2015 8:22 AM
230	98005	3/13/2015 6:47 AM
231	98004	3/12/2015 7:18 PM
232	98005	3/12/2015 6:16 PM
233	98005	3/12/2015 5:35 PM
234	98008	3/12/2015 4:26 PM
235	98005	3/12/2015 3:42 PM
236	98005	3/12/2015 3:40 PM
237	98007	3/12/2015 10:50 AM
238	98004	3/12/2015 9:38 AM
239	98007	3/12/2015 9:10 AM
240	98004	3/12/2015 9:00 AM
241	98005	3/12/2015 8:13 AM
242	98005	3/12/2015 5:01 AM
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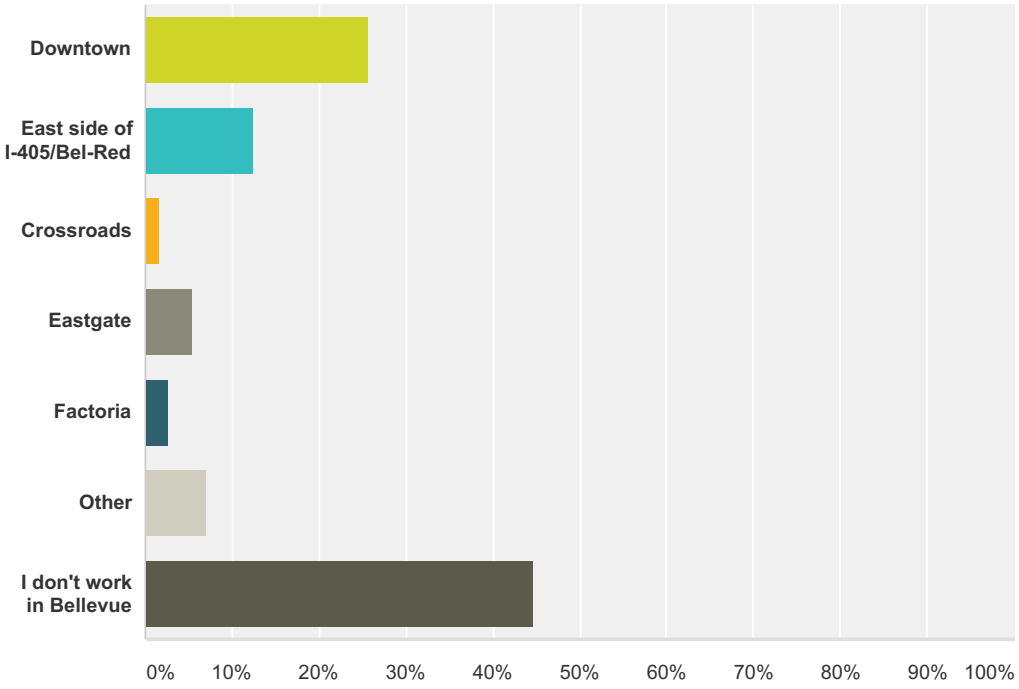
245	98007	3/11/2015 7:49 PM
246	98005	3/11/2015 7:43 PM
247	98004	3/11/2015 7:31 PM
248	98005	3/11/2015 7:20 PM
249	98005	3/11/2015 6:16 PM
250	98005	3/11/2015 6:09 PM
251	98005	3/11/2015 6:07 PM
252	98005	3/11/2015 5:23 PM
253	98005	3/11/2015 4:59 PM
254	98005	3/11/2015 4:34 PM
255	98005	3/11/2015 4:28 PM
256	98005	3/11/2015 4:27 PM
257	98005	3/11/2015 4:25 PM
258	98005	3/11/2015 4:24 PM
259	98008	3/11/2015 4:20 PM
260	98008	3/11/2015 4:20 PM

261	98007	3/11/2015 2:54 PM
262	98005	3/11/2015 1:56 PM
263	98005	3/11/2015 1:52 PM
264	98007	3/11/2015 12:47 PM
265	98004	3/11/2015 10:20 AM
266	98004	3/11/2015 10:08 AM
267	98006	3/11/2015 9:35 AM
268	98007	3/11/2015 9:11 AM
269	98008	3/11/2015 9:02 AM
270	98005	3/11/2015 8:25 AM

Q3 The area of Bellevue where I work is

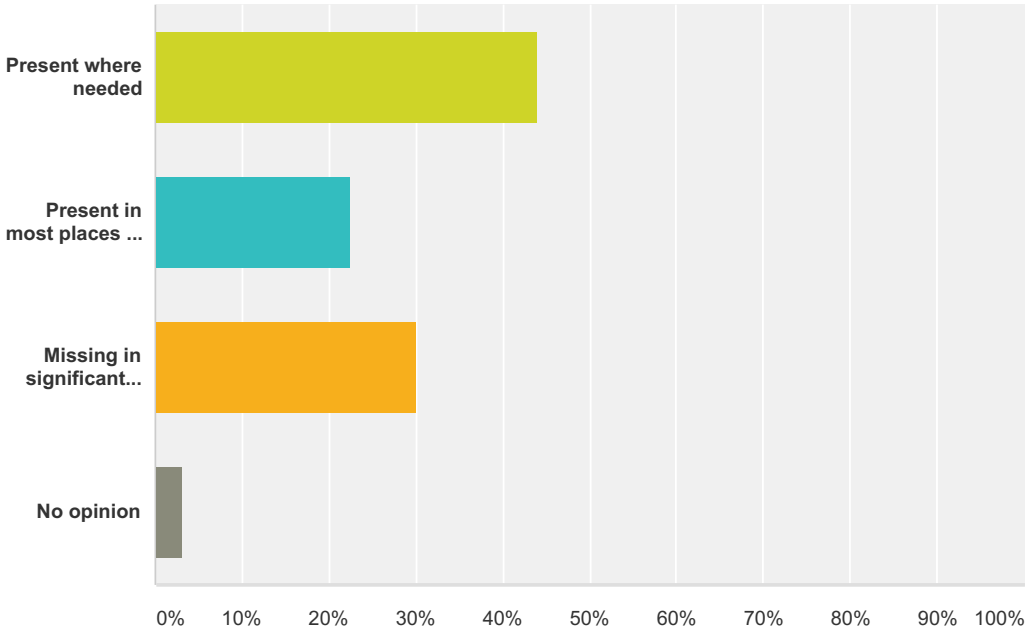
Answered: 293 Skipped: 17



Answer Choices	Responses	
Downtown	**25.60%**	75
East side of I-405/Bel-Red	**12.63%**	37
Crossroads	**1.71%**	5
Eastgate	**5.46%**	16
Factoria	**2.73%**	8
Other	**7.17%**	21
I don't work in Bellevue	**44.71%**	131
Total		**293**

Q4 In the area where I live, sidewalks are:

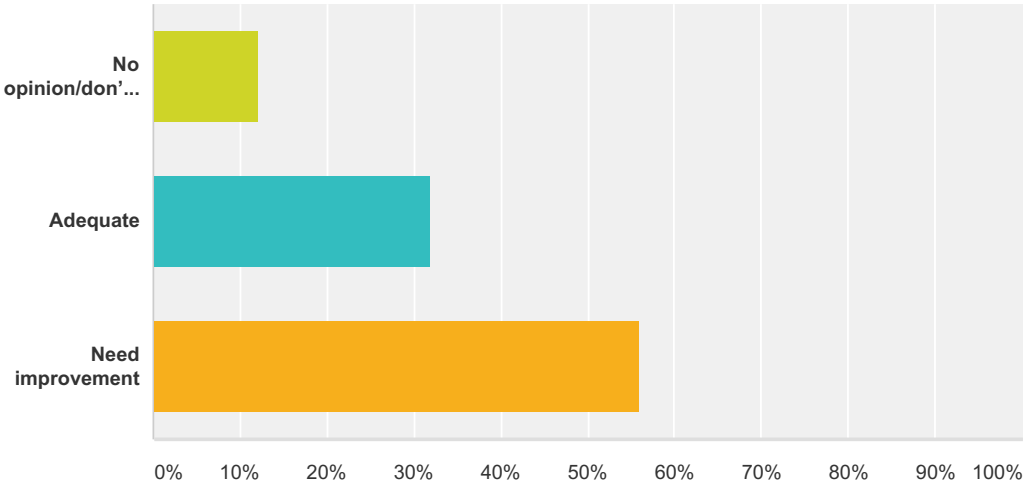
Answered: 279 Skipped: 31



Answer Choices	Responses	
Present where needed	**44.09%**	123
Present in most places but missing in key locations	**22.58%**	63
Missing in significant areas	**30.11%**	84
No opinion	**3.23%**	9
Total		**279**

Q5 In the area where I live, conditions for bicycling are:

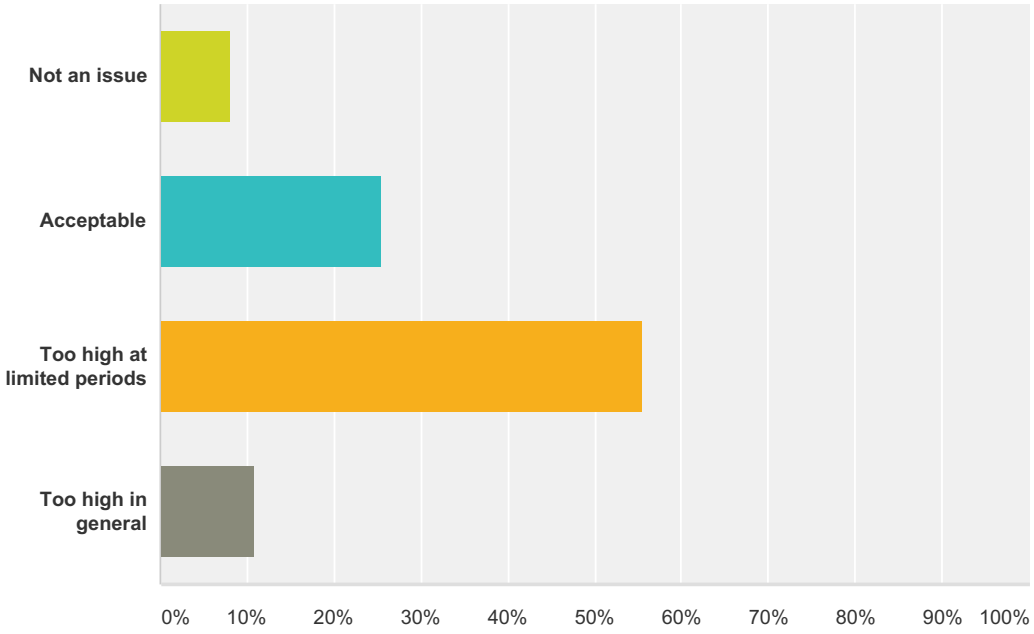
Answered: 282 Skipped: 28



Answer Choices	Responses	
No opinion/don't ride a bike	**12.06%**	34
Adequate	**31.91%**	90
Need improvement	**56.03%**	158
Total		**282**

Q6 In the area where I live, traffic congestion is:

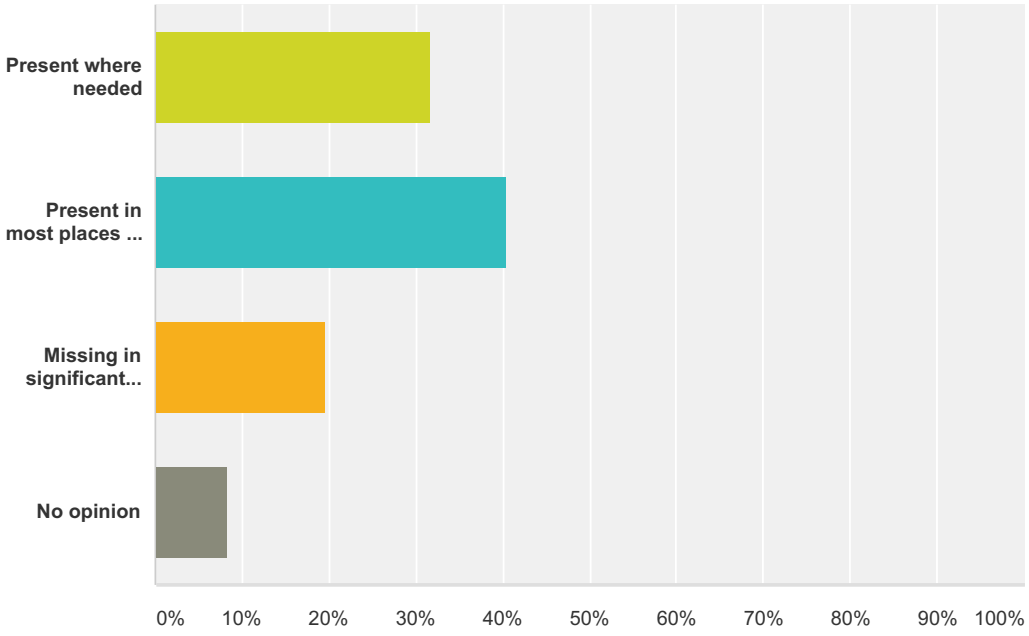
Answered: 283 Skipped: 27



Answer Choices	Responses	
Not an issue	**8.13%**	23
Acceptable	**25.44%**	72
Too high at limited periods	**55.48%**	157
Too high in general	**10.95%**	31
Total		**283**

Q7 Citywide, sidewalks are:

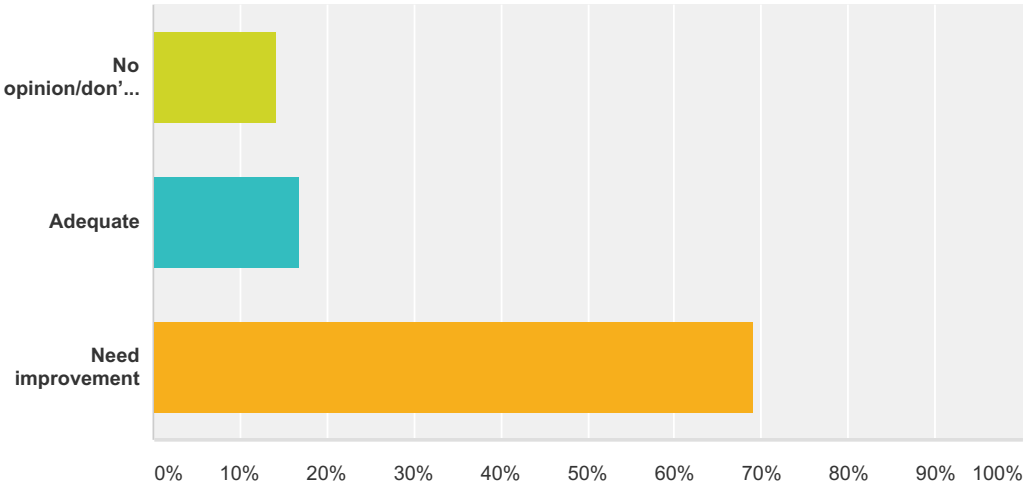
Answered: 297 Skipped: 13



Answer Choices	Responses	
Present where needed	**31.65%**	94
Present in most places but missing in key locations	**40.40%**	120
Missing in significant areas	**19.53%**	58
No opinion	**8.42%**	25
Total		**297**

Q8 Citywide, conditions for bicycling are:

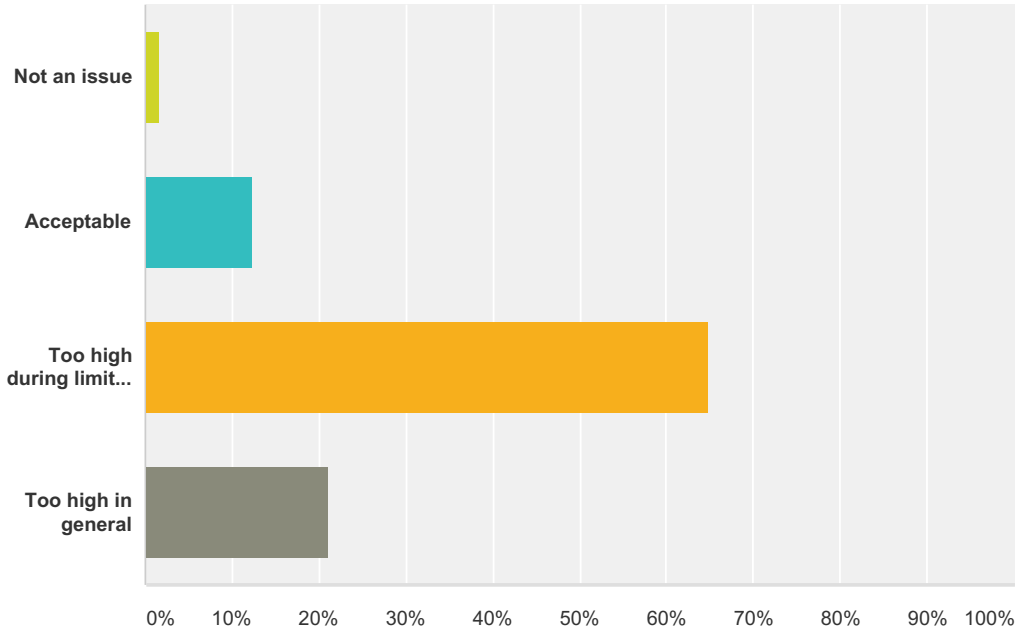
Answered: 297 Skipped: 13



Answer Choices	Responses	
No opinion/don't ride a bike	**14.14%**	42
Adequate	**16.84%**	50
Need improvement	**69.02%**	205
Total		**297**

Q9 Citywide, traffic congestion is:

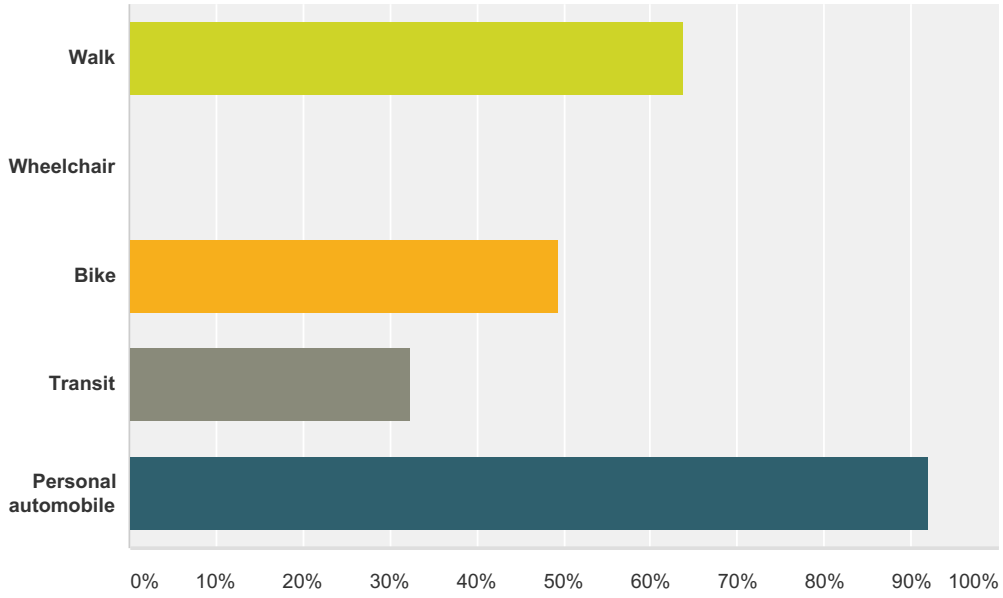
Answered: 299 Skipped: 11



Answer Choices	Responses	
Not an issue	**1.67%**	5
Acceptable	**12.37%**	37
Too high during limited periods	**64.88%**	194
Too high in general	**21.07%**	63
Total		**299**

Q10 How do you get around in Bellevue? (Check all that apply)

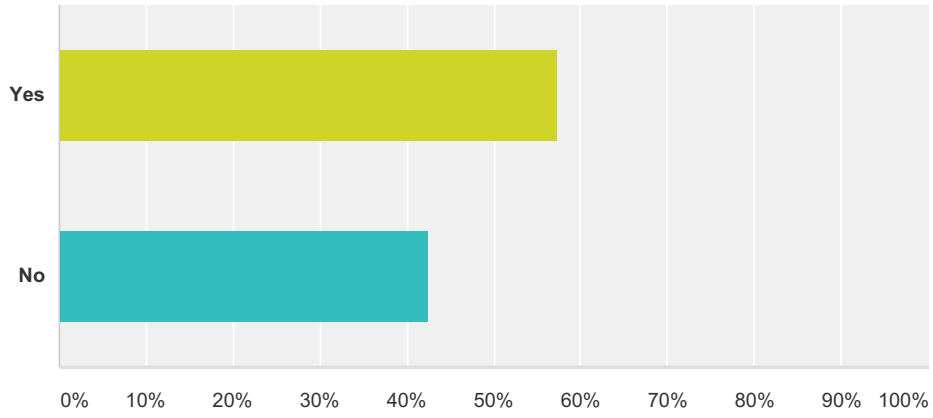
Answered: 299 Skipped: 11



Answer Choices	Responses	
Walk	**63.88%**	191
Wheelchair	**0.00%**	0
Bike	**49.50%**	148
Transit	**32.44%**	97
Personal automobile	**91.97%**	275
Total Respondents: 299		

Q11 Are there additional transportation options you would use more often if they were available?

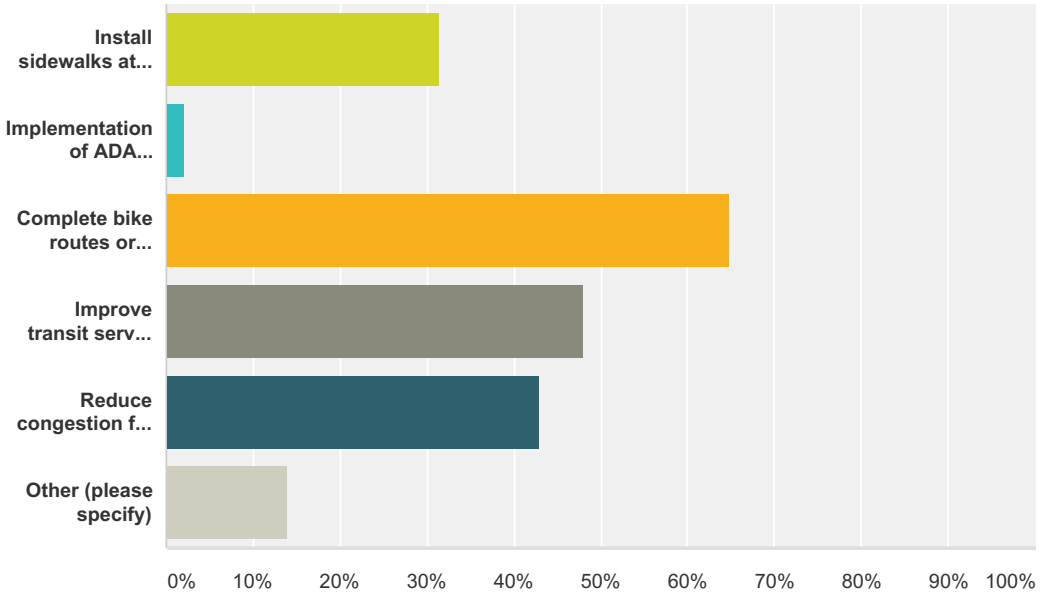
Answered: 291 Skipped: 19



Answer Choices	Responses	
Yes	**57.39%**	167
No	**42.61%**	124
Total		**291**

Q12 Please indicate what improvement would influence your transportation decisions at least twice per month. (Check all that apply)

Answered: 291 Skipped: 19



Answer Choices	Responses	
Install sidewalks at key locations	**31.62%**	92
Implementation of ADA compliant facilities where warranted	**2.06%**	6
Complete bike routes or create protected bike lanes where bike facilities are missing	**64.95%**	189
Improve transit service options where service is limited	**48.11%**	140
Reduce congestion for automobiles	**42.96%**	125
Other (please specify)	**14.09%**	41
Total Respondents: 291		

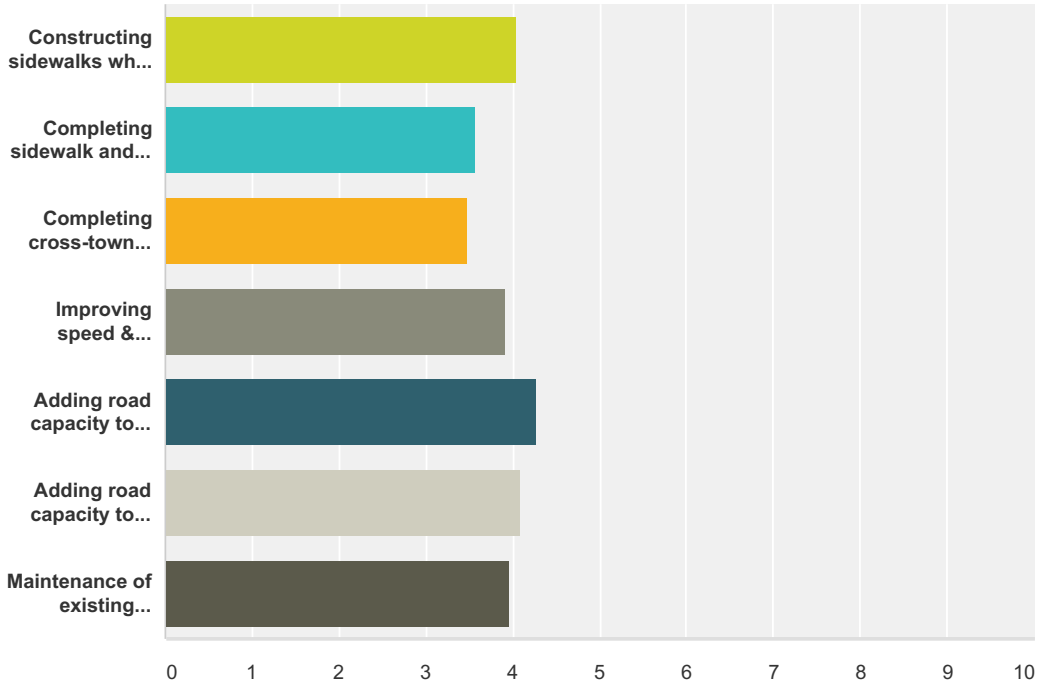
#	Other (please specify)	Date
1	Light rail!	4/9/2015 11:45 AM
2	some places are adult bikeable, but not kid-friendly bikeable	4/8/2015 1:18 PM
3	Change trafic light system to reduce waiting time for walker and cyclists.	4/8/2015 12:26 PM
4	Add light rail	4/8/2015 11:55 AM
5	create unprotected bike lanes on most downtown streets	4/8/2015 9:47 AM
6	Safe bike routes for every kid to their school!	4/8/2015 9:23 AM
7	Safe places to park bike while running errands/shopping	4/8/2015 9:12 AM
8	Bus added to weat lake sammammish parkway Se running to Bellevue, Eastgate and Redmond park and rides	4/8/2015 8:31 AM

9	Traffic lights must be installed at West Lake Sammamish Parkway and SE 34th Street. During rush hours, traffic volume is too high to turn left into West Lake Sammamish Pkwy.	4/8/2015 8:14 AM
10	Route trucks and buses onto adjacent roadways	4/8/2015 8:12 AM
11	electric bikes, mod-peds,	4/8/2015 8:12 AM
12	light rail to seattle/airport/everett!	4/8/2015 8:10 AM
13	Very difficult to bike North - South through Bellevue. No clear way to navigate	4/8/2015 8:06 AM
14	light rail or other nass transit	4/5/2015 10:10 PM
15	add mid block pedestrian crossings	4/1/2015 2:10 PM
16	Reduce speed on Bell. Way (24th-520)	3/26/2015 12:19 PM
17	Recreational bike lanes in non-commuter hours	3/26/2015 12:00 PM
18	more priority for pedestrians at signalized crosswalks	3/26/2015 8:05 AM
19	transportation for senior citizens (drop off at destination)	3/25/2015 9:21 AM
20	increase park and ride parking spots quantity	3/24/2015 10:49 PM
21	Adding more parking spots at all Park & Ride!	3/24/2015 11:14 AM
22	Need bike lanes that don't disappear at intersections (the most dangerous part of the block)	3/19/2015 10:29 AM
23	Easier access to public transportation into Seattle on very regular intervals. (Park & Ride capacity and frequency of transit options)	3/18/2015 2:06 PM
24	Train/Light Rail	3/17/2015 4:49 PM
25	public transport that serves high density area with very high frequency. like bus picking passenger from x fixed locations at every y min . y < 15 min.	3/17/2015 4:29 PM
26	Use technology to reduce the need to commute to meetings in person. For example, all city meetings should be online so that participants can participate interactively. (e.g. The Washington State Bar Association conducts Continuing Legal Education seminars in simulcast and remote participants can ask questions through a moderator.) The city should make its technology available to non-profit and community groups to do the same.	3/17/2015 10:20 AM
27	More frequent bus services	3/17/2015 7:39 AM
28	riding bikes in most parts of Bellevue is scary.	3/16/2015 4:29 PM
29	Better conditions for pedestrians. Better crosswalk signals and better enforcement of traffic laws to protect pedestrians.	3/16/2015 11:40 AM
30	free shuttle service within downtown	3/14/2015 10:30 AM
31	Increased safety and improved user experience for pedestrians	3/13/2015 9:18 AM
32	Easier to walk across I-405 bridges. Ramps are busy and cars are fast.	3/12/2015 3:42 PM
33	Public transportation is horrible from here and makes no sense. You have to take several buses places and the cost is much too high. I live only 3.5 miles from Bellevue Square and it would cost me over $5 round trip there, so I drive! There is no easy way to Issaquah from here & takes forever. Would love some sort of transit/rail system or just better buses!!	3/11/2015 7:53 PM
34	Light Rail to Seattle And Airport	3/11/2015 7:33 PM
35	I would take a bus downtown if the park and ride (South Bellevue) wasn't always full	3/11/2015 6:21 PM
36	None. I work 6 blocks from home.	3/11/2015 5:27 PM
37	I reside at 12400 NE 4th Place and the traffic is unbearable. The noise level from all the buses, cars, and trucks is so high it would be off a chart to live with. I cannot imagine the impact I will suffer from when NE 4th connects with 120th and the Spring District on 124th. The school planned to be constructed on Main and 124th is an added concern for me. It's quite apparent from this survey that Bellevue is more concerned with the people who ride bikes. Good for them, but the traffic is out of hand in Wilburton!!! Being a resident for 30 years at this address, I wish more than anything that I could move, but I can't. Not a happy homeower and I can only see the traffic being worse.	3/11/2015 4:44 PM

38	Provide safe bus stops for school buses. My children have a bus stop on NE 5th and 124th which is insanely busy during the city's construction. The district will not move the bus into the neighborhood onto the corner 124th Place and NE 4th (which is on the current route) even though parents have requested. If nothing else, the children should be able to cross the street safely on their own. It is currently not safe because of the day laborers that use the street for parking and have no regard for the crosswalk/children crossing sign. As well as the neighboring school that has frantically late parents who pay no attention to kids crossing the street.	3/11/2015 4:37 PM
39	greater setback for buildings, so we don't have to walk next to traffic speeding by within arm's reach	3/11/2015 1:54 PM
40	I don't know why the hell major cities don't have more trams.	3/11/2015 10:21 AM
41	Free Bus Zone	3/11/2015 10:09 AM

Q13 Please indicate the relative priority you see for use of transportation funds in Bellevue. Please rank in order, from 1 (highest) to 7 (lowest).

Answered: 286 Skipped: 24



	Priority 1	Priority 2	Priority 3	Priority 4	Priority 5	Priority 6	Priority 7	Total	Weighted Average
Constructing sidewalks where missing along arterial roadways	**14.00%** 35	**10.80%** 27	**18.80%** 47	**11.20%** 28	**17.60%** 44	**14.40%** 36	**13.20%** 33	250	4.04
Completing sidewalk and trail links from neighborhoods to schools, parks and transit routes	**10.85%** 28	**25.19%** 65	**16.67%** 43	**14.34%** 37	**14.34%** 37	**13.57%** 35	**5.04%** 13	258	3.57
Completing cross-town bicycle routes (connected E-W and N-S bike lanes and separated paths)	**32.08%** 85	**12.83%** 34	**10.94%** 29	**10.57%** 28	**7.17%** 19	**4.91%** 13	**21.51%** 57	265	3.49
Improving speed & reliability of transit through targeted roadway improvements and enhancements to traffic signals	**11.11%** 29	**12.26%** 32	**16.48%** 43	**21.07%** 55	**18.39%** 48	**14.18%** 37	**6.51%** 17	261	3.92
Adding road capacity to serve growth and new development (esp. in Downtown, Bel-Red)	**12.40%** 32	**16.67%** 43	**8.14%** 21	**13.18%** 34	**10.08%** 26	**21.32%** 55	**18.22%** 47	258	4.29
Adding road capacity to relieve peak period congestion	**15.09%** 40	**16.60%** 44	**13.96%** 37	**8.68%** 23	**7.92%** 21	**19.25%** 51	**18.49%** 49	265	4.09
Maintenance of existing facilities (roads, signals, signs, walkways).	**10.14%** 28	**10.87%** 30	**19.20%** 53	**20.65%** 57	**20.65%** 57	**7.97%** 22	**10.51%** 29	276	3.97

#	Other (please specify)	Date
1	Create paths through cul-de-sacs to park-n-rides	4/13/2015 5:43 PM

2	E-W bike cooridors are not suitable for communting.	4/8/2015 8:21 PM
3	Ensure WSDOT retains SR520 bike lane from redmond to bellevue	4/8/2015 4:31 PM
4	Add bike stop areas in front of cars at lights and other cheap improvements	4/8/2015 9:53 AM
5	Adding bus to w ok sammamish pkway se	4/8/2015 8:34 AM
6	Bike lanes, especially near schools.	4/8/2015 8:18 AM
7	incentives for biking to work, using electric non-pollution modes of transportation, van car-pooling to downtown bellevue	4/8/2015 8:14 AM
8	We need bike lanes!!!!! And protected bike paths!!!!	4/8/2015 8:12 AM
9	add parking near 405 with shuttle service into downtown to eliminate number of cars	4/1/2015 2:17 PM
10	Maintenance of vegetation to improve sight lines escpecially where no sidewalks exist.	3/28/2015 11:25 AM
11	Priority 4- midblock street signals- blocks are too long, too many people jaywalking-not safe	3/26/2015 2:21 PM
12	Priority 1- Stop light at Bell. Way & 28th (Spring Creek)	3/26/2015 12:22 PM
13	Priority 1- make more crosswalks on Bellevue Wa between NE 12th to NE 30th	3/26/2015 12:07 PM
14	Priority 4- Recreational bike lanes during non-commuter hours, using right hand lanes and education	3/26/2015 12:01 PM
15	Buses need indents out of the roadway so that they do not impede roadway when they pick up and drop off passengers.	3/24/2015 3:03 PM
16	Better connecting buses to major transit center (like eastgate, issaq, bellevue downtown)	3/22/2015 7:41 PM
17	Improving pedestrian capacity and safety (eg, garage warnings)	3/22/2015 4:38 PM
18	Stop calling wide sidewalks "separated paths" and "multi-use trails".	3/19/2015 10:32 AM
19	providing alternatives such at safe cycling and more transit makes the most sense to me	3/19/2015 10:06 AM
20	completing connections to already existing bike paths (I-90, 520 bike path and Northup/116th, etc)	3/19/2015 8:58 AM
21	There are arterial roads where the sidewalk is too close to fast traveling cars. So even though a sidewalk exists, its not comfortable to walk on with toddlers for example. I'm speaking specifically about NE Bellevue near Microsoft.	3/16/2015 4:40 PM
22	Improving/removing intersections to cope with peak conjestion	3/16/2015 3:25 PM
23	coordinating the traffic signals.	3/11/2015 7:57 PM
24	Providing busses directly to neighborhoods	3/11/2015 4:30 PM
25	Stop spending money on expanded bicycle routes.	3/11/2015 2:57 PM
26	safe routes to schools & safer crosswalks	3/11/2015 2:03 PM

Q14 Additional comments.Please let us know any additional comments you may have regarding transportation needs in Bellevue.

Answered: 115 Skipped: 195

#	Responses	Date
1	Speed control or monitoring along west lake Sammamish. Seems many non residents just cannot keep their foot light on the petal around the lake.	5/3/2015 6:22 PM
2	I believe many more people would bike and use transit if the systems for these modes of transport were more thoughtfully integrated for bike commuters. We don't want to ride on sidewalks/"multiuse" sidewalk trails, busy streets without shoulders. Too many potential routes are interrupted by dangerous routes or require long ride arounds. Also Bellevue should look at current cycle routes used by commuters within Bellevue and connections that connect from neighboring communities and transit. For example, there is no easy bike access to the S Bellevue P&R lot from the I-90 bike trail. The new 520 trail from Evergreen point to 112th is fantastic, but it dies there without connecting to a safe route in any direction! Think seriously about a way to connect that path to older section of the 520 trail (rather than hazardous Northup route), and how to connect to DT bellevue through a sensible relining of 112th (you need a bike lane uphill from 520 all the way to DT--there is room for it but inexplicably you have a huge downhill shoulder on the other side and an unnecessarily long left hand turning lane into the office complex. Easily solved with some paint. Now that I'm on a roll, figure out how to connect from Northup & 112th terminus of new bike path to the S Kirkland P&R and the new rail trail and then you have something cooking!	4/14/2015 9:41 AM
3	Reduce the automobile lanes of the major streets through downtown Bellevue.	4/13/2015 3:23 PM
4	Completion of the sidewalk at SE 34th street needs to occur before a pedestrian is injured or worse. The posted speed limit, 30 mph, is seldom observed and there are no alternate routes to walk or bicycle.	4/13/2015 9:02 AM
5	The intersection with Chikfila & Whole Foods is a nightmare ... you can't get off the freeway ... east or west on NE 8th from northbound 405 because the line of cars is so long. I went by there last night after 10:00 pm and the freeway exit was still blocked! Traffic mitigation is needed quickly!	4/12/2015 9:29 AM
6	I have been biking around Bellevue for some time and do not find it safe in some areas. The lanes are wide in many places, so that helps a lot. But generally many drivers downtown Bellevue are still not used to the bikers, which makes it a bit intimidating even though I'm an experienced rider. Any improvements would be great!	4/10/2015 3:40 PM
7	ranking is crazy... all are important!	4/10/2015 7:35 AM
8	Public transportation and the ability to walk or ride a bike is much better then more cars.	4/10/2015 7:14 AM
9	Bicycle routes through Bellevue are dangerous. There's no way to get from crossroads to bel square. Or bel square to factoria. Actually bel square from any direction. Belred and 140th area is impossible.	4/10/2015 5:34 AM
10	Please fix the bikeway which parallels I-90. The current bikeway between the I-90 overpass and the Sunset school with switchbacks is not acceptable.	4/9/2015 6:13 PM
11	East-west cycling routes are needed! NE 8th is dangerous and the 520 trail is too far north.	4/9/2015 11:47 AM
12	Compared to the other Eastside suburbs, Bellevue is most lacking in biking infrastructure, especially in the downtown area. While both places I've worked at in DT Bellevue encourage biking to work, the roads to get to work are not the most bike friendly. (I bike from Northern Kirkland to DT Bellevue.) The recent improvements to Northup Way was huge boon, but that should just be the start. Let's see more within DT Bellevue proper!	4/9/2015 12:05 AM
13	Transit is limited by the speed of other vehicles on the street. Lets forget about the transit idea in favor of a method that does not share the roadways. How about subway or rail. It seems to work well in Europe and other parts of the world. Investing is more transit coaches is another waste of taxpayer dollars. I would opt for light rail.	4/8/2015 10:59 PM
14	I live East of Crossroads and would love to cycle to my workplace on the bottom part of Bel-Red. However the only direct route is up and down Bel-Red. Unfortunately that road is too narrow for a cyclist to make use of during peak hour traffic. The sidewalk is in really poor condition for a road bike (probably fine for mountain bike with fat tires).	4/8/2015 9:17 PM

15	The city has to address the lack inconsistent distribution of sidewalks. Also, in order to encourage commuting, solutions need to be implemented that allow for safe and easy east west travel. Finally, too many sidewalks are currently closed because of construction downtown Bellevue, this makes it difficult and unsafe to walk.	4/8/2015 8:21 PM
16	Construct trail along Rail corridor for bikes and pedestrians. Build safe bike route from SR 520 bike trail to rail corridir and downtown Bellevue. Bellevue is a beautiful and well run city. Thank you	4/8/2015 4:31 PM
17	Bike lanes or bike paths. the 12th street bridge bike path is great but without bike lanes on 12th str it's hard to transition from the path back into traffic.	4/8/2015 4:26 PM
18	Please finish the bike paths - Bellevue streets are so dangerous to bike on	4/8/2015 4:04 PM
19	Bike path along I-90 has a very dangerous crossing at 112th St. Need signs and possibly a traffic light.	4/8/2015 3:14 PM
20	Light rail link is going to be disaster. Way too much money being spent to get too few people to places. Free busses would better and cost less.	4/8/2015 1:28 PM
21	Coordinate growth areas with transit schedules. Keep single-family neighborhoods free from multi-tennant renters. Establish better mall/retail/market parking flow entry/exit from main thoroughfares to avoid bottlenecks that backup into traffic, i.e. Factoria, BelSquare mall, at peak traffic times.	4/8/2015 1:27 PM
22	Need better ways to get North and South near 148th via bike. The sidewalks aren't safe (too many driveways) and the road is way too fast for bikes w/o a bike lane. I have to go all the way to 164th to go North/South and feel safe :(	4/8/2015 12:51 PM
23	I am fortunate to work close to where I live so that I have a lot of transportation options. My biggest complaint about Bellevue transportation is the lack of dedicated bike lanes - painting a bike on the roadway and still sharing the road with cars is just not safe. Also as a pedestrian and biker, enforcing no cell phone use while driving would go a long ways to making the experience safer and more enjoyable.	4/8/2015 12:23 PM
24	The 520 bike path from Redmond to the 520 bridge has a missing link. Traveling from Redmond on the trail it dead ends on NE 24th St. (which is ok with a wide shoulder) however than you have to make a right on Northrup Way which has no shoulder and is crowded and busy for about one mile until you get to 108th Ave. NE (just south of the South Kirkland Park and Ride) where you can than cross the street and ride up on a wide sidewalk which than goes under Bellevue Way reconnecting back onto the bike path. Also Kirkland has down a fabulous job with their new 5.3 mile long bike path - Cross Kirkland Corridor. It would be great to see Bellevue pick up where they left off and continue along the railroad tracks with a north south bike/walking light rail route all the way South to Renton.	4/8/2015 10:29 AM
25	Bike friendly routes will increase commuters and recreational riders to take cars off road. The rail line that is no longer used would be perfect!	4/8/2015 10:29 AM
26	On 150th ave SE just south of SE 38th St. there are no sidewalks or bike lanes, there is no shoulder and the traffic southbound is high and fast. That is my only route to my home and it feels very dangerous. Please help us commuters in that stretch of 150th SE. Thank you	4/8/2015 10:16 AM
27	Bike trails with barriers between traffic & the bike trail between South Bellevue and downtown.	4/8/2015 10:11 AM
28	Biking through downtown, Bel Red Road, 148th, just for starters, is quite stressful with no bike lanes. Bellevue is really behind most surrounding cities in establishing bike lanes. I only bike here to get out of town. For a city with great traffic infrastructure for cars, bikes are basically forgotten.	4/8/2015 9:55 AM
29	On 108th and main new road work was done which narrowed the lanes and makes it less safe for bikes to share the road with cars. Every intersection improvement should include bike lane markings and the dimensions of the lane changes should first accommodate bicycle needs, not traffic directing dividers.	4/8/2015 9:53 AM
30	I would like to see better bike lanes, dedicated lanes with barriers, not just painted lines.	4/8/2015 9:53 AM
31	It's really sad there is not a single good E-W route in Bellevue from Crossroads to downtown Bellevue. This really needs to be the #1 fix. And it's also really sad there's not a safe bike route to Bellevue High School from anywhere you can't already walk.	4/8/2015 9:26 AM
32	405 is a parking lot at key times, leaving few arterial roadways as alternate options. Bellevue Way is a primary alternate option that is going to be destroyed for 5 to 7 years of construction of ST Light Rail. The transportation department and council need to remember what primary modes of transportation are for its citizens, businesses, and shoppers etc. Its the SOV. Transit even in a city planner's wet dream is only a small part of the transportation solution, and ped/bike are even smaller. Numerous weekend closures, 3 lanes with an alternating lane, or 4 skinny lanes are not good solutions. No wonder Expedia wants to move...who will be next.	4/8/2015 9:16 AM

33	Bike lanes on Newport way, which is incredibly popular among the cyclists, would be great.	4/8/2015 9:13 AM
34	Bellevue Way is a mess every afternoon and people go around it by cutting thru the neighborhoods. This is terrible for the Enatai neighborhood Are there plans in the works to get people out of Bellevue better so it doesn't impact the adjacent neighborhoods? Is there plans to deal with all the new growth in Downtown? We need better transit. We need better bike routes thru Downtown. Don't cave to Kemper Freeman and his cronies. Transit and biking options are best, not more roads.	4/8/2015 9:04 AM
35	Regularly clear debris from bike paths, especially on West Lake Sammamish	4/8/2015 8:59 AM
36	Many existing bike lanes start/stop at various points - need to improve lanes so they provide safe riding conditions through the city.	4/8/2015 8:59 AM
37	Light rail to and from Seattle is a high priority and an eventual necessity. Bike lanes across 520. Bike lanes on 140th between NE 8th and the 520 bike trail. Complete bike trail around Lake Sammamish	4/8/2015 8:56 AM
38	Add more bus options	4/8/2015 8:34 AM
39	As Bellevue grows into a more dense city especially downtown. There needs to be more, better, and more protected bike paths across and around the city. For instance Bellevue to Kirkland and connecting the Lake Washington Loop trail and downtown to Crossroads and Overlake/Redmond area.	4/8/2015 8:32 AM
40	Adding safe paths and routes for walkers and bicyclists is a top priority. If Bellevue was a safer and more convenient place to walk and ride I believe more people would do so. This itself could help relieve some of the traffic congestion.	4/8/2015 8:27 AM
41	Bicycle facilities are definitely improving across the city, but the key needs are still missing- namely connections between major bike routes (520 trail to downtown Bellevue) and basically any bicycle infrastructure in downtown Bellevue- hope that can be a priority soon, as they're the biggest impediments for many of my coworkers that would otherwise bike to work.	4/8/2015 8:24 AM
42	Please, please, please start implementing a significant bicycle master plan. Please pay attention to the Eastgate area and the newly annexed part of Bellevue along Newport Way. We truly feel like city hall forgets we're part of Bellevue.	4/8/2015 8:21 AM
43	Provide alternatives to a car centric city. That means add more bike lanes, increase walkability. More roads are not necessary.	4/8/2015 8:18 AM
44	Bellevue needs protected bike lanes along already popular routes like 164th Ave.	4/8/2015 8:18 AM
45	The traffic flow needs significant improvement - the yellow flashing arrow is a joke during commute hours. Construction reroutes should be banded during commute hours. Traffic shouldn't be routed to Bell Square during commute hours.	4/8/2015 8:15 AM
46	bellevue corridors need to catch up with existing transportation demand. managing growth seems secondary when considering the current short comings. It should be easy to ride a bike to work. The train is missing - what is the park and ride plan for the light rail stations?	4/8/2015 8:13 AM
47	S1 sidewalk project needs to be completed before serious injury occurs. The walking options on 34th are severely inadequate.	4/5/2015 10:13 PM
48	Having available sidewalks will help me feel like my children will be safer when they walk from home to parks	4/5/2015 10:50 AM
49	SE 34th and SE 35th desperately needs sidewalks. I walk there sometimes from the four-way stop after riding the bus home, and am very uncomfortable walking in the live lane when cars are driving by.	4/4/2015 3:03 PM
50	Would love to see sidewalks finished on 34th Street from Eastgate Way to West Lake Sammamish Pkwy. It is very dangerous for pedestrians in that stretch where there are no sidewalks. Someone could easily get hit by a car with such a narrow unfinished strip to walk on on the side of the road. Impossible to walk the dog along there.	4/3/2015 8:31 PM
51	Please finish the sidewalk on the north side of SE 34th street. That street is very busy with cars, but many people walk and bike up and down it and it isn't safe, because there is sidewalk only halfway down, then a little patch of sidewalk at the transit stop at the bottom. So what pedestrians do is walk on the south side of the street then cross over to the north when they reach that sidewalk. It's not working for us.	4/2/2015 9:11 AM
52	Stress should be made for the safety of pedestrians downtown. More cars means more danger for walkers and they are already at risk from existing number of vehicles. I've have almost been hit several times at our the poorly designed intersections.	4/1/2015 2:17 PM

53	The rush hour traffic heading north along 116th ave in Bridle trails is a serious problem for residents as they cannot reach their homes or get to the schools due to people using the road as an alternate to 405.	3/31/2015 1:22 PM
54	Provide better bike/Ped across I-405. 12th strreet like improvements on 8th, 4th and Main.	3/29/2015 11:04 AM
55	My residence location does not allow me access to public transportation due to the unsafe conditions on SE 35th PL And SE 34th St. There are no sidewalks that allow me to walk to the bus stop on SE 34th St. The narrow shoulder with overgrown vegetation is a death trap. A side walk or at least a path that would offer some separation from traffic would help immensely. I see there is a Project S1 that would remedy this situation. Please consider this project as it will help me age in place. I have been a resident since 1986 and have seen no major improvements on this roadway. Sidewalks were promised several years ago and then removed from the budget. It is time Bellevue lives up to its promises.	3/28/2015 11:25 AM
56	SE35/SE34 from 162nd Pl SE to west lake Sam Parkway still needs a sidewalk.	3/26/2015 6:02 PM
57	Fix parking issues- people are avoiding coming to downtown because there's limited parking and too much congestion.	3/26/2015 2:21 PM
58	Reduce speed on Bellevue Way. Create a crosswalk (4 way light at 28th & Bell. Way). Set up more speed monitoring off Bell. Way. Open up 2nd Ave to 405 to take the heat off Bell. Way.	3/26/2015 12:22 PM
59	See my idea for new exit from 405N to 120th Ave NE.	3/26/2015 12:15 PM
60	Need downtown transit	3/26/2015 8:07 AM
61	Would like to see sidewalks installed along SE 34th ST and side streets between West Lake Sammamish Pkwy and SE Eastgate Way	3/25/2015 9:40 AM
62	drivers' licensing requirements for new residents (immigrants, etc.) should be carefully reviewed. speeding, racing through yellow and red lights dangerously, disregard for courtesy and parking illegally and inadequately observed throughout Bellevue. BPD should monitor peak traffic for those who regularly commit infractions.	3/25/2015 9:27 AM
63	Getting into and around the Bravern is a nightmare during the evening rush. The u-turn lane from 405 is often blocked by cars turning left or oncoming traffic blocking the intersection. I know we paid a lot of money to have algorithm driven traffic lights but they've proven to be incredibly ineffective. I stop at more lights in downtown Bellevue than I have in any other part of the country.	3/24/2015 10:37 PM
64	More frequent transit options and better bike lanes	3/24/2015 8:40 PM
65	Newport Way from Lakemont to 148th has incredibly scarce sidewalks, even in areas where children are dropped off by buses. The crosswalks are not lit at all, and most people travel 35-45 mph on the road, making it particularly hazardous with low visibility. There is a part of Newport near Lakemont BLVD that begins with a busy bus stop and has a mile-long vista of Lake Sammamish and the Issaquah Alps and ends with a pedestrian foot bridge that connects to a major pedestrian network and an elementary school. On this mile-long stretch there is plenty of room to install either sidewalks or car barriers like what Issaquah has on its portion of Newport, which are much cheaper. If you do it right, you might even pave a car pullout near the pedestrian I-90 bridge for people wanting to enjoy the view or for the many service trucks I see parked there. Additionally, a small stretch of crosswalks along Lakemont beneath I-90 would improve safety for those waiting for buses or trying to get to one of two schools on the other side of I-90.	3/24/2015 8:25 PM
66	More buses in Woodridge.	3/24/2015 7:35 PM
67	There should be a 10:30 pm bus from Issaquah to the Bellevue Transit center. Right now the Las bus is at 9:30 pm.	3/24/2015 3:03 PM
68	I look forward to getting light rail connected from bellevue to seattle. The 212 bus is way too crowded.	3/24/2015 2:37 PM
69	Park & Ride parking spots usually get full very early in the morning. People who start work or go to school late cannot find a parking spot needed before riding bus.	3/24/2015 11:22 AM
70	First, the transit parking garages become full fairly early in the day, often by 9am at eastgate. This might be lessened if the connecting buses were better during peak morning and afternoon times. For example, bus 271 runs once an hour most of the day. It should run every half an hour 6:30-9 and 4-7. This is true of many connecting buses. The impact of not enough connecting bus frequency is people driving or filling up the transit garages. A glaring whole is that there is no transit bus around lake samm. It would cross multiple city boundaries, but would tie many routes together that are missing connections. There are thousands of cars every day heading first to microsoft (on lake sammamish) and then heading back at the end of the day. There should be a bus following this traffic path.	3/22/2015 7:41 PM

71	More peripheral parking lots with access to transit would help relieve congestion and give people an alternative to pay parking. Free downtown shuttles would encourage more people to come into downtown. Similarly, shuttles between Crossroads and similar agglomerations also would reduce congestion. Congestion pricing should be seriously considered. Too many downtown parking facilities are underutilized on weekends and evenings. I could go on and on ...	3/22/2015 4:38 PM
72	Why did you build an ADA accessible bus stop and sidewalk outside my house for a bus that only comes at 6:30 a.m. and 3:30 pm (Sound Transit #888) daily? No one rides this bus! If only it came later in the morning and went to Eastgate Park and Ride!!	3/22/2015 3:38 PM
73	Another approach to traffic congestion is from the demand side. Don't increase density in downtown and you won't make the problems worse. On street parking on Main St no longer works with the high utilization. One car pulling out and another waiting and parking backs up a long line of cars for multiple light cycles at Main and Bellevue Way. Bike lanes on 108th from Main to I90 Consider lowering speed limits for safety like Seattle has done. You can't close 100th south of Main - You don't want people turning left of Main onto 102nd. You don't want people on 102nd turning left onto Main. When these new condos come online, Main is going to be a mess. Preserve all the alleyway and through block rights of way that you can. In particular what would be 105th from Main up to Lincoln and possibly 107th from Main to 8th Quality control on street patches - Ex, Southbound on 108th just north of the school is such a washboard that you can't bike on it.	3/21/2015 10:29 AM
74	I live in Kirkland, and would like to be able to get to Bellevue by bike, my primary form of transportation. Bellevue's streets do not provide a place for me to bike, and there is not even a network of quiet neighborhood streets for me to ride. Thus, I avoid Bellevue as long as I can, and when I need to go there, I drive. Given that I am otherwise willing to bike, this is a failure.	3/20/2015 4:42 PM
75	There are many people who walk along SE 34th St where there is no sidewalk. It's not safe for them or drivers on that road.	3/20/2015 10:40 AM
76	S-1 project is much needed! Drivers zip along this road and without sidewalks for pedestrians it's very unsafe!	3/20/2015 9:25 AM
77	Seems like you could spend less time and money replacing ADA ramps and sidewalks where sidewalks/ramps are existing and focus on providing sidewalks where people have to walk in live traffic lanes. LIKE SE 34th STREET BETWEEN 162ND AND 165TH ! ! ! all the way to West Lake Samm would be nice but there is a SIGNIFICANT segment that connects HUGE areas to Lake Sammamish where many people are at risk every day if they want to walk to or from WLSP and the communities around there.	3/20/2015 8:58 AM
78	Complete the Eastside Rail Corridor section from S Kirkland P&R to NE 8th. This is the highest priority transpo project for Bellevue, bar none.	3/19/2015 10:32 AM
79	Sidewalk exists != pedestrian friendly (or safe)	3/19/2015 12:37 AM
80	Reduced traffic congestion is paramount.	3/18/2015 2:55 PM
81	Please do not reduce or restrict car or transit traffic for bikes. Bellevue continues to grow in traffic both into, and out of, the city and needs as much capacity as possible in its limited space. We cannot put currently fat roads on a road diet because the capacity will be needed in the future and it is politically impossible to get rid of a bike lane once it is in. If we want to reduce single occupancy vehicles, we need to create viable alternatives for commuters by expanding park & ride capacity and trip frequency, including non-commuter hours. Public transportation is not a viable option if we cannot get to the transportation and know that transit will be there within 10 minutes, even if we work late or do something after work.	3/18/2015 2:53 PM
82	Traffic moving south on 148th in the Eastgate area is awful. We have needed a designated RIGHT turn lane onto Newport Way for the last 20 years and the City's excuse for not having one was always, "That's a County problem." I believe now it's a major City problem. There's also a problem all along SE 36th Street, from Factoria Blvd to 148th, especially after 4:30 M-F - almost impossible to turn left from a business onto SE 36th. The intersection of SE 36th and 148th is a problem, particularly when driver's on SE 36 are traveling east, turning left onto 148th - then block either the intersection or partially block the lanes preventing northbound 148th traffic from moving. 148th northbound traffic near the I-90 eastbound ramp is also a nightmare in the late afternoon/early evening. The cars trying to get onto I-90 eastbound wrap around onto 148th, slowing 148th northbound traffic and essentially creating a one lane road northbound, unless you're trying to turn right in I-90 eastbound traffic. As construction continues along this part of the I-90 corridor, traffic concerns have to be addressed. Then there's the problem of increased traffic and bad driver behaviors at the start and dismissal times at Somerset Elementary, Puesta, Tyee MS and Newport HS. How is it BSD can allow increased enrollment without having to pay for the traffic nightmares created in the neighborhoods as a result of said increased traffic? Somerset and Tyee are dangerous places to drive at the start and dismissal of school. Tyee is also very bad at 4:45.	3/18/2015 7:38 AM
83	Fix the traffic for Bellevue square mall. May be construct a parking lot outside of downtown and ferry pessengers from there. Ask office building to enforce one way turning rules in some place.	3/17/2015 4:30 PM

84	Subsidizing Metro to not only maintain but expand bus availability and frequency in residential neighborhoods is important, but not included in the list of transportation priorities in Section 13. I would rank this as the number one priority if it had been listed.	3/17/2015 10:29 AM
85	I feel like we are solving a 2020 problem with 1990's technology until and unless we start to use current technology to reduce the need to commute.	3/17/2015 10:22 AM
86	Factoria Blvd traffic, and all traffic leading to and from Factoria Blvd, suck.	3/17/2015 9:00 AM
87	Of all places in Bellevue, along 148th NE by Microsoft has the most walkers. Road congestion will be reduced if more people could bike safety to the stores down by Fred Meyers. The mixing of the bikes and pedestrians is rough on this stretch of sidewalk where bike are forced onto the sidewalk due to lack of dedicated facilities.	3/16/2015 4:40 PM
88	Transportation investments should be based on safety and actual demand for the facilities, along with respect for those that pay the lion's share of taxes to fund them. In other words, the 80+% of us that drive our cars should not be short-changed by lack of infrastructure or low prioritization.	3/16/2015 2:35 PM
89	Priority 1 thru 4 are all "priority 1".	3/16/2015 1:56 PM
90	Please do not allow Metro to remove neighborhood express routes once and if light rail is installed. Neighborhood routes keep cars completely off the road. I purchased my house due to the proximity of a bus line (114) and do not want to be part of the mayhem looking for parking.	3/16/2015 1:16 PM
91	Need to be safer for pedestrians. Enforce existing laws for cars pulling through intersections and into intersections.	3/16/2015 11:43 AM
92	Implement more Turn Only lanes to help relieve peak congestion. So many pedestrians now, the hold up at busy crossings are ridiculous and could be greatly improved with Turn Only lanes.	3/14/2015 10:35 AM
93	Please try to improve incentive to make bellevue a pedestrian and walk friendly downtown. Increasing road capacity only encourages more cars which doesn't help improve city life and environment. Such incentive could be street carts and vendors. More parks and places to walk around	3/13/2015 12:48 PM
94	Maybe figure out a way to open up lanes during Christmas shopping season to get cars moving along. 4th St backup due to 405/520 entrance is atrocious Driving from one end of downtown to the other (e.g. from City Hall to the Library) takes way longer than it needs to due to weird traffic signal algorithm.	3/13/2015 11:36 AM
95	Downtown Bellevue is NOT friendly for walking. Recommendations for improvement (which were submitted before): - Timing of traffic signals favor vehicular traffic (especially on weekdays during lunch-hour or noon to 1PM, downtown traffic signals' timing should be altered for longer-timed pedestrian crossings), - Enforcement of traffic rules is lacking: vehicles often run red-lights, cut-off pedestrians in cross-walks and run through pedestrian crossing-light walkways, often while drivers are on their phones. Absence of visible traffic enforcment in areas heavily-trafficked by vehicles and pedestrians only encourages dangerous conditions to continue and worsen.	3/13/2015 10:27 AM
96	it would seem that BTL13 and TFP103 would significantly reduce 'through traffic' congestion at all intersections on Factoria Blvd between SE 32nd and Newport Way without too severely impacting present and planned developments. they could also reduce 'local' traffic by allowing employees of several large corporations to walk or bike to work from residences to the south, including several apartment and condominium complexes as well as homes in the Monthaven neighborhood.	3/13/2015 9:52 AM
97	Improve the user experience for pedestrians and public transit.	3/13/2015 9:20 AM
98	It is tempting to use $ to add new capacity, but maintaining what we have already paid for is most important. I think it would be easier to answer #13 if we knew the relative $ for each priority. Each of these priorities has a relative cost, but I am sure this cost is not the same for each choice. I suspect "Adding road capacity" takes a large % of available funds and effectively eliminates lower priority items due to limited funds. That is why I put maintenance as the highest priority.	3/13/2015 6:58 AM
99	Road to help with congestion, especially at peak times on NE 8th. This is only going to get much worse with The Spring District. Congestion on Richards Road and FACTORIA, especially at peak times.	3/12/2015 6:25 PM
100	Improvements to the current transit system need to be addressed as well for neighborhoods with no or sparse bus service.	3/12/2015 5:38 PM
101	Getting around Bellevue means using a car. With the significant expansion of downtown housing, we should emphasize the pedestrian experience.	3/12/2015 3:46 PM

102	Too many empty buses driving around	3/12/2015 10:54 AM
103	Please fix the timing of stoplights. Coming out of Wilburton I get stopped at 4 lights in 4 blocks on SE8th. Also most lower traffic street stoplights take way too long to change when crossing main streets such as NE8th. You sit for long periods of time while there is no cross traffic at all.	3/11/2015 8:57 PM
104	We need a bus transit center in East Bellevue besides the one off of I90 in Eastgate.	3/11/2015 7:57 PM
105	More park and ride alternatives along the ST 550 route or other routes going to and from downtown Seattle.	3/11/2015 7:51 PM
106	Transit connections to Seattle make the trip too long.	3/11/2015 5:03 PM
107	Reduce speed limits on NE 124th. More bike lanes just mean fewer lanes for cars. Is that Really solving anything?	3/11/2015 4:50 PM
108	Add 'Free Right' lanes for many intersections, e.g. Main St & 112th Ave, onramp to NB I-405 from WB NE 4th St.	3/11/2015 4:30 PM
109	Stop all projects for Bel-Red and for the IMI (improved mobility initiative).	3/11/2015 2:57 PM
110	Mike, thanks! Great survey! Would like to see more simple, highly creative approaches to reducing cut-through and speeding traffic through our neighborhoods. Given the congestion problems, we need to maintain access for emergency vehicles; thus let's reduce reliance on speed bump$, center median$, and traffic choker$. Safety needs to trump traffic calming.	3/11/2015 2:03 PM
111	Driverless cars are going to prevent cars from going the way of the dodo, but congestion and parking are going to change drastically once they are introduced to any large degree. Expanding roads / adding road capacity now only serves to expand Suburbia, which is going to seem incredibly silly in hindsight (if it doesn't seem silly already).	3/11/2015 10:24 AM
112	Local mass transit improvements would only help people who both live and work near Bellevue AND who have lives that fit into mass transit limitations, which is not many people. Best thing to do is get freeway problems fixed so these people can get out of here faster. The issue is a regional problem, not a local one. Local efforts must support the regional solution (should one ever come to exist).	3/11/2015 9:47 AM
113	Separated paths for biking and walking to light rail and bus routes to light rail should start being considered. Please also consider paving (instead of crushed gravel) the 136th Ave Powerline Corridor project. This could be a great commuting alternative to the light rail. I don't consider the current 140th bike lane (non-existent) in places as a safe ride, particular for a family. Paving the 136th Ave path would be ideal because of the hilly nature of that area.	3/11/2015 9:26 AM
114	I try never to drive to the Factoria area between 4:00-6:30pm..... nightmare traffic. Also, NE 4th and NE 8th are routes I try to avoid, but I've found alternate routes that seem to be better. The area in front of Fred Meyer is also very problematic. I understand there will be new construction there, so I'm sure this will be a big problem as well.	3/11/2015 9:22 AM
115	Make sure we DON'T follow Seattle's lead of creating "ROAD DIETS"	3/11/2015 8:27 AM