

Report on
Public Outreach and Public Comments
2019-2030 Transportation Facilities Plan
Bellevue Transportation Department
Final Report
April 19, 2018

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Overview

In September 2017 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 [Downtown Transportation Plan Update](#), [Transit Master 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 2019-2030 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
- E. Summary Document of the Budget Survey and Business Survey

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 2018. 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.

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 D** of this report.
- Project comments received via the online map 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 (<https://transportation.bellevuewa.gov/planning/infrastructure-and-subareas/transportation-facilities-plan/>). 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 2019-2030 TFP update process.

TFP Open House Events

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

- March 20, City Hall;
- March 22, South Bellevue Community Center;

- March 23, Crossroads Mall Mini City Hall

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 60 people attended the Open House events.



1 Crossroads Open House



2 City Hall 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
- 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 NextDoor neighborhood portal, among various other online sources.

2019-2030 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:

Tuesday, March 20, 5:00-7:00 pm

Bellevue City Hall, Rm 1E-108
450 110th Ave NE, Bellevue, WA 98004

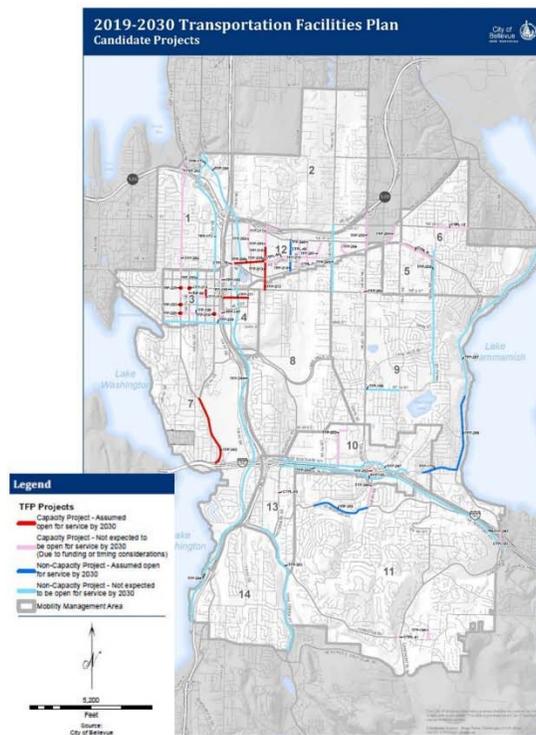
Thursday, March 22, 5:00-7:30 pm

South Bellevue Community Center, Room B
14509 SE Newport Way, Bellevue, WA 98006

Friday, March 23, 12:30 pm– 2:30 pm

Crossroads Mall, by Mini City Hall
15600 NE 8th Street, Bellevue, WA 98008

Learn more online! <http://bit.ly/TransportationFacilitiesPlan>



3 Open House Flier, front side

2019-2030 UPDATE TRANSPORTATION FACILITIES PLAN

You can also fill out a survey online and pin comments on an interactive map. To give your feedback, please visit <http://bit.ly/TransportationFacilitiesPlan>. 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.



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Department of Transportation
PO Box 90012
Bellevue, WA 98009-9012

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2019-2030 Update Open Houses
Transportation Facilities Plan

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情報 (じょうほう) 資料
425-452-6800
Available in Other Languages

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 16 – April 16, 2018.

The survey was set up in Survey Monkey (with paper option for the Public Meetings). Key questions asked about the means in which respondents get around the city, as well as offered a place for any comments regarding transportation needs in Bellevue.

492 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 - 2019-2030 Update

1. Do you

- Live in Bellevue
- Work in Bellevue
- Both
- Neither

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

3. The area of Bellevue where I work is

- Downtown
- East side of I-405/Bel-Red
- Crossroads
- Eastgate
- Factoria
- Other
- I don't work in Bellevue

Prev Next

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SurveyMonkey
See how easy it is to CREATE & SURVEY

Exit this survey

Transportation Facilities Plan Survey - 2019-2030 Update

4. How often do you use the following modes to get around in Bellevue? (Check all that apply)

	Never/Rarely	1-2 times a week	3 or more times a week
Walk	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Wheelchair	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bike	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Personal automobile	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vanpool	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ride for hire (taxi, Uber, Lyft)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Powered by

 See how easy it is to [create a survey](#).

Exit this survey

Transportation Facilities Plan Survey - 2019-2030 Update

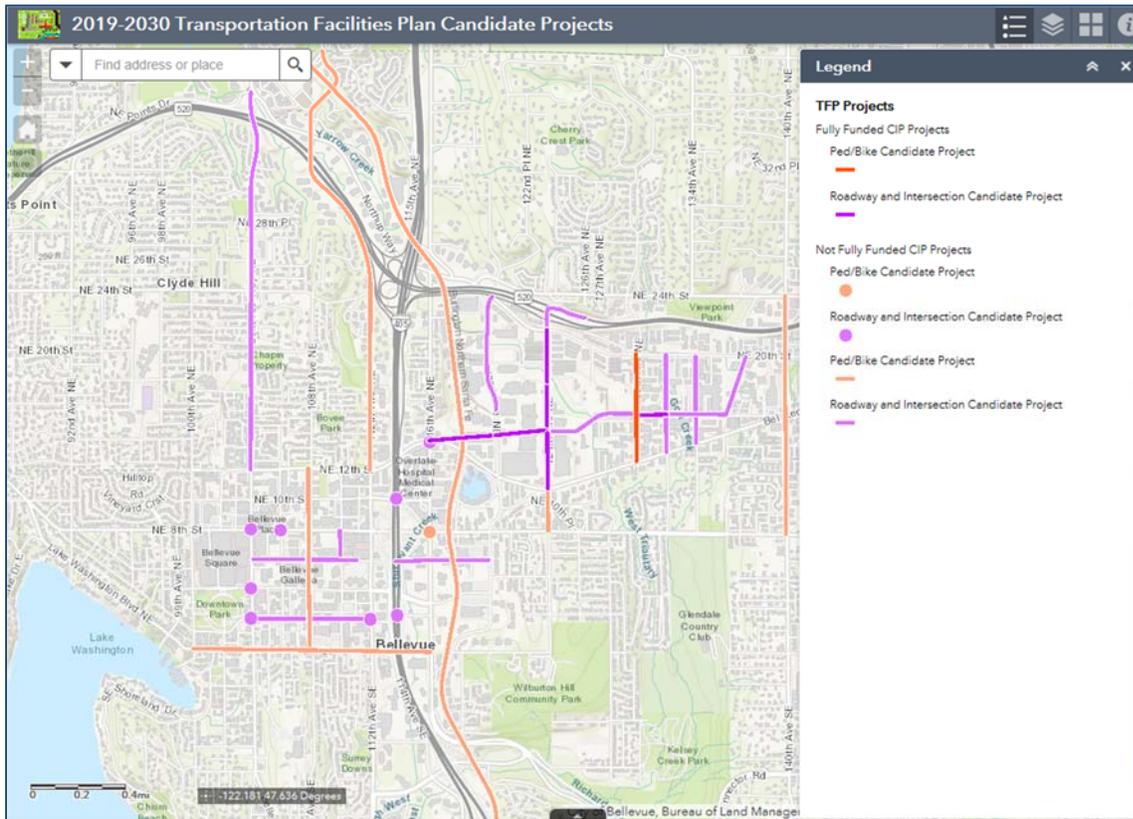
5. Additional comments.
 Please let us know any additional comments you may have regarding transportation needs in Bellevue.

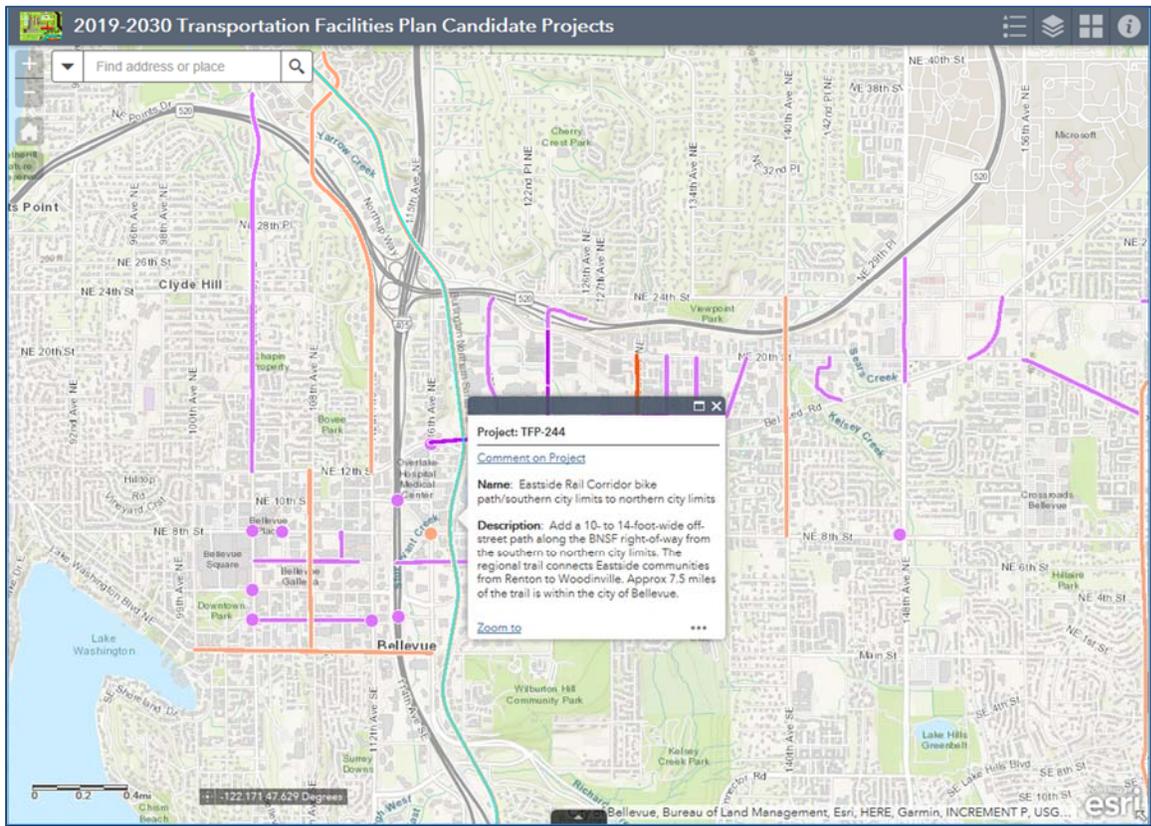
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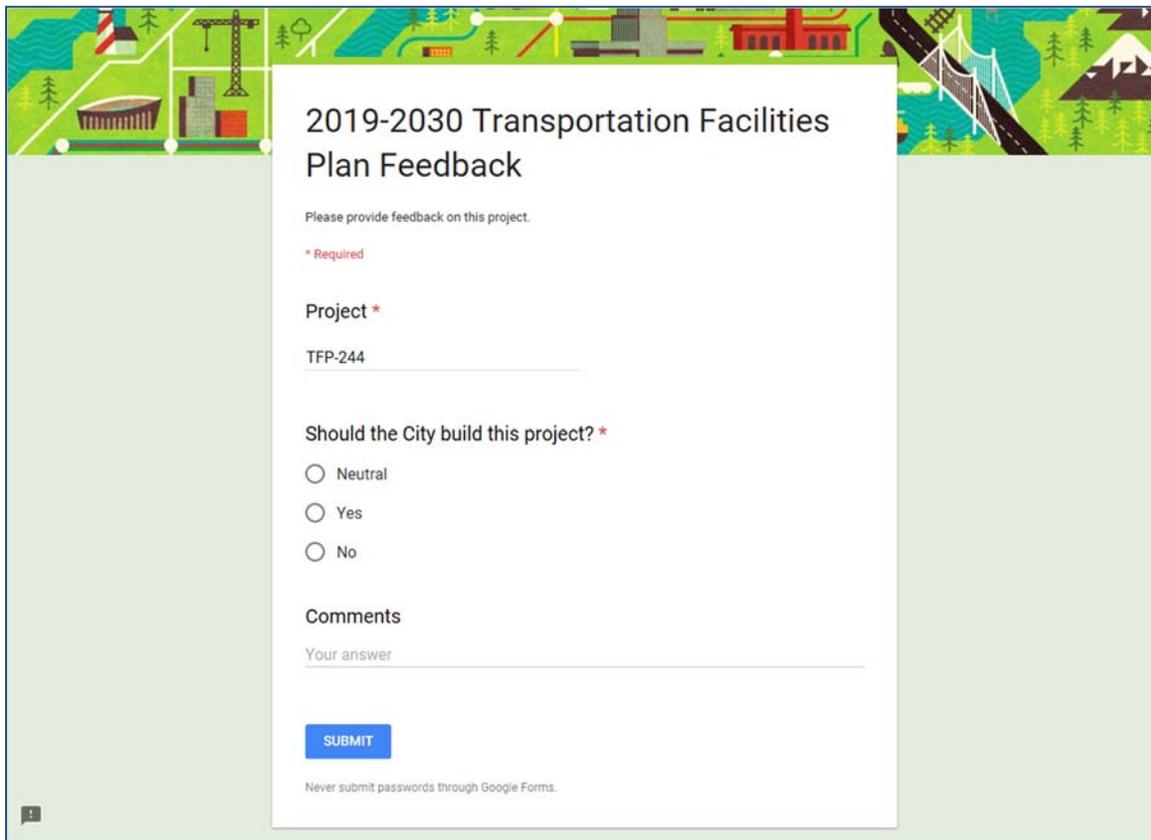
 See how easy it is to [create a survey](#).

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







2019-2030 Transportation Facilities Plan Feedback

Please provide feedback on this project.

** Required*

Project *

TFP-244

Should the City build this project? *

Neutral

Yes

No

Comments

Your answer

SUBMIT

Never submit passwords through Google Forms.

5 The web map interface for public comments.

Comments received via the web map appear in **Section B** of this report.

Section B: 2019-2030 Preliminary Candidate Project List

2019-2030 Preliminary Candidate Project List

TFP #	Project Location	Project Description	Project Type	"Yes" Votes	"No" Votes	Neutral Votes	Comments
FUNDED CIP PROJECTS							
TFP-209	NE Spring Blvd/116th Avenue NE to 120th Avenue NE (Zone 1)	Construct a new multi-modal street connection between NE 12th St/116th Ave NE & 120th Ave NE. Two travel lanes in each direction, turn pockets, new traffic signals at NE 12th St & 120th Ave NE with modifications at NE 12th St/116th Ave NE.	Roadway and Pedestrian-Bicycle System	3			Safe biking and walking? Every connection, every intersection must be safe with protected painted lanes for people to bike and wide sidewalks for people to walk. No turn on Red, delayed Green until Walkers have crossed and a bike Green Light must be added. Be smart, safe routes and inclusiveness for all modes of transportation. I should not be afraid to cross the street. I should not have to wait forever in the weather while you prioritize cars... sure no one is walking or biking because you just did a "token" effort... do something you would have your kids and your grandparent use to bike or walk daily. Turning Bellevue into a freeway with a city around it vs a vibrant beautiful safe place to bike, walk, shop, socialize is not a vision I support. Farmers markets, outdoor fun in a hip city is my vote. Freeways or arterials of speeding polluting cars are out of date. Light rail and buses are better.
TFP-210	124th Avenue NE/NE Spring Boulevard to NE 18th Street (Ichigo Way)	Widen to 5 lanes, 2 travel lanes in each direction with turn pockets or center turn lane. Install sidewalk or multi-use trail on both sides, illumination, landscaping, irrigation, storm drainage, water quality treatment & a new signal at NE 16th St.	Roadway and Pedestrian-Bicycle System	1			<ul style="list-style-type: none"> You have ruined a beautiful area by eliminating all the large trees and creating the ugliest area I can imagine. You will replace the gorgeous large old trees with little spindley sticks that never create a canopy. If you planted for trees that would create an archway of green across all 5 lanes, I would rejoice. Every connection, every intersection must be safe with protected painted lanes for people to bike and wide sidewalks for people to walk. No turn on Red, delayed Green until Walkers have crossed and a bike Green Light must be added. Be smart, safe routes and inclusiveness for all modes of transportation. I should not be afraid to cross the street. I should not have to wait forever in the weather while you prioritize cars... sure no one is walking or biking because you just did a "token" effort... do something you would have your kids and wife use to bike or walk daily. 5 lanes at a cross walk is crazy. This must have protected bike lanes with green paint boxes. No turn on Red, delayed green with priority to walkers. A Bike Green light please. We must have North/South Bike lanes on West Lake Samm. The rut heading south is extremely dangerous. This road should not become an arterial, it should be a great place to walk and ride your bike. Move traffic to busses.
TFP-213a	124th Avenue NE/NE 12th Street to NE Spring Boulevard	Five lanes, with two travel lanes with turn pockets or center turn lane; curb, gutter, separated multi-use path on both sides; & illumination, landscaping, irrigation, storm drainage, water quality treatment, intersection & signal improvements.	Roadway and Pedestrian-Bicycle System	1			
TFP-215	NE Spring Blvd/130th to 132nd Avenues NE	Construct the westbound lane on the north half of a new roadway between 130th Ave NE & 132nd Ave NE. Signals at the 130th & 132nd Aves NE, sidewalk & bike lanes, illumination, landscaping & irrigation, storm drainage & water quality treatment.	Roadway and Pedestrian-Bicycle System	1	1		
TFP-218	130th Avenue NE/NE 20th Street to NE Bel-Red Road	Two travel lanes, bicycle lanes, on-street parking, landscape strip & sidewalks on both sides from NE 20th St to NE Spring Blvd. NE Spring Blvd to Bel-Red Road, one thru lane in each direction, center turn lane, landscape strip & sidewalks on both sides	Roadway and Pedestrian-Bicycle System		1		<ul style="list-style-type: none"> please use protected bicycle facilities Every connection, every intersection must be safe with protected painted lanes for people to bike and wide sidewalks for people to walk. No turn on Red, delayed Green until Walkers have crossed and a bike Green Light must be added. Be smart, safe routes and inclusiveness for all modes of transportation. I should not be afraid to cross the street. I should not have to wait forever in the weather while you prioritize cars... sure no one is walking or biking because you just did a "token" effort... do something you would have your kids and wife use to bike or walk daily.

2019-2030 Preliminary Candidate Project List

TFP #	Project Location	Project Description	Project Type	"Yes" Votes	"No" Votes	Neutral Votes	Comments
TFP-256	West Lake Sammamish Parkway Improvements - "North Central" segment: SE 2nd block to NE 8th block (Phase 2)	4-ft shoulder on the east side, 10.5-ft northbound travel lane, 10-ft southbound travel lane, 10-ft multi-purpose trail on the west side separated by 1.5-ft shy distance space & 2-ft or 5-ft landscaped buffer where able; ped crossings where needed.	Maintenance and Roadway and Pedestrian-Bicycle System Improvements	2			<ul style="list-style-type: none"> excited to hear that this is funded! prioritize safe, protected facilities for biking and walking, not just "where able" Current configuration is unsafe for North bound cyclists
TFP-259	NE Spring Blvd/120th Avenue NE to 124th Avenue NE (Zone 2)	New street between 120th and 124th Aves NE with signalized intersections at 120th, 121st, 123rd, and 124th Aves NE. Two travel lanes each direction, lanes for shared bicycle use, turn pockets or center medians, wide sidewalks on both sides, landscaping.	Roadway and Pedestrian-Bicycle System				Real safety routes for all people must include those biking and walking... these people should not be marginalized while you make them hang in all weather to finally cross the street. Every connection, every intersection must be safe with protected painted lanes for people to bike and wide sidewalks for people to walk. No turn on Red, delayed Green until Walkers have crossed and a bike Green Light must be added. Be smart, safe routes and inclusiveness for all modes of transportation. I should not be afraid to cross the street. I should not have to wait forever in the weather while you prioritize cars... sure no one is walking or biking because you just did a "token" effort... do something you would have your kids and wife use to bike or walk daily.
TFP-265	124th Avenue NE/NE 18th Street(Ichigo Way) to Northup Way	This project will complete design and construct improvements to 124th Avenue NE between Ichigo Way (NE 18th Street) and Northup Way, which will include travel lanes, turn lanes, street lighting, traffic signals, sidewalk facilities & other amenities.	Roadway and Pedestrian-Bicycle System	1			Safe route for all modes of transportation? Every connection, every intersection must be safe with protected painted lanes for people to bike and wide sidewalks for people to walk. No turn on Red, delayed Green until Walkers have crossed and a bike Green Light must be added. Be smart, safe routes and inclusiveness for all modes of transportation. I should not be afraid to cross the street. I should not have to wait forever in the weather while you prioritize cars... sure no one is walking or biking because you just did a "token" effort... do something you would have your kids and your grandparent use to bike or walk daily.
TFP-266	I-90 Factoria Blvd Exit Expansion	In coordination with TFP-243 Mountains to Sound Greenway trail, relocate the current trail to allow a second I-90 Eastbound to Factoria Boulevard off ramp lane through the undercrossing of the interchange ramp between I-405 and I-90 Eastbound.	Roadway and Transit	2	1		<ul style="list-style-type: none"> I am concerned about how this will affect already challenging grades on the Mountains to Sound trail, as well as the current connectivity to the Factoria area (via SE 124th St) and future connectivity to the Eastside Rail corridor. Much needed!

2019-2030 Preliminary Candidate Project List

TFP #	Project Location	Project Description	Project Type	"Yes" Votes	"No" Votes	Neutral Votes	Comments
ROADWAY - INTERSECTION PROJECTS							
TFP-110	110th Avenue NE/NE 6th Street to NE 8th Street	Complete implementation 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 Capacity	2	2	1	<ul style="list-style-type: none"> • put in protected bike lanes instead • Should be paid for by new development in the neighborhood. • 5 lanes... highway city, yuk! I want to see the connectivity and safe bike and walkways, but stop with the super wide highways through the city. You will have people biking and people walking wait forever to cross and then be rushed... lets face it, this is just a "pretend to care" effort so you can check a box but really built a freeway through the city. • Consider impact of road widening on light rail connection, bus/rail transfers, and safety of people walking to the station (wide road is less safe to cross)
TFP-190	NE 2nd Street/Bellevue Way to 112th Avenue NE	This project will widen roadway from three lanes with parking and turn pockets to five lanes. Project implementation will be coordinated with approved and potential future private development in the immediate vicinity.	Roadway Capacity	3	4		<ul style="list-style-type: none"> • downtown Bellevue does not need more 5 lanes roads. They are too intimidating for people walking and biking to feel like they can be used safely. • put in protected bike lanes instead • Should be paid for by new development in the neighborhood. • Why not put the priority on the walkers and the bikers? This is another way to make it easier to DRIVE through Bellevue. Bellevue is supposed to be the city in a park...people WALK or BIKE in a park, not drive. • NE 2nd is a designated bike route on the Grand Connection and terminates with a calm 2 lane st at the Downtown Park. Please do not widen to 5 lanes, there is no need for that even with future development which is mainly residential on this corridor and thus generates many fewer trips than office buildings
TFP-193	NE 10th Street at I-405	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.	Roadway Capacity	7	1		<ul style="list-style-type: none"> • It would be best to create a SR 520 to NE 10 direct connection • I often exit 405 southbound then turn north on 112th to get to NE 10th • If financed regionally / federally. • Keep this safe so that people walking and people biking can safely do so on 10th without anxiety of cars flying onto the ramp.
TFP-194	164th Ave SE/SE Cougar Mountain Way to SE 63rd Street	Evaluate options for improving the gravel surfaced road with pavement, curb, gutter and sidewalk on one side, or alternative storm drainage and non-motorized facility treatments.	Roadway and Pedestrian-Bicycle System Improvements	3	1		Please make wide walkable sidewalks and protected bike lanes everytime you do roadwork. Slow traffic, and ensure all users are treated equally. If we all had the same convenience you make for cars, there would be tons more walkers and bikers and bus takers and light rail users. Cars are the past, think.
TFP-195	150th Avenue SE/SE 37th Street/I-90 off-ramp	Widen SB to create a 3rd lane just south of the EB I-90 on-ramp. Extend SB left turn pocket by 75'. Create a 2nd EB right turn lane on freeway off ramp. Widen the east leg to provide EB & WB left turn pockets from 150th Ave SE to the EB I-90 on-ramp.	Roadway Capacity	4	1		Good idea. It is currently dangerous for bikes & pedestrians. I would not let my kids cross here, even though it is a natural route for them to Bellevue College. In general, bike +ped. access to B.C. is very bad or nonexistent from the SE side.
TFP-197	NE 2nd Street Extension and I-405 interchange	Extend NE 2nd St across I-405 from 112th Ave NE to 116th Ave NE & 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.	Roadway Capacity	5	2		<ul style="list-style-type: none"> • Already sufficient interchanges on I405 through Bellevue • Add another interchange with the 405? Wouldn't that back up traffic on the surface streets even more? (since the 405 is always backed up) • It needs to have safe biking and walking to "connect" the areas. This absolutely should not be all about cars.

2019-2030 Preliminary Candidate Project List

TFP #	Project Location	Project Description	Project Type	"Yes" Votes	"No" Votes	Neutral Votes	Comments
TFP-211	NE 6th Street Extension	Extend NE 6th St from the I-405 HOV interchange to 120th Ave NE. The facility will be designed to accommodate multiple uses, including HOV, frequent transit bus service, non-motorized, and limited general purpose traffic.	Roadway Capacity and Pedestrian-Bicycle System Connectivity	15	2	1	<ul style="list-style-type: none"> • A dedicated transit and non-motorized vehicle connection here would greatly enhance those services. • Anything to help traffic flow in downtown and freeway access is good. • protected bike facilities, safe access and crossing for people of all ages and abilities walking and biking • Every connection, every intersection must be safe with protected painted lanes for people to bike and wide sidewalks for people to walk. No turn on Red, delayed Green until Walkers have crossed and a bike Green Light must be added. Be smart, safe routes and inclusiveness for all modes of transportation. I will not come to downtown Bellevue if it is a strip mall off a virtual highway of noisy polluting wall of cars.
TFP-216	112th Avenue NE/NE 2nd Street	Add dual southbound to eastbound left-turn lanes & a northbound to eastbound right-turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity.	Roadway Capacity	5	1		<ul style="list-style-type: none"> • Should be paid for by new development in the neighborhood. • Include painted protected bike lanes. Use No Turn on Red. Allow Walkers to cross FIRST before the Green light for cars. Add a Bike Light that allows people biking to go first. All new intersections must be made safe for all users. I could car less how long I wait to drive through town. I would prefer to be out walking or biking if you were actually visionary and created SAFE Connected networks for all modes of transportation. Endless cement and noisy cars are not our future or why we live here. Leave space for beauty!
TFP-217	124th Avenue NE at SR 520	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.	Roadway Capacity	6	3		<ul style="list-style-type: none"> • I realize this is a state route but Bellevue should be pushing hard for this. It's very difficult to go from East to West (and back again) from N Bellevue. With Spring District, Redmond growth and upcoming Sears/Overlake rebuild, this problem will get much, much worse. Right now 520 cuts through and uses Bellevue's land, but doesn't service Bellevue residents well at all (unless going to/from Seattle). It will take years, please get started now. • Restripe/redo lanes on off-ramp. Poor allocation gives two left-turning lanes and one lane for straight or right. With the Spring district, there will be more traffic going straight. Currently the right turn lane is striped poorly and cannot be accessed until the very end - it appears that re-striping could help address. • please ensure that this does not conflict with the 520 trail or people biking or walking. Actually would appreciate a safe, completed bike lane connection of Northrup all the way to 140th. I get you want me to go up the GIANT HILL to the 520 Trail, but I am tired after a long day just like your family, I want to ride or walk up the more gradual hill (go figure). Slow down the cars,
TFP-219	NE 8th Street/106th Avenue NE	Realign NE 8th Street to the south to extend the third westbound travel lane & preserve the existing large sequoia tree. Project implementation will be coordinated with potential future private development in the immediate vicinity.	Roadway Capacity	3	1	1	<ul style="list-style-type: none"> • Developer responsibility • please keep the tree • Yes, if not too pricy. PLant more trees too. 108th should be beautiful, not a car polluted noisy virtual parking lot. I would love to see more walking and riding and make cars come into through the edges of town vs the center! • Currently drivers leave the rightmost westbound lane open here as most queuing is to turn left onto Southbound Bellevue Way. Consider if this would actually alleviate traffic or merely generate theoretical capacity
TFP-222	Bellevue Way/NE 4th Street	Add a southbound to westbound right-turn lane, convert a northbound thru lane to a create a second northbound to westbound left-turn lane, subject to further analysis. Project will be coordinated with future private development in the immediate vicinity.	Roadway Capacity	4	1		<ul style="list-style-type: none"> • Should be paid for by new development. • ok BUT, Every connection, every intersection must be safe with protected painted lanes for people to bike and wide sidewalks for people to walk. No turn on Red, delayed Green until Walkers have crossed and a bike Green Light must be added. Be smart, safe routes and inclusiveness for all modes of transportation. I should not be afraid to cross the street. I should not have to wait forever in the weather while you prioritize cars... sure no one is walking or biking because you just did a "token" effort... do something you would have your kids and your grandparent use to bike or walk daily. • Ugh, really? Two lanes turning right from Bellevue Way to NE 4th? I don't agree with this at all. Who is this city built for? The people who live and work here, or the people who drive though here? Bellevue Way can become like Lake City Way was. We should put priority on people who walk and bike within the city.

2019-2030 Preliminary Candidate Project List

TFP #	Project Location	Project Description	Project Type	"Yes" Votes	"No" Votes	Neutral Votes	Comments
TFP-223	Bellevue Way/NE 8th Street	This 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 Capacity	6	1		<ul style="list-style-type: none"> I think this project provides significant benefit at a reasonable cost This intersection doesn't need another turn lane. It needs dedicated car-only traffic time and 4-way pedestrian-only traffic time so that the existing lanes aren't backed up by cars blocked from turning by pedestrians in the crosswalk. this is needed and a great idea Should be paid for by new development. Every connection, every intersection must be safe with protected painted lanes for people to bike and wide sidewalks for people to walk. No turn on Red, delayed Green until Walkers have crossed and a bike Green Light must be added. Be smart, safe routes and inclusiveness for all modes of transportation. I should not be afraid to cross the street. I should not have to wait forever in the weather while you prioritize cars... sure no one is walking or biking because you just did a "token" effort... do something you would have your kids and your grandparent use to bike or walk daily.
TFP-225	Bellevue Way/NE 2nd Street	Add a northbound to eastbound right-turn lane & create 2nd southbound to eastbound left-turn lane by converting an existing through lane, subject to further analysis. Project will be coordinated with future private development in the immediate vicinity.	Roadway Capacity	2	1		<ul style="list-style-type: none"> Absolutely must have safe biking and walking routes and Every connection, every intersection must be safe with protected painted lanes for people to bike and wide sidewalks for people to walk. No turn on Red, delayed Green until Walkers have crossed and a bike Green Light must be added. Be smart, safe routes and inclusiveness for all modes of transportation. I should not be afraid to cross the street. I should not have to wait forever in the weather while you prioritize cars... sure no one is walking or biking because you just did a "token" effort... do something you would have your kids and your grandparent use to bike or walk daily. Do not funnel motor traffic onto NE 2nd. Preserve this bike route of the Grand Corridor and encourage pedestrian friendly development (e.g. Patio at Bake's Place, Soma Towers staircase entry) to take advantage of the last <5 lane refuge left downtown.
TFP-242	Bellevue Way HOV lane/107th Ave SE	Widen Bellevue Way SE to the west to add a southbound inside HOV lane and 5' landscaped planter from the main entrance to the South Bellevue Park and Ride to north of the "Y" intersection along 112th Avenue SE.	Roadway Capacity	6	2		<ul style="list-style-type: none"> Adding a southbound HOV lane will improve traffic flows for the buses and encourage more people to carpool. The median planting is nice, but not as critical. East/West travel should be encouraged into and out of Bellevue. Expanding capacity south on Bellevue Way will do no good when the cars traveling south can't get onto 405/90. Current 405/90 conditions do not support additional traffic in that area. Add in the new expanded South Bellevue Park and Ride in the area and we will have even more cars that can't get anywhere. Why build a huge transit center in an already congested corridor? We should not be building side street capacity in the area, but instead work on improving 405/90 and develop transit solutions that encourage commuters to park at their neighborhood transit center. Reducing transit delays is the best ROI activity we can use city transportation dollars for
TFP-246	150th Avenue SE/south of SE 38th Street to Newport Way	The project will construct a 600' southbound right turn pocket with sidewalk the length of the pocket to serve the six properties on the west side of 150th Ave SE.	Roadway Capacity and Pedestrian-Bicycle System	9	1	1	<ul style="list-style-type: none"> Hope this will help heavy congestion in the evening rush hour The turn lane is urgently needed as traffic is backed up while those waiting to turn are blocked by others waiting to go forward. Please do ASAP. I thought it was already approved and to go out to bid this fall. This is a very dangerous road to walk. Many need to get to the library and SBCC. I thought it was already approved and to go out to bid this fall. This is a very dangerous road to walk. Many need to get to the library and SBCC. More than this boutique project, there needs to be a safe sidewalk preferably with a solid fence to protect pedestrians on Newport Way all the way from 150th to Allen Blvd. Many kids walk this route, especially closer to Newport HS, and having walked it myself I can say how unsafe it is. I'd appreciate this and other school-safety connected projects to be added to the list and given top priority. Thank you. The Lakemonte people have their own exit-right lane only was negatively impacted years ago--important to be fixed! This project will greatly benefit residents of east gate and Somerset. It has been a big problem during afternoon rush hours. Thank you.

2019-2030 Preliminary Candidate Project List

TFP #	Project Location	Project Description	Project Type	"Yes" Votes	"No" Votes	Neutral Votes	Comments
TFP-248	134th Avenue NE/NE 20th Street to NE Spring Blvd	Develop a level cross section of 134th Ave NE as a thru street between NE Spring Blvd and NE 20th St. Three lanes, landscape strip & sidewalks on both sides. To be implemented with future private development in the immediate vicinity.	Roadway Capacity and Pedestrian-Bicycle System Connectivity	5		1	<ul style="list-style-type: none"> • put in bike lanes • Include protected bike lane, green paint and Every connection, every intersection must be safe with protected painted lanes for people to bike and wide sidewalks for people to walk. No turn on Red, delayed Green until Walkers have crossed and a bike Green Light must be added. Be smart, safe routes and inclusiveness for all modes of transportation. I should not be afraid to cross the street. I should not have to wait forever in the weather while you prioritize cars... sure no one is walking or biking because you just did a "token" effort... do something you would have your kids and your grandparent use to bike or walk daily.
TFP-250	148th Avenue NE Master Plan improvements at Bellevue Red Road, NE 20th Street, and NE 24th Street	The project will evaluate and refine improvements to the 148th Avenue NE Master Plan.	Roadway Capacity	13		1	<ul style="list-style-type: none"> • Huge back-up please fix this choke point • incorporate protected bike lanes and safe access and crossing for people of all ages and abilities walking and biking • This area gets so congested during work commute hours. • Mandatory project given all the development Redmond has approved in Overlake, right along the Bellevue border! (think the project Seritage, Koll Commerce Center, Esterra Park, Microsoft main campus build-up)
TFP-252	Bellevue College Connection: Kelsey Creek Rd/ Snoqualmie River Road/ 142nd PI SE from 145th Place SE to SE 36th St	Reconstruct the road to support frequent transit service, construct sidewalks, accessible bus stops, modify 142nd PI SE/SE 32nd St intersection & a separated multi-use paved path from 145th PI SE bike lanes to the Mountains to Sound Greenway Trail.	Roadway and Pedestrian-Bicycle System	20			<ul style="list-style-type: none"> • Southbound bridge across I-90 should be two lanes wide to accommodate both right and left turns so it won't be so jammed all the time. • They need to widen the bridge, and also build more bridges across I-90. It is too hard to get from North Bellevue to South Bellevue. • Widen the bridge. It is always jammed at rush hour. • Excellent and necessary. This is a main transit hub that could be MUCH better and more effective than it now is. New light rail line and station is several miles away and will in no way substitute for this • This bridge always gets badly backed up in rush hour. Need 3 lanes each direction plus bike/ped sidewalk. • Yes please. I commute on this road on my bicycle every weekday. • The sidewalk after house number 2011 144th Ave Se needs to continue towards 2021 144th Ave Se and beyond on 144th. There are many people walking and after the completion of the BC dorms there will be more people walking through the neighborhood. Since the city won't put speed bumps in there need to have a sidewalk especially in that area. There are more cars and deliveries than then average neighborhood with several families working from their homes and a car service that has cars coming and going all the time. • But should this be funded by tax dollars or school tuition?
TFP-253	150th Avenue SE/Eastgate Way SE	Evaluate and determine a preferred intersection improvement option & will also evaluate/accommodate upgraded ped and bike crossings, planned Eastgate Way bike lanes, and gateway treatments.	Roadway and Pedestrian-Bicycle System	3			<ul style="list-style-type: none"> • We need an Automobile Intersection improvement. Just add several more turn lanes (on all sides of this intersection) so you can get through the light on the first cycle even in rush hour. We don't need bike or pedestrian improvements here - don't waste money on problems that don't exist. No one walks or bikes on I-90! • Intersection is clogged up between 8 and 9 am every morning.

2019-2030 Preliminary Candidate Project List

TFP #	Project Location	Project Description	Project Type	"Yes" Votes	"No" Votes	Neutral Votes	Comments
TFP-254	Bel-Red Road/NE 20th Street to NE 24th Street	Widen the roadway to five lanes, including two travel lanes in each direction, with a center turn lane, and bicycle lanes. Project implementation will be coordinated with potential future private development in the immediate vicinity.	Roadway and Pedestrian-Bicycle System	12	3		<ul style="list-style-type: none"> • We absolutely need more lanes for cars. But we have ZERO need for bike lanes. • I do not want to deal with more traffic on this road as a 5 lane road. Any changes would mean cutting more trees and they must be saved, even if it means things are less convenient • don't widen the road. put in protected bike lanes. make access and crossings safe for people of all ages and abilities biking and walking • I hope it includes a roundabout to accomodate the thousands of new residents which will be in close proximity to the many streets which feed this intersection. • Yes, it's already a bottleneck. Also the intersection at 24th and Bel-Red where evening rush hour traffic frequently blocks the intersection (cars going East on 24th crossing Bel-Red). People going south on Bel-Red and turning left across lanes into Trader Joe's cause traffic to back up, and people coming out of the lot going west and turning left to go south on Bel-Red have a hard (and potentially dangerous) time crossing the lanes with low visibility into southbound traffic. The center turn lane will be a big help. • The project is incomplete. The adjacent apartment block going in on 156 from Northup to 24th is adding a few thousand residents who are expected to depend on the transit center. Street crossing is dangerous, and this level of foot traffic is guaranteed to cause problems. Recommend a series of pedestrian bridges to carry traffic over the worst of this, namely 24th and Bel-Red.
TFP-257	West Lake Sammamish Parkway/"South Central" segment; SE 34th Street to SE 1700 block (phase 3)	4-ft shoulder on the east side, 10.5-ft northbound travel lane, 10-ft southbound travel lane, 10-ft multi-purpose trail on the west side separated by 1.5-ft shy distance space & 2-ft or 5-ft landscaped buffer where able; ped crossings where needed.	Maintenance and Roadway and Pedestrian-Bicycle System Improvements	19		1	

TFP #	Project Location	Project Description	Project Type	"Yes" Votes	"No" Votes	Neutral Votes	Comments
TFP-257 (Roadway-Intersection Project)	West Lake Sammamish Parkway/"Central" & "North" segments; SE 1700 block to SE 2nd block; NE 8th block to the North City Limit (phases 4 & 5)	4-ft shoulder on the east side, 10.5-ft northbound travel lane, 10-ft southbound travel lane, 10-ft multi-purpose trail on the west side separated by 1.5-ft shy distance space & 2-ft or 5-ft landscaped buffer where able; ped crossings where needed.	Maintenance and Roadway and Pedestrian Bicycle System Improvements	3			<ul style="list-style-type: none"> • What we really need is increased capacity on this road to deal with the backup that the inefficient circles (from the last project) created for Microsoft traffic heading to I-90. Not an urbanization, project to narrow lanes to accommodate the 0.01% of people on this road traveling by bicycle during rush hour. • prioritize safe, protected biking and walking facilities, not just "where able" • Need a north bound bike lane • prioritize safe, protected walking and biking facilities • Current configuration is unsafe for North bound cyclists • prioritize safe, protected biking and walking facilities, not just "where able" • It's very dangerous to bike and walk without separation. Local residents have been waiting for this project for a long time. Also, the road condition is poor and needed to be repaved. It will be more economic if we do both at the same time. • Need a north bound bike lane • We need to get this done ASAP. It is dangerous to walk on the parkway. • West Lake Sammamish Parkway (WLSP) has become a major Microsoft access road for commuters coming from Issaquah and communities to the east. On weekends, lots of cyclists use the road. Therefore, improvements that serve both user groups are key. However, adding crosswalks will slow down the traffic and bike flow. Can we have pedestrian bridges? (like Sambica has) • What is the plan for the intersection with WLSP and Northup? Roundabout? Left turn lane on northbound WLSP? During rush hour, traffic easily backs up 1-2 miles (or all the way to Vasa Park on bad days) because at least half the drivers want to turn left on Northup. • West Lake Sammamish Parkway has become a major commuting road for Microsoft employees who commute from Issaquah and communities to the east. It is also popular with cyclists on weekends and with residents walking their dogs. The proposed improvements would serve all users. • These improvements are desperately needed to make biking on West Lake Sammamish safer. Currently, cycling around Lake Sammamish is treacherous because it is necessary to ride in the traffic lane along this section and there is heavy volumes of traffic travelling at high speeds. With the wonderful trail on east Lake Sammamish it will make a nice loop once this section is improved. • All phases of the West Lake Sammamish ped/bike path are critical as this is a particularly dangerous section of roadway. This is a heavily used commute and recreational route, but is very treacherous currently due to the high traffic volumes and high speeds. • Need this ASAP

2019-2030 Preliminary Candidate Project List

TFP #	Project Location	Project Description	Project Type	"Yes" Votes	"No" Votes	Neutral Votes	Comments
TFP-260	120th Avenue NE (Stage 4)/NE 16th Street and to Northup Way	Alignment alternatives analysis and pre-design process in coordination with Sound Transit and their potential development of an Operations and Maintenance Satellite Facility on the west side of the project alignment.	Roadway Capacity and Pedestrian-Bicycle System Connectivity	3	1	2	<ul style="list-style-type: none"> I hope the city does not use this valuable property for a maintenance facility. The heavy investment in light rail and the Spring District development will dramatically change this area to one of high density and live/work/amenities. Not the right place for that kind of a facility (although it would have been in the old warehouse district). The intersection of 120th may have bikes lanes but you made a giant wide intersection. Please paint GREEN through and safe route through the intersection for people that chose to bike to follow. Every connection, every intersection must be safe with protected painted lanes for people to bike and wide sidewalks for people to walk. No turn on Red, delayed Green until Walkers have crossed and a bike Green Light must be added. Be smart, safe routes and inclusiveness for all modes of transportation. I should not be afraid to cross the street. I should not have to wait forever in the weather while you prioritize cars... sure no one is walking or biking because you just did a "token" effort... do something you would have your kids and wife use to bike or walk daily. Safe for all modes of transportation? Wayfinding for people that bike and people walking? is this being built to work in conjunction with all modes of transportation? Not sure I understand this, but I know I do not want anything not safe or unsightly built as we are smarter than that and Bellevue should have beauty with all future development, nothing should be industrial or exclusive to one mode of transportation.
TFP-261	NE Spring Boulevard & 136th Place NE - 132nd Avenue to NE 20th Street	Design of future roadway improvements allowing for coordination & forward compatibility with Sound Transit who will be implementing the East Link project between the eastbound/northbound & westbound/southbound lanes NE Spring Blvd and 136th PI NE.	Roadway and Pedestrian-Bicycle System	2	3	1	<ul style="list-style-type: none"> You have ruined a beautiful tree filled area and are now going to make it as ugly as downtown Seattle. If you can get the parks department to create a large tree filled park int is same area to counter the environment ugliness you have created, then I might support it. plan for protected bike facilities and safe crossings for people walking and biking Every connection, every intersection must be safe with protected painted lanes for people to bike and wide sidewalks for people to walk. No turn on Red, delayed Green until Walkers have crossed and a bike Green Light must be added. Be smart, safe routes and inclusiveness for all modes of transportation. I should not be afraid to cross the street. I should not have to wait forever in the weather while you prioritize cars... sure no one is walking or biking because you just did a "token" effort... do something you would have your kids and wife use to bike or walk daily.
TFP-262	Bellevue Way NE/NE 12th Street to the north city limits at SR-520	Corridor study and community involvement process to identify multimodal mobility improvements along Bellevue Way NE through the Northtowne neighborhood, between NE 12th Street and the north city limits at SR 520.	Roadway and Pedestrian-Bicycle System	5		2	<ul style="list-style-type: none"> Good idea there is plenty of space in this corridor to add protected bike facilities, should also use traffic calming measures This section of Bellevue Way is an important corridor for all types of travel through the north end of Bellevue and is well worth ongoing study to insure safe/optimal mobility for all. Bellevue Way is an arterial. Efficient public transportation and safe bike paths should be included in the transportation options. Why does this project stop at NE 12th Street? A more direct bike route connection from 520 without a major hillclimb like along Bellevue Way is sorely needed
TFP-263	148th Avenue NE/NE 8th Street	Evaluate potential intersection improvement options and identify a preferred alternative and update cost estimates. With either option, evaluate configuring queue jumps for transit and evaluate impacts to Kelsey Creek.	Roadway and Transit	10		1	<ul style="list-style-type: none"> Please fix this choke point, BUT the LAST thing we need is "queue jumps for transit" it's the buses that block a lane pick up riders just after the intersection that cut the lane capacity in half. Please move the damn bus stops to at least 1 block away from this key intersection. Please don't use transit funding for environmental issues like Kelsey Creek - that's what environmental funds are for. This intersection is heavily traveled and need improvements to mitigate the number cars that are unable to turn causing backups. No solution is currently proposed and one must be found. busy intersection, do some research

2019-2030 Preliminary Candidate Project List

TFP #	Project Location	Project Description	Project Type	"Yes" Votes	"No" Votes	Neutral Votes	Comments
TFP-264	143rd Place NE/ NE 20th Street to Bel-Red Road/NE 20th Place signal	Conduct a feasibility study for a new two-lane roadway connection with bike lanes and sidewalks between the NE 20th Street/143rd Place NE traffic signal and extending to the improved section of NE 20th Place north of its intersection with Bel-Red Road.	Roadway and Pedestrian-Bicycle System	2	3		<ul style="list-style-type: none"> • protected bike lanes and safe access and crossings for people walking and biking • Bigger fish to fry at this time.

2019-2030 Preliminary Candidate Project List

TFP #	Project Location	Project Description	Project Type	"Yes" Votes	"No" Votes	Neutral Votes	Comments
CTPL-6	Northup Way - 156th Ave NE to 164th Ave NE	Conduct a needs assessment to determine whether a median left- turn lane should be added on Northup Way between 156th Ave NE and 164th Ave NE where not complete.	Roadway Capacity	6	1		<ul style="list-style-type: none"> • If you build this project, please add a long left turn lane for Northup to 164th. I cannot get out of the street on the North side across from the Youth Theater due to the volume of cars coming up from Lake Samamish. There is virtually no traffic on NE 8th coming up from the lake. PLEASE DO NOT CUT DOWN TREES FOR ANY ADDITIONAL LANES FOR BIKES OR CARS. • This would increase safety and alleviate some slow down of traffic. • We need a designated new cut in lane for RIGHT turns from Northup to 156 (both directions to allow traffic to get by as a right turn on red. • Please also determine if a second west bound lane needs to be added between 164th and 156th with redevelopment of the Bellevue Technology Center. Please do this before 2030. • This stretch of Northup has become a pass-through for traffic coming of West Lake Sammamish Parkway going to Microsoft. Any improvements that will help traffic flow smoother, are welcome.
CTPL-7	134th Ave NE - Bel-Red Rd to Spring Blvd	Reconstruct as three lanes; modify signalization.	Roadway Capacity	1			
CTPL-12	NE 24th St - 164th Ave NE to 172nd Ave NE	Upgrade to urban standards (2/3 lanes) with curbs, gutters, and sidewalks where not complete. Provide intersection left turn lanes or two-way left turn lanes at selected locations	Roadway Capacity and Pedestrian-Bicycle System	8	1	1	<ul style="list-style-type: none"> • Please modernize this area to be in line with the rest of Bellevue, especially since there's an elementary school with cross walk along this route. NE Bellevue often feels like a forgotten part of Bellevue. • protected bike lanes, sidewalks, safe crossings for people of all ages and abilities walking and biking • need fix for these old path way
CTPL-22	I-90 / Lakemont Blvd SE / West Lake Sammamish Pkwy SE	The Lakemont Blvd SE/West Lake Sammamish Pkwy SE Interchange Improvements identified in the WSDOT I-90 Bellevue to North Bend Corridor Study include the following project element: addition of a new EB slip ramp on the existing EB to NB WLSP off-ramp.	Roadway Capacity	1	1		
CTPL-41	Lakemont Blvd / Forest Dr	Provide a new traffic signal and eastbound to northbound turn lane on Forest Drive.	Roadway Capacity	2	2	1	<ul style="list-style-type: none"> • Intersections must be made for people that walk and bike. No Red turns. Walk signs must go first, delay the green signal. Bikes should have a traffic light so they go first too. People should not wait in all weather to cross and once they get the signal, there must be time to cross. Implement Green Bike boxes and lanes so that all ages and abilities know how to bike through the intersection. Slow traffic down and do not make giant multi-lane intersections. Bellevue is not a strip mall on a highway or arterial, it is a vibrant diverse city. • I would prefer a round about for this intersection. volume is not high enough to justify a stop light, but a round about would be more efficient.
CTPL-48	132nd Ave NE - BelRed Rd to NE 20th St	Widen 132nd Avenue NE to three lanes between Bel-Red Road and NE 20th Street. Modify traffic signals.	Roadway Capacity and Pedestrian-Bicycle System		1	1	<ul style="list-style-type: none"> • put in bike lanes instead • So sad to see widening. 132nd is so lovely and to the north, peaceful. It absolutely needs protected bike lanes and wide sidewalks but I am not impressed with widening this. Make driving harder here... no cut throughs.. go to a main throughway.
CTPL-54	Spring Blvd - 124th Ave NE to 130th Ave NE (zone 3)	Multi-modal corridor, two thru-lanes in each direction; light rail guideways/stations; sidewalks; a bicycle trail/pathway with regional trail connections; & "green" elements.	Roadway Capacity and Pedestrian-Bicycle System Connectivity	5	3		Any Rail Tracks must be made to be 100% safe to people that bike or walk. In other words, no tires should be able to get pulled into track and cause a death... virtually a murder if "Known" safety rubber or whatever is not implemented to ensure safety of all users. Your kids and grandmother should be able to ride or walk there without risk of a car or train crashing into them due to light rail ruts

2019-2030 Preliminary Candidate Project List

TFP #	Project Location	Project Description	Project Type	"Yes" Votes	"No" Votes	Neutral Votes	Comments
CTPL-78	NE 12th St / 116th Ave NE	Conduct a needs assessment to determine whether westbound to southbound dual left-turn lanes should be added or other revisions made at NE 12th St and 116th Ave NE.	Roadway Capacity	3		2	Every connection, every intersection must be safe with protected painted lanes for people to bike and wide sidewalks for people to walk. No turn on Red, delayed Green until Walkers have crossed and a bike Green Light must be added. Be smart, safe routes and inclusiveness for all modes of transportation. I will not come to downtown Bellevue if it is a strip mall off a virtual highway of noisy polluting wall of cars.
CTPL-83	SE 40th Ln / Factoria Blvd	Lengthen the southbound to eastbound left turn lane and lengthen the westbound left turn lane at SE 40th lane and Factoria	Roadway Capacity	4			<ul style="list-style-type: none"> • These intersection improvements would benefit the traffic flow in this area. Currently there is insufficient queuing space for all of the vehicles wanting to turn so not everyone who is waiting can get through in a single signal cycle meaning they have to wait which creates additional congestion. • busy factoria turn during traffic hour
TIP	NE 6th Street sub-surface arterial	Create a sub-surface arterial that would run under the NE 6th Ped Corridor with a portal east of 110th Avenue NE and a terminus at the Bellevue Way developments.	Roadway Capacity	6	3		<ul style="list-style-type: none"> • I would only want to see this built if the business benefited paid a share • Every connection, every intersection must be safe with protected painted lanes for people to bike and wide sidewalks for people to walk. No turn on Red, delayed Green until Walkers have crossed and a bike Green Light must be added. Be smart, safe routes and inclusiveness for all modes of transportation. I will not come to downtown Bellevue if it is a strip mall off a virtual highway of noisy polluting wall of cars. • Prioritize people. People walking and biking. Car messes underneath- yay! • Get cars out of the city! The vision of walking and biking and bussing and light railng feels exhilarating. The vision of ugly car highways of lights, pollution and noise is wildly unappealing and so "past" failure. Time to invent alternative cityscapes. • This sounds very expensive relative to the potential benefit. • Please find more cost effective uses for transportation dollars that will benefit more users.

2019-2030 Preliminary Candidate Project List

TFP #	Project Location	Project Description	Project Type	"Yes" Votes	"No" Votes	Neutral Votes	Comments
PEDESTRIAN - BICYCLE PROJECTS							
N/A	Ped/Bike Implementation Reserve	The projects below are included in the current, 2016-2027 TFP and assigned an overall funding allocation as a group. Their relative priority for advancement and implementation is to be determined by the City's ongoing Pedestrian & Bicycle Implementation Initiative. This same approach may be used for the new 2019-2030 TFP.					
TFP-158	SE 16th Street/148th Avenue SE to 156th Avenue SE	Add 5-ft bicycle lanes outside of 11-ft vehicle lanes on both sides of SE 16th St. Construct new curb, gutter, and 6-ft sidewalk and 4-ft planter on the north side between 148th Ave NE & 154th Ave NE. Part of priority bicycle corridor: Lake to Lake Trail	Pedestrian-Bicycle System	6	7		<ul style="list-style-type: none"> protected bike lanes, safe access and crossings for people of all ages and abilities walking and biking As has been stated for years this project is unneeded and wasteful as the road is steep and there is already a sidewalk on one side of the street.

TFP #	Project Location	Project Description	Project Type	"Yes" Votes	"No" Votes	Neutral Votes	Comments
TFP-173 (Pedestrian-Bicycle Project)	108th/112th Avenue NE/ north city limit to NE 12th Street	Add 5-ft bike lanes, both sides of 108th/112th Ave NE: north city limit to NE 12th St. 6-ft sidewalk on west side of 112th Ave NE from the trail south to NE 24th St & on the east side: NE 24th St to the existing sidewalk. Widen turn pockets at NE 24th St	Pedestrian-Bicycle System	11		1	<ul style="list-style-type: none"> • this project will create a much more safe and comfortable route into Bellevue via bike, from both Seattle and Kirkland. The new Northrup Way bike lanes are great, and 112th would be the natural place to drop south and get to downtown. But the intermittent, skinny bike lanes on 112th make for a scary option. Coming from the S. Kirkland Park and Ride to 112th would be pretty straightforward too. This project needs a wide bike lane with physical separation from cars. Being so close to the on/off ramp, cars go fast, and are not immediately attuned to non-highway driving. Not that Northrup is complete, this project should be prioritized to make the most of the Northrup investment • I bike this route several times a week and would love to see bike lanes added here! Sometimes it feels really unsafe today with how close cars are. • • Bike and pedestrian connections are an important part of mobility improvements. The area around 108th Ave NE near the North border of the city is not friendly for bikes and pedestrians: the sidewalks are very narrow, the bike lanes randomly end, and there's a steep hill to make both of those cases even worse. With connections to the ERC and the SR 520 bike trail, this road is a crucial connection point where bike and pedestrian improvements will have great positive impact. I strongly support this project. • The proposed sidewalk along 112th from 24th to the existing sidewalk/trail near Hwy. 520 is desperately needed. It is currently one of the most treacherous walking routes in Bellevue, and yet it also provides an important link to Northrup Way & the South Kirkland Park & Ride. The close proximity to fast-traveling vehicular traffic (40+ mph) makes for very dangerous travel for pedestrians, bikers, and cars & trucks. It always strikes me as a serious accident waiting to happen. • Please please do add safe connectivity for people biking and walking- yes we will do so in the rain and cold and absolutely in the sunshine. I dream of 50% on bikes like the Netherlands. We all would live longer and with less ailments and daily risk to be killed by a car crashing into us. <p>Every connection, every intersection must be safe with protected painted lanes for people to bike and wide sidewalks for people to walk. No turn on Red, delayed Green until Walkers have crossed and a bike Green Light must be added. Be smart, safe routes and inclusiveness for all modes of transportation. I will not come to downtown Bellevue if it is a strip mall off a virtual highway of noisy polluting wall of cars.</p> <ul style="list-style-type: none"> • Every connection, every intersection must be safe with protected painted lanes for people to bike and wide sidewalks for people to walk. No turn on Red, delayed Green until Walkers have crossed and a bike Green Light must be added. Be smart, safe routes and inclusiveness for all modes of transportation. I should not be afraid to cross the street. I should not have to wait forever in the weather while you prioritize cars... sure no one is walking or biking because you just did a "token" effort... do something you would have your kids and your grandparent use to bike or walk daily. • Improving the bike lanes along this stretch of roadway will improve the Lake Washington loop and connections to the new SR-520 bike path. This section is unsafe, particularly for (uphill) southbound cyclists.

TFP #	Project Location	Project Description	Project Type	"Yes" Votes	"No" Votes	Neutral Votes	Comments
TFP-175 (Pedestrian-Bicycle Project)	SE 34th Street/162nd PI SE to West Lake Sammamish Pkwy	This project will construct a curb, gutter, sidewalk and bikelane or wide curb lane on the north side where missing; accommodate a wide curb lane on the south side, if feasible.	Pedestrian-Bicycle System	24		2	<ul style="list-style-type: none"> • prioritize safe, protected biking and walking, not just a wide shoulder, not just "if feasible" • Please, please, please build a sidewalk on SE 34th St. We live on SE 35th Ct. and without a sidewalk on SE 34th St. it is not practical for us to walk anywhere besides to other nearby houses. We would love to be able to walk to Spiritridge Park. • My family lives on 164th PI SE, looks like it's in walking distance from parks, trails and even Eastgate plaza, but we have to drive. I would prefer to walk but I feel very unsafe (especially when with kids) due to high traffic and narrow curb on SE 34th St. School bus stop on SE 34th St doesn't look safe as well. Sidewalk will connect us to parks, trails, bus stops and neighborhood in general. I strongly support this project. • Please consider this as a high priority. It's really dangerous to walk along the 34th St. And you have to walk to get to the 271 bus stop. Sidewalks is a must. Bike lanes would be also good to have. • Sidewalks are absolutely needed here! This is a very expensive area yet we have the infrastructure of a farm town. Our children have to walk on a very busy street with no shoulder to get to the school bus every day. I commute by bike and every day this section is the part I fear the most, as I have to ride in the street and the evening sun is often in the eyes drivers going west. This is about safety and I hope it addressed before something terrible happens. • We are in desperate need of a pedestrian sidewalk on this road. We live off of 16th PI SE and every morning we, along with several other families, have to walk on side of the SE 34th St that has no sidewalk to get to the Spiritridge elementary school bus stop (corner of 165th Ave SE and SE 34th St). The road that is available for us to walk on SE 34th St is too narrow and extremely unsafe for our children to walk to their bus stop. We are in constant fear of a car hitting one of the school kids or a parent walking on this road. Please prioritize this project for the safety of our children and the families living along this road. Thank-you! • A sidewalk is necessary for this area! Kids are walking in ditches to get to the bus stop. It's a dangerous street to walk along but gets plenty of foot and bike traffic. I hope the city goes through with this project! • The 888 bus, designed as a bus to pick up school kids, has stops along this street. Kids are walking in ditches and in bike lanes to get to the bus. This street gets a lot of pedestrian and it's dangerous at best but some people have no choice but to walk along it. We desperately need this project to go through! • It's quite dangerous to walk that stretch of the road and there are many elementary students in that neighborhood • We see people trying to walk their dogs (including us), or push their strollers along this very dangerous road all the time. There really isn't even any room to walk on the side of the road. It's just a matter of time before a distracted driver drifts a bit and someone gets hit. We certainly don't want another Newport Way tragedy.. <p>There is no way to get safely to the lovely new bike path on Sammamish Parkway or to the only close playground at Spiritridge Park. In addition, BSD high school students are expected to walk all the down the hill, but the sidewalk ends just before a dangerous intersection - with no pedestrian crosswalk markings or even a freaking sign.</p> <p>Please stop delaying this project.</p> <ul style="list-style-type: none"> • Sidewalk! • We need a sidewalk really bad. I have to walk down the hill every weekday, and it's really dangerous. People drive too fast and have almost hit me several times. <p>A stoplight on se 34th and w lake samm would help slow down the traffic.</p> <ul style="list-style-type: none"> • This street lacks pedestrian access. Curb lane is so narrow that it's dangerous to walk along the street. And if you have a stroller or wheelchair, it is near to impossible challenge. • As a resident of 34th Street, we NEED this project completed! This section of 34th street has multiple bus stops (city and school district). Cars coming FLYING down the hill towards the Lake, so Pedestrian safety on this increasingly high-traffic road is a HUGE concern. Aside from pedestrians waiting for buses, most residents have to cross the road to retrieve their mail. Furthermore, there is actually a dirt-worn path in the grass in front of my house from the number of frequent dog walkers, bus takers, bikers, and outdoor enthusiasts.

2019-2030 Preliminary Candidate Project List

TFP #	Project Location	Project Description	Project Type	"Yes" Votes	"No" Votes	Neutral Votes	Comments
TFP-213b	124th Avenue NE/NE 8th Street to NE 12th Street	Construct a separated multipurpose pathway on both sides; and illumination, landscaping, irrigation, storm drainage and water quality treatment.	Pedestrian-Bicycle System	1	1		This is an incredibly dangerous place for pedestrians. The sidewalks are very narrow and badly lit. There should be a traffic signal at 10th place. There are a lot of people that walk this area to get to bus lines.
TFP-230	108th Avenue NE/NE 12th Street to Main Street	Conduct a corridor study to identify, prepare preliminary designs, and potentially implement multimodal improvements to enhance the 108th Avenue NE corridor through Downtown.	Pedestrian-Bicycle System	4			<ul style="list-style-type: none"> I want to safely travel by electric bike or walking... please provide a connected network of routes for people along with wayfinding! And Every connection, every intersection must be safe with protected painted lanes for people to bike and wide sidewalks for people to walk. No turn on Red, delayed Green until Walkers have crossed and a bike Green Light must be added. Be smart, safe routes and inclusiveness for all modes of transportation. I should not be afraid to cross the street. I should not have to wait forever in the weather while you prioritize cars... sure no one is walking or biking because you just did a "token" effort... do something you would have your kids and your grandparent use to bike or walk daily. Improvements needed to make biking and walking safer on 108th, as well as minimizing transit delays
TFP-232	164th Avenue NE/SE-NE 18th Street to SE 14th Street	Designate a bicycle shoulder on both sides between NE 18th St & Northup Way and between NE 8th and SE 14th Streets. 5-ft bicycle lanes between Northup Way and NE 6th St. On-street parking on the east side of the street, NE 6th to SE 14th Streets.	Pedestrian-Bicycle System	6	2	2	<ul style="list-style-type: none"> Fix real car traffic problems not non-existent bike traffic problems what is a bicycle "shoulder" is it a designated protected bike lane? if not, then it's not the right solution We barely have enough room for the car traffic using this road, mostly due to cars parked next to the curb in front of houses. Now instead of just cars going around parked cars, there will be narrower lanes and bicycles also going around parked cars. If we want more cars off the road, bike lanes are great alternative. They need to be safe and go where people need to go. Can this one be extended to Microsoft campus - in cooperation with Redmond? Great project! I completely support removing parking and adding bike lanes on 164th. really love to have more bike designated route, good for both auto and bikes; This has been needed for some time, especially from Lake Hills Blvd to NE 8. The hill makes for slow going for cyclists, and parked cars pushes those into overtaking traffic.

2019-2030 Preliminary Candidate Project List

TFP #	Project Location	Project Description	Project Type	"Yes" Votes	"No" Votes	Neutral Votes	Comments
TFP-234	Main Street/100th Avenue to 116th Avenue	Conduct a corridor study to identify, prepare preliminary designs, and potentially implement multimodal improvements to enhance the Main Street corridor through Downtown.	Pedestrian-Bicycle System	10		1	<ul style="list-style-type: none"> • Can thru traffic be routed on NE 2nd to take some of the volume from Main ST • Please put a bike lane here. I feel very unsafe during my daily bike commute. • protected bike lanes, safe access and crossings for people of all ages and abilities walking and biking • I think this should become a better corridor for bike transportation • Main Street is pretty much the only "old town street" left in Bellevue. If anything, make it pedestrian/bikes only and direct the cars to parallel streets to give it back that small town feel. • Get the cars off the beautiful street. All ages and abilities should be able to get here by bus, bike, walking. The buildings and retail is gorgeous.. the unsightly line of endless cars through the middle ruins it. • Every connection, every intersection must be safe with protected painted lanes for people to bike and wide sidewalks for people to walk. No turn on Red, delayed Green until Walkers have crossed and a bike Green Light must be added. Be smart, safe routes and inclusiveness for all modes of transportation. I should not be afraid to cross the street. I should not have to wait forever in the weather while you prioritize cars... sure no one is walking or biking because you just did a "token" effort, painted a lane or made a striped crosswalk, but cars dominate... do something you would have your kids and your grandparent use to bike or walk daily in all weather. Cars can wait! • Every connection, every intersection must be safe with protected painted lanes for people to bike and wide sidewalks for people to walk. No turn on Red, delayed Green until Walkers have crossed and a bike Green Light must be added. Be smart, safe routes and inclusiveness for all modes of transportation. I should not be afraid to cross the street. I should not have to wait forever in the weather while you prioritize cars... sure no one is walking or biking because you just did a "token" effort, painted a lane or made a striped crosswalk, but cars dominate... do something you would have your kids and your grandparent use to bike or walk daily in all weather. Cars can wait! • The current state of Main Street is not safe and cars routinely speed over 40mph because most of Main St is overbuilt. Please provide safe route for walking and biking between Old Bellevue, Meydenbauer Park and the upcoming light rail station
TFP-243	Mountains to Sound Greenway/ Factoria Boulevard to Lakemont Boulevard	Design of priority segments of the Mountains to Sound Greenway Trail between Factoria Boulevard SE and Lakemont Boulevard SE. Trail design will typically include a 12-foot-wide, hard surface cross-section.	Pedestrian-Bicycle System	7			<ul style="list-style-type: none"> • This "missing link" would be a great improvement to non-motorized mobility • This section of road is a nightmare for bikes and cars. There are no places to safely pass a bike on this road. • Making it easier and safer to bike is wanted, especially when it connects to a larger grid of off-street paths. I'm more likely to go biking as a result (even more so with kids) • This is an important missing section of the bikeway network. It will connect the Lake Washington and Lake Sammamish loops as well as the network further east.

TFP #	Project Location	Project Description	Project Type	"Yes" Votes	"No" Votes	Neutral Votes	Comments
TFP-244 (Pedestrian-Bicycle Project)	Eastside Rail Corridor multi-use path/southern city limits to northern city limits	Add a 10- to 14-foot-wide off-street path along the BNSF right-of-way from the southern to northern city limits. The regional trail connects Eastside communities from Renton to Woodinville. Approx 7.5 miles of the trail is within the city of Bellevue.	Pedestrian-Bicycle System	35	1	2	<ul style="list-style-type: none"> • Terrific! A safe, level way to get from South Bellevue to downtown. This may make me ride my bike! • I think this project should be a priority • At least unblock the finished sections so that the corridor doesn't lead to nowhere. • Grade separated crossings at NE4th and NE 8th should be prioritized. • This has been talked about for years; when will it be open? The route is already there, and if you remove the sleepers and put fences along the trestle people will use it! • This would be an enormous help getting across Bellevue by bike. At least North/South • I'm extremely excited about this project and any others to make biking here in Bellevue more pleasant. • Cant stress enough the importance of this project!!!! Bellevue is devoid of regional trails... this project gets us on the map.... and gets much needed connections north and south. there is a lot of opportunity for neighborhood connections too, and the city should prioritize finding those. im surprised to actually see the ERC on this list because its owned by, and being paid for, by king county. bellevue needs to pay for connections – and should consider helping fund the trail itself if it will get it built faster. absolute must for the city! • Fix car problems first • Please do not destroy parts of critical areas like wetlands. If there will not be any damage to vital habitat for wildlife, then this project should be okay. • Ideally the path should include cinder shoulder to allow easier running • With many bike/ped-friendly connections to/from other destinations in the city • This is a critical link providing safe transportation between communities. This cannot be completed fast enough! We also need safe access to the trail from adjacent neighborhoods. • Multi-modal networks through the region are an important step to improving mobility and reducing carbon emissions. Building out the ERC with connections to the CKC in Kirkland and continuing past Bellevue city limits on the South side of the city will be a great help to building out a world-class off-street bike and pedestrian network. • Excellent for exercise and also bike transit. • I'm more likely to bike (and even more so with kids) if I don't have to worry about cars. A network of off-street trails and paths for bikes is very appreciated. • Also provide parking so residents who don't live near the trail can access it too. • Yes- hurry up and build the ERC!! • The "rails to trails" paths are incredibly popular. We have started using the section from Newcastle Beach Park down to Coulon and have noticed that it is getting a lot of use already. Once the section from Newcastle Beach into central Bellevue is available I'm certain it will be heavily used. Especially the Wilburton trestle will be very popular as a viewing area. • great • This should complete a substantial portion of the north-south bike trail, eliminating some rather dangerous crossings. • This is a no brainer. Absolute game changer and something we could be proud to add to Bellevue's collection of parks.

2019-2030 Preliminary Candidate Project List

TFP #	Project Location	Project Description	Project Type	"Yes" Votes	"No" Votes	Neutral Votes	Comments
TFP-245	140th Avenue NE/NE 24th Street to NE 8th Street	Evaluate options for bicycle network implementation on 140th Avenue NE. Option A: 5 ft-wide bike lanes, NE 24th to NE 8th Streets. Option B: an off-street multi-use paved path. Add 10- to 14-ft off street path connecting to the SR520 Trail	Pedestrian-Bicycle System	10	7	1	<ul style="list-style-type: none"> • Only if you plant trees that allow us to walk in shade in summer and preserve all existing trees along the way. • option B, or Option A with protected bike lanes • 140th is a good N/S bike corridor except for this dangerous section. The current connection to the 520 trail is laughably bad. • I ride my bicycle on this road almost daily. Yes please. • But if you go for it, I prefer option B. • Please please extend the bike lane on 140th to Redmond. it is terribly unsafe to emit the connection to Redmond. Motorists yell, "Get the Hell off the Road, use the sidewalk". There is plenty of room to remove little shrubs and create an efficient route for people to bike and then walk safely when traveling both North and South from Redmond to Bellevue. This is a Great virtually FLAT route that does not require us to go "extra miles". Make cars go extra miles, not people using their body engines to get around. • Please be sure that there is excellent way finding, not just to the 520 trail from all access points, but also how far is it to Downtown Redmond or Downtown Bellevue? • And of course... Every connection, every intersection must be safe with protected painted lanes for people to bike and wide sidewalks for people to walk. No turn on Red, delayed Green until Walkers have crossed and a bike Green Light must be added. Be smart, safe routes and inclusiveness for all modes of transportation. I should not be afraid to cross the street. I should not have to wait forever in the weather while you prioritize cars... sure no one is walking or biking because you just did a "token" effort... do something you would have your kids and your grandparent use to bike or walk daily. • This is a sensible route from the centerline of town to the 520 trail and points north. • Yes, if Option B is used. Traveling south or north on 140th Ave NE during the day between NE 24th & NE 8th is slow going today. It will only get worse with increased density. Creating an off-road bike lane (which would not impact car traffic) is the best option. Please do not make the already too-slow road slower by adding additional bike lanes! At Bel-Red Rd, 140th Ave NE narrows from 2 to 1 lane - this results in long backups heading south both in the morning and the afternoon.
TFP-247	Eastgate Way/Richards Road to SE 35th Place	This project will install bicycle lanes, where missing through the Eastgate corridor. Completion of the missing link in the sidewalk between Richards Road and 139th Avenue SE may be implemented in coordination with adjacent development.	Pedestrian-Bicycle System	2	1		
TFP-249	Hospital/NE 8th Street Station Access Improvements	Improve rider access to the planned East Link station at NE 8th Street, especially for pedestrians.	Pedestrian-Bicycle System	3			<ul style="list-style-type: none"> • Pedestrian Safety should be a top priority! • If you want light rail to be used, we need easily accessible, safe stations.

2019-2030 Preliminary Candidate Project List

TFP #	Project Location	Project Description	Project Type	"Yes" Votes	"No" Votes	Neutral Votes	Comments
TFP-251	Coal Creek Parkway/124th Avenue SE to the southern city limits	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.	Pedestrian-Bicycle System	11	3	3	<ul style="list-style-type: none"> • You absolutely CANNOT narrow Coal Creek Parkway. As it is today, the road use is over capacity, traffic is bumper-to-bumper in the mornings and afternoons for several hours, there are numerous accidents and with the high speed on this road (including many cars driving in excess of 10 mph over the posted 40 mph speed limit) and no median divide, it is already a dangerous road. This road needs to be widened, with additional lanes added, to accommodate traffic that utilizes this road from Newcastle and Renton to access I-405. • Current bike lanes are not attractive on such a busy thoroughfare. • Why such a wide pathway? To accomodate walking and bikes? I WOULD NOT NARROW COAL CREEK PKWAY...is not safest as it is right now! • Just saying, a shame this wasn't used for light rail..."already there" and ideal for getting from Renton to downtown transit Bellevue, then to Seattle...imagine that! But guess that would hurt waterfront property values and their money talked... • This is a good idea, because the traffic on Coal Creek Parkway is very fast and the bike lanes are very narrow. It is too dangerous for bikes and pedestrians. • Is this a walking path, if yes- great! but why would you take away bike lane- No • This path would be very beneficial. Biking in the current bike lanes is very intimidating since the cars are travelling so much faster - particularly when biking uphill. Having a separated bike/walking path would make this much safer and less intimidating. • The roadway is narrow as it is.
TFP-255	Newport Way SE/ Somerset Blvd SE to 150th Avenue SE	Construction of improvements to SE Newport Way between Somerset Blvd & 150th Ave SE: 10-ft wide multiuse path on the north side and a 5-ft bike lane on the south side, pedestrian crossings, turn lanes where necessary & other potential roadway amenities.	Pedestrian-Bicycle System	23			<ul style="list-style-type: none"> • This project should have been completed years ago. Please do not delay any longer. The current situation is extremely dangerous. • Crosswalk with amber flashing lights is needed to access the community center safely, as this is a busy road, with a blind corner. The current speed signs are not working. Many people speed through them. Maybe a photo enforced speed sign should be installed along with the crosswalk. A sidewalk to extend the length of Newport Way is definitely necessary. Many students from the schools in the area walk home along this section of road, which becomes even more of a danger during the dark evenings. I live 5 minutes away from Newport library, but I have to drive there, as there is no sidewalk I very rarely see cyclists along the same stretch of road, but I do see pedestrians, including people with strollers walking along the actual road itself. • The newport way sidewalk project is very important. That strip of road is very dangerous for walking and cycling. It is a connector for several schools, churches and the south bellevue community center. please prioritize this project! • I'd love to see this stretch made safe for cycling and walking. Many parents, children and older folks walk on the shoulder here, or, bike to the Newport Way Library and it's currently unpleasant and potentially unsafe due to the proximity of cars. • Vital to incorporate attractive plantings & landscaping to balance all the green lost as part of the installation. Please make this at least as lovely as it was before the safety improvements! • This section of Newport way is currently very hazardous for pedestrians. It also poses a risk for motorists who may not see pedestrians on this stretch of road, especially after dark or while it's raining. I drive this stretch of road often, and am always surprised to see pedestrians walking on the shoulder, as it appears quite dangerous. Lot's of kids in this neighborhood, and they are trying to get to the library, community center, church, and park that are located along this stretch of Newport Way. The only option for them right now is a dangerous walk along the road. • This would be a great addition

Section C: Additional Comments

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

1. Jerry Roe, March 19th
2. Albert Chung, March 19th
3. Cheryl Howlett, March 20th
4. Pam Toelle, March 21st
5. Bob Steed, March 25th
6. Shelly Bowman, March 30th
7. William Ruddell and Rosalind Renshaw, April 12th
8. Karen Armstead, April 14th
9. Natalie Quick, April 16th

Public comment was given orally by a Mr. Steve Kasner at the March 8th Transportation Commission meeting.

10. Steve Kasner, March 8th

These ten communications appear on the following pages.

Section C: Additional Comments

1: Jerry Roe, March 19th

From: Jerry Roe

Sent: Monday, March 19, 2018 4:22 PM

To: Oosterveen, Kristi <KOosterveen@bellevuewa.gov>

Subject: Facilities project 251

This 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.

Cola Creek Parkway needs another 2 lanes to handle am and pm traffic. There are 1 – 2 mile backups. No one walks this street it is too noisy.

Don't narrow the road.

Another way to spend the money would be to change the access to I 405 N . Long lines and crowding traffic slow the path to I 405

Please let me know your comments

Jerry Roe

Section C: Additional Comments

2: Albert Chung, March 19th

From: Albert Chung

Sent: Monday, March 19, 2018 6:13 AM

To: TransportationTFP <TransportationTFP@bellevuewa.gov>

Subject: Transportation Facilities for south Bellevue

Hi,

I am a resident in south Bellevue's Newport neighborhood .

Looking at the 2019-2030 TFP project candidates, over 80% of the proposed projects are in north Bellevue.

I understand there's limited budget. I would like to see more improvements in south Bellevue. For examples, improvements to traffic around Factoria, Eastgate bus transit center, etc.

Regards,

Albert Chung

Section C: Additional Comments

3: Cheryl Howlett, March 20th

From: Cheryl Howlett

Sent: Tuesday, March 20, 2018 10:33 AM

To: TransportationTFP <TransportationTFP@bellevuewa.gov>

Subject: Transportation Facilities Update

Hello Ms. Oosterveen,

I received the mailer regarding the 2013-2030 update. This link doesn't work:

<http://bit.ly/TransporationFaciitesPlan>. And when I searched for the information online the map was equally unhelpful, even magnified, as it is in print.

What does the pink line on what looks like it could be SE 16 in Bellevue represent?

Thanks.

Cheryl Howlett

Section C: Additional Comments

4: RE: Pam Toelle, March 21st

FYI

Trust you have this Redmond and other projects factored into your new TFP. As a resident in a single family neighborhood in Mobility Management area 9, located between Bel-Red Road and NE 8th, I find it inaccurate to measure the impact on our neighborhood without considering the immense transportation impact poured through to us from MM area 12. It is unrealistic not to count what is flowing through our corridor from the north at pm peak and from the south during am peak. The concept of Mobility Management areas was conjured up "Gerrymandered" to blunt the intent of the Transportation Ordinance level of service. And, our neighborhoods in the 148th corridor between Bel-Red Road and NE 8th are especially impacted by commercial development to the north.

Pam Toelle

From: Tom Hinman

Reply-To: Tom Hinman

Date: Thursday, March 15, 2018 at 8:10 PM

To: "imagineoverlake@gmail.com" <imagineoverlake@gmail.com>

Subject: Public Engages on Sears Redevelopment Plan

Greetings -

Thanks to all who attended the March 8th informational meeting about the Sears site redevelopment plan held at Marymoor Community Center. Pasted below is my letter to the *Redmond Reporter* regarding that meeting which will appear in their 3/16 edition. (The *Bellevue Reporter* did not choose to publish it.)

As noted, the next formal conversation about this project at Redmond City Hall will be on 3/27, but no public comment will be accepted. If you want to make any remarks early in this process, the next opportunity will be at a regular Redmond City Council meeting on 3/20 during the Items from the Audience slot at the beginning of the agenda....this means be there by 7:30pm to sign up to speak. There will be additional opportunities in coming months, such as the two upcoming Community Conversations, but the sooner public views are entered in the record, the sooner the City/developer will need to address concerns raised. The public did not get engaged in the Group Health Master Plan approval process until very late in the game so there was little ability to have their recommendations considered.

Section C: Additional Comments

Please feel free to pass along information to your friends and neighbors regarding the Sears redevelopment project. Specific concerns can be sent directly to David Lee, the Redmond planner staffing this proposal at dlee@redmond.gov. Details on the project can be found at [Seritage - City of Redmond](#)

Seritage - City of Redmond

Regards,
Tom Hinman, Facilitator
Imagine Overlake

It takes a place to make a community....and a community to make a place.

Public Engages on Sears Redevelopment Plan

An informational community meeting regarding Overlake's Sears site (Heritage Park, to be developed by Seritage) was held on March 8th attended by about 100 residents evenly divided between Redmond and Bellevue. Ironically, parties interested in developments in Overlake Village had to meet at Redmond's Marymoor Village community center since there is a lack of community venues in the Overlake neighborhood. Unlike the Group Health Master Plan that the public fully realized only weeks before the City was ready to approve it, this meeting began a conversation earlier in the planning/approval process when public voices may yet be able to guide the outcome of another significant development in Overlake.

These are some of the themes expressed by community attendees:

Revisit various SEPA Environmental Impact Study iterations, some dating back to 1999. Conditions have changed on both sides of the city limits. We need zero-based validation of fundamental assumptions, not just another amendment overlay to enable growth. The City should be a guardian of the public good – not an advocate for developers as seems to appear in this instance. Environmental impact is more than “just” traffic congestion. For example, air quality degradation from green-house gas emissions generated by these vehicles needs to be assessed.

A moratorium should be placed on future building in Overlake pending traffic studies with full understanding of newest projects including those in the Bellevue side of the Bel-Red corridor. Redmond's transportation strategy is seemingly focused on transit, bike/ped feeders to a future Overlake Village Eastlink station and a bypass ramp from 520 to Microsoft while the audience was concerned about throughput (mostly east-west) as they go about their day as motorists – commutes and shopping in the Overlake district.

Traffic/roadway mitigation items described seemed marginal (though important) details in comparison to larger congestion matters affecting both Redmond and Bellevue.

Affordable housing components – Inclusionary “10% at 80% of median income “ – is a term not broadly understood by the general public and may not make much of a dent in housing needs on the Eastside. The range of potential housing options – rental vs ownership, millennial studios or 1 bedroom vs “family” 2 or 3 bedroom units – should be refined.

Section C: Additional Comments

Youth services – Providing tot lots and day care/kindergartens may suffice for preschoolers in this new neighborhood, but after-school resources for “tweens” like a teen center, or venue with computer based tutoring etc should be addressed within Redmond’s parks and rec program. This is an opportunity for collaboration with Bellevue and their school district.

Closer cross-jurisdiction coordination – Fortunately, there was a good representation from Bellevue residents at this meeting based on innovative last-minute outreach. Integrated and pro-active planning for the Overlake district justifies a joint meeting between Redmond and Bellevue City Councils – not just occasional contact between City staffs. What else is happening on the Bellevue side that could impact the Overlake district? (Is an upzone in the works for the old Unigard site?) Cumulative impacts should be assessed on a district basis regardless of which jurisdiction a project may be in.

Future opportunities to comment – Citizen views on a range of topics will be heard at Redmond Town Halls 3/29 at Audubon Elementary and 4/26 at Marymoor Community Center. Public comment is also taken at regular Redmond City Council meetings, but not at study sessions (where Seritage is on the agenda for March 27 and April 24). As we have learned from the Group Health experience, showing up at a final public hearing with 3 weeks’ notice does not really allow the community to meaningfully affect the outcome of a master-planned development such as Seritage. Please plan to participate in this process.

Tom Hinman, Facilitator
Imagine Overlake

Section C: Additional Comments

5: Bob Steed, March 25th

From: bob steed

Sent: Sunday, March 25, 2018 9:28 AM

To: TransportationTFP <TransportationTFP@bellevuewa.gov>

Subject: Sidewalks from Somerset to Eastgate

Thank you for the recent information on the TFP.

When will the sidewalks be complete from Somerset along Highland and 150th to Eastgate? Most of the sidewalks are in place but for a short distance....

Since Somerset and sizeable populated other areas south of South Bellevue have been part of Bellevue for so many decades, and this is such a main route to Eastgate, BC and other areas, it sure seems like this should have been done A LONG time ago and should be a priority now. Having the sidewalk route completed would make the route so much safer and provide a much better alternative to driving this route.

Regards,

Bob Steed 31 year resident, former Somerset Pres., former Planning Commissioner

4548 137th Ave SE

Bellevue

Section C: Additional Comments

6: Shelly Bowman, March 30th

Hi-

Please count this response twice as we are writing this together. Shelly Bowman and Lizette Hedberg

We have property at Bridle Trails. We have a non profit that we work at in Lake Hills. We go to City Hall often for community meetings and Shelly attends classes at Say Brooke University in downtown Bellevue:

I found clicking on each map segment tedious and my computer would not open the Comment Portions correctly, so please apply the below feedback to all of those opportunities for public comment please:

1. **I absolutely want you to complete the ERC asap** and make many safe access points for people that bike and people that walk. I want wayfinding from one segment of the trail to the next, to light rail stations, to retail centers, to next town centers. This should be paved to national standard widths and cars should have to stop before crossing the trail or you must have ramps with reasonable grade over the roadways or under the roadways. People should NOT have to stand at a crossing forever while cars speed by. We are standing in the weather. We are saving the environment. We are saving the US Healthcare \$\$\$. Prioritize us so that it is fun and easy to use multimode travel.
2. **Yes to the Grand Boulevard**
3. Yes to all crossings at the major roadways. The city should not be split by roads so that people that take the time to walk or bike are terribly inconvenienced by extra distances in the weather to cross the road. If anyone has to go out of their way, it must be cars. We need bridges and traffic lights that prioritize people, then biking, then cars.
4. Yes to everything BUT there MUST always be wide sidewalks with wide curbs, safe crosswalks and protected bike lanes everywhere. **We demand Complete Streets! Make the future better than the past mistakes, please!**
5. **All roads must have protected bike lanes**, bike boxes as a large continuous safe connection network is built to and through the city and connects to neighboring cities.
6. **All roads must have safe sidewalks on both sides of the road with ample crosswalk opportunities**
7. Cars are not the future- light rail, busses, vans, driverless cars and absolutely electric bikes and biking and walking are the future.
8. **At all intersections:** Yes to all intersections BUT they must be prioritized for people walking and biking, then cars. Cars kills and stress out walkers with their aggressive dangerous driving
 - No Turn on Red for Cars!
 - Delayed Green for Cars AFTER walkers have had ample time to cross the street
 - Add Bike Traffic Lights so that people that bike can go first after people that are walking- come on do it right the first time

Section C: Additional Comments

- Wide curb ramps for ADA and people that bike to easily get up while sharing the crossing safely with people that bike
 - No 5 lanes wide ... this is too big for people to cross safely.. this is a highway. Bellevue should not be a bunch of highways with some shopping strip malls, this should be a vibrant healthy city with people biking, walking, light rail, bussing, shuttles, van pools, Ubers. The highways are 405, 520 and cars should go around not through. Cars can go under as we LOVE the lid ideas with parks on top like Mercer Island.
 - Green paint boxes and turning lanes and cross lanes for people that bike should be painted through intersections so that people know how to get through the intersection of all ages and abilities and cars are on HIGH ALERT that people using other means of transportation will use their right to the road. You currently failed at 120th new giant intersection to paint green boxes and bike lanes through the intersections.
 - Ideally follow AsHTo and put the cross walks back a little and make 90 degreeish turns so that cars can not cut corners. The cross walk should have those big white hash marks across so that it is HUGE and clear the people have a right to cross the street. You are adding huge living consolidations neighborhoods.. people should be walking and biking so they MUST have priority and safety MUST be first and foremost so that people want to walk the boulevards
9. Please do complete 140th from Bellevue to Redmond with protected bike lanes on both sides. I am not interested in widening this street to cars, I am interested in making it safer to bike without being yelled at "Hey asshole, go over there and use the trail". I am a professional woman simply using my right to the road to bike from Bellevue to Redmond and risking my life because there are not enough flat, direct routes north and south.
10. Please also complete Northrup Way all the way heading east to 140th. I know you want me to ride up the giant hill to the 520 trail, but it is too hard- can your whole family do it? I want you to do street calming and narrow the lanes and add protected bike lanes on either side of the road so that I can take a less hill route and get to the businesses I want to get to safely. Same with sidewalks- make them wide and pleasant so we unhealthy Americans have a safe chance to get out and walk 4 blocks to the business down the street!
11. BellRed Road must have protected bike lanes and improved wide sidewalks from 140th down to the city. You are packing in dwellers and we all should be able to bike downtown or walk to the movie in the park. This route is not too hilly, but you MUST Calm these and make Complete Streets. This is a preferred route. You then must provide a safe route to get to and through the city by walking and biking. I risk my life to do this while crazy cars fly like this is a freeway. (Note, I drive 90% of the time because it is sooo unsafe and time consuming not to as I have to ride further than cars and wait longer at intersections and survive cars that are rarely enforced to obey traffic laws.

If you are smart, more will be smart by design- help us commute with respect and by multimode, please.

Section C: Additional Comments

PS. Please stop doing this map thing. Make a list of the Comment items so we can simply click to see the item on the map, but respond in a clear way to ensure we miss none of the opportunities. I have done this silly map things many times, of course I want to correctly associate the map, but I do not want to click on the map and pull up comment boxes... I loose track of where I am. I have no idea how many there are. Please make this feedback easier. Some can view an easy list and some can still click on a big map.

As we said, please apply the overall comments above to all your map opportunities. Ask us if you have questions. Please hurry and keep the outdoor vibrancy of the city vs a freeway network through a strip mall shopping area. Focus on people. Focus on safety. Create connectivity for people walking and biking to get to people, places and playtime. Our networks through the city should invite people to come out and socialize and enjoy life, not to trap themselves in a car and inch by inch pollute the city as tempers flare in road rage against other people as they drive sole from one area to the next. The vision of a wall of cars separating humans from the other side of the street is horrible, the vision of pedestrian prioritized and biking prioritized boulevards is delightful and healthy.

Thank you,

Shelly Bowman feedback

Lizette Hedberg feedback

Please do count us as 2 people in your feedback metric

Section C: Additional Comments

7: William Ruddell and Rosalind Renshaw, April 12th

Dear Mr. Ingram,

My name is William Ruddell. My wife, Rosalind Renshaw, and I have lived at 3420 166th Ave. SE, Bellevue, WA 9008 for about 20 years. We raised our children here in Heathfield Estates, the name of our neighborhood. Recently we have watched three major housing developments created in the area. Our neighborhood has changed and there are now many school children playing in the streets. They catch the school bus out on SE 34th St. We walk up and down SE 34 St. for errands and for exercise. We are in our late sixties and safety is a primary concern for us and the children in our neighborhoods. We voted for the City of Bellevue to annex our neighborhood from King County quite a few years ago. We have appreciated the improvements which have occurred since that took place. From our perspective, putting in the improvements identified in TFP # 175 in the Transportation Facilities Plan is long overdue and a very high priority. Thank you for your consideration.

Best regards,

William Ruddell and Rev. Rosalind Renshaw

Sent from [Mail](#) for Windows 10

From: William Ruddell

Sent: Saturday, April 14, 2018 11:05 AM

To: Oosterveen, Kristi <KOosterveen@bellevuewa.gov>

Subject: FW: SE 34th Street/162nd PI SE to West Lake Sammamish Pkwy This project will construct a curb, gutter, sidewalk and bike lane or wide curb lane on the north side where missing; accommodate a wide curb lane on the south side, if feasible.

Dear Ms Oosterveen,

I had two other thoughts that you may want to include in the report to the Transportation Commission. SE 34th Street has a 35 mph speed limit which cars sometimes exceed by at least 5 mph. There are more cars that now use SE 34th as a link between West Lake Sammamish Pkwy and the I-90. If anyone on the committee has doubts about the value of this project they might try walking up or down the section of SE 34th Street without the sidewalk at peak traffic times!

Best regards,

William Ruddell and Rev. Rosalind Renshaw

Section C: Additional Comments

8: Karen Armstead, April 14th

Hello, I am not having success in finding the place to vote on one of the projects. My family and I (3 adult residents) all want to vote for your TFP project # 175 to add a sidewalk on SE 34th Street and a wide curb lane on the south side of 34th.

Thank you for helping me to get these votes registered.

Karen

Karen Armstead

Armstead Consulting, Inc.

PO Box 6668

Bellevue, WA 98008

425 444-2618

www.armsteadconsulting.com

Section C: Additional Comments

9: Natalie Quick, April 16th

Dear Kristi & Michael:

Thank you for the opportunity to comment on the 2019-2030 Transportation Facilities Plan update (TFP Update).

In general, we encourage the City to prioritize the type of projects that will have the most measurable impact on increasing capacity to serve growth, improving the speed and reliability of transit and relieving peak period congestion, particularly in the City's major employment centers. The City's vision for major employment centers is working. The opening of the East Main, Downtown, Bel-Red and Overlake Village light rail stations during this TFP Update planning range will further that investment.

This TFP Update should reflect the City's continued support for its major employment centers policies. In particular, the Bel-Red major employment center is positioned to thrive upon the opening of light rail.

This TFP Update must reflect that potential increase in projected job growth through 2030 with a corresponding emphasis on increased road capacity to serve the growth and ensuring residents, retail shoppers and office workers can continue to drive through the Bel-Red corridor from its eastern edge and adjacent neighborhoods at appropriate level-of-service standards. For those reasons, we support TFP Update candidate projects like CTPL-6 and CTPL-12 that would go a long way to alleviating potential congestion. In addition, we would strongly encourage the City to explore additional candidates that will provide congestion relief and additional capacity for movement through Bel-Red and adjacent areas to access the key highway corridors.

We will look forward to the City's progress on the TFP Update.

Best,
Natalie

--

Natalie Quick | President & CEO

Natalie Quick Consulting

[206-779-0489](tel:206-779-0489) (p)

natalie@nataliequickconsulting.com (e)

Find me online: <http://www.nataliequickconsulting.com/>

Section C: Additional Comments

10: Steve Kasner, March 8th (Oral comments):

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

March 8, 2018
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

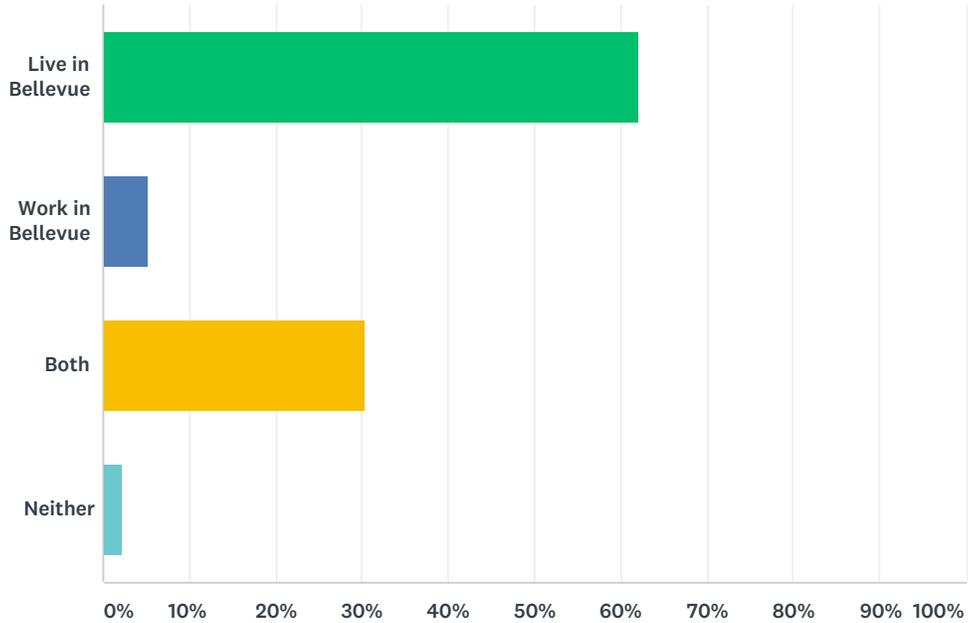
3. PUBLIC COMMENT

Mr. Steve Kasner, 1015 145th Place SE, said he serves as a member of the East Bellevue Community Council. He said the TFP matrices provided by staff were very informative but suggested it would be helpful to include in the notes an indication of which neighborhood each project is in. He called attention to TFP-263 and said while he was glad to see it made the list, he was confused as to why the project also showed up on page 6 under the Not Scored section. He also noted that the SE 16th Street walkway/bikeway project is not supported by the local neighborhood given that there is already a beautifully landscaped bike lane on Lake Hills Boulevard; the Commission previously recommended not funding the project, but it still appears in the TFP matrix. The Commission should do a better job of asking the neighborhoods how they want to see things proceed, rather than just listing projects and moving them forward.

Section D: Online Survey Results

Q1 Do you

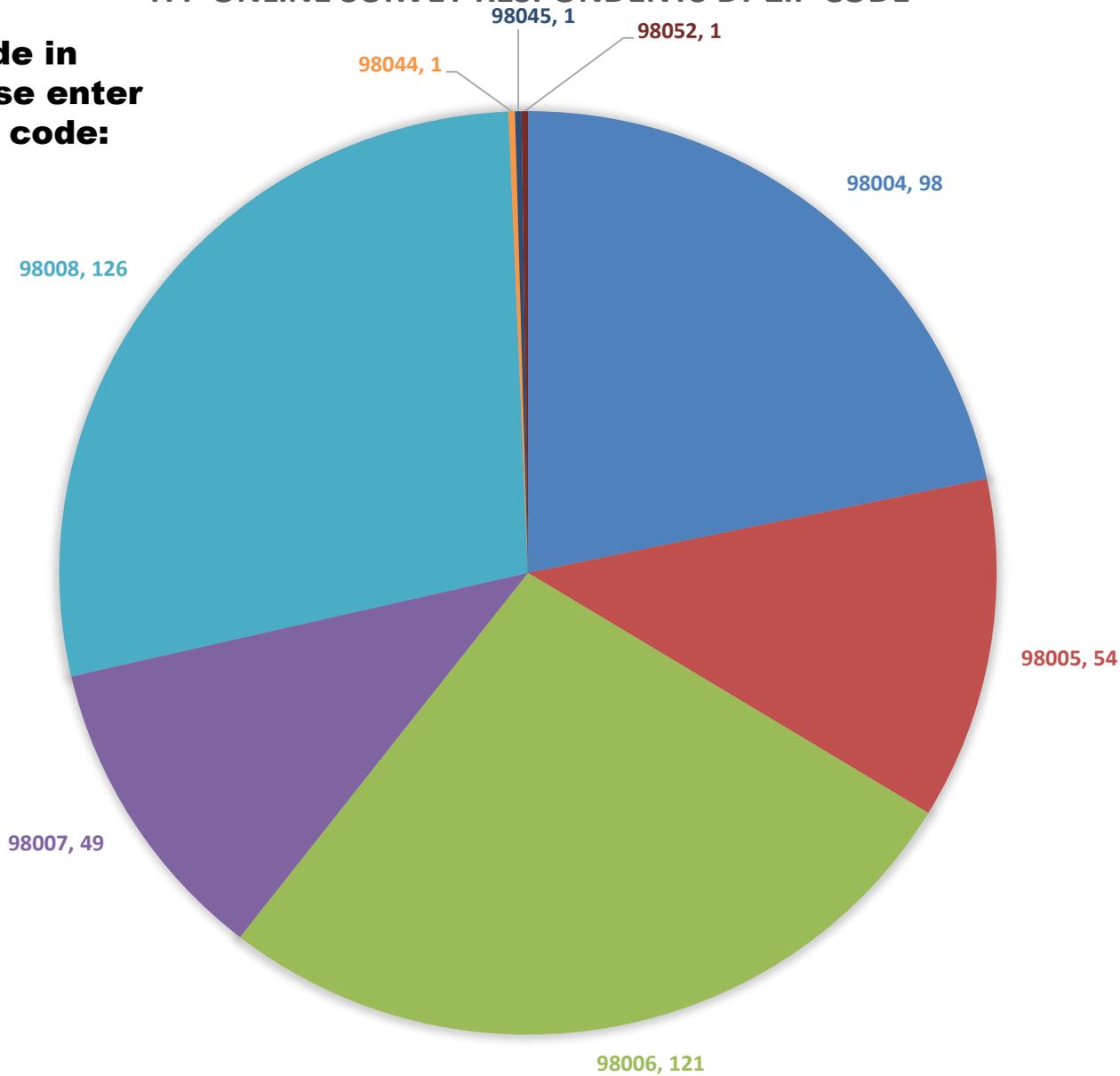
Answered: 491 Skipped: 1



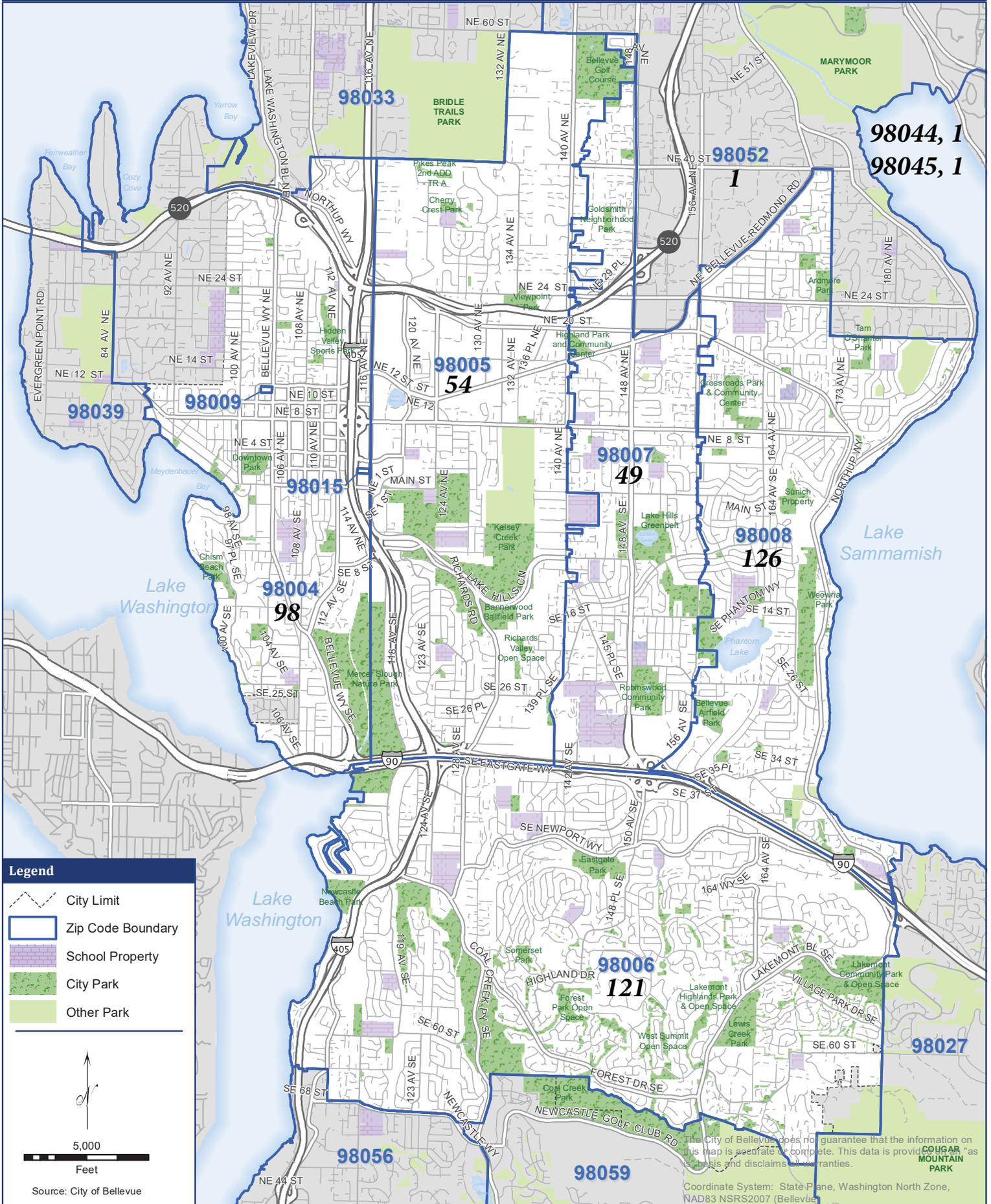
ANSWER CHOICES	RESPONSES	
Live in Bellevue	62.12%	305
Work in Bellevue	5.30%	26
Both	30.35%	149
Neither	2.24%	11
TOTAL		491

TFP ONLINE SURVEY RESPONDENTS BY ZIP CODE

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



TFP Online Survey Respondents by Zip Codes



Legend

-  City Limit
-  Zip Code Boundary
-  School Property
-  City Park
-  Other Park



5,000
Feet

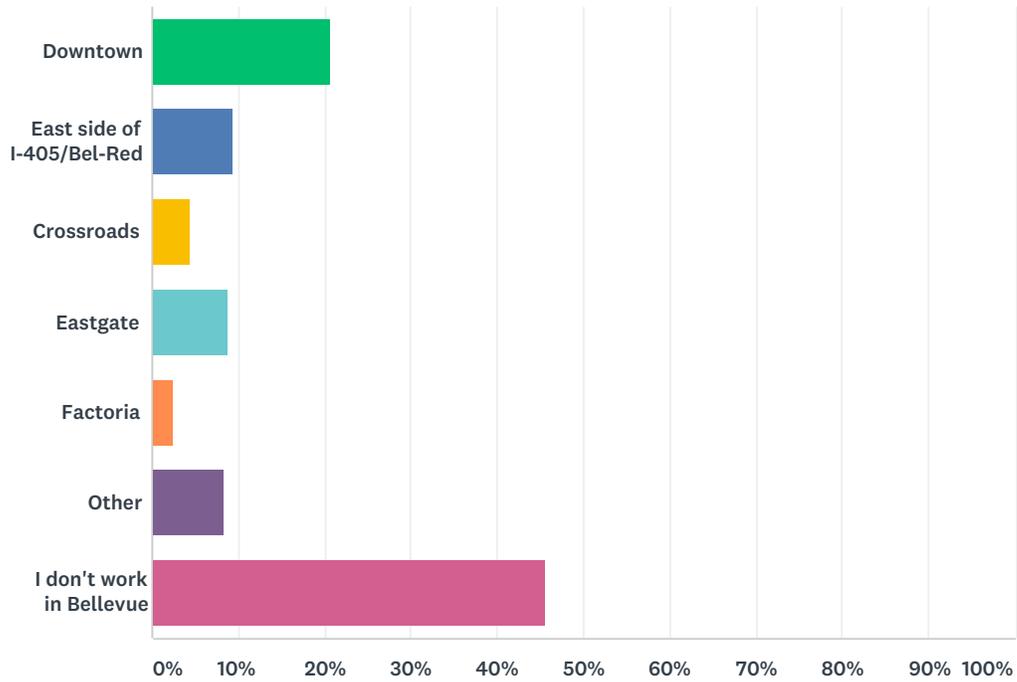
Source: City of Bellevue

The City of Bellevue does not guarantee that the information on this map is accurate or complete. This data is provided "AS IS" and disclaims all warranties.

Coordinate System: State Plane, Washington North Zone, NAD83 NRSR2007 (Bellevue)

Q3 The area of Bellevue where I work is

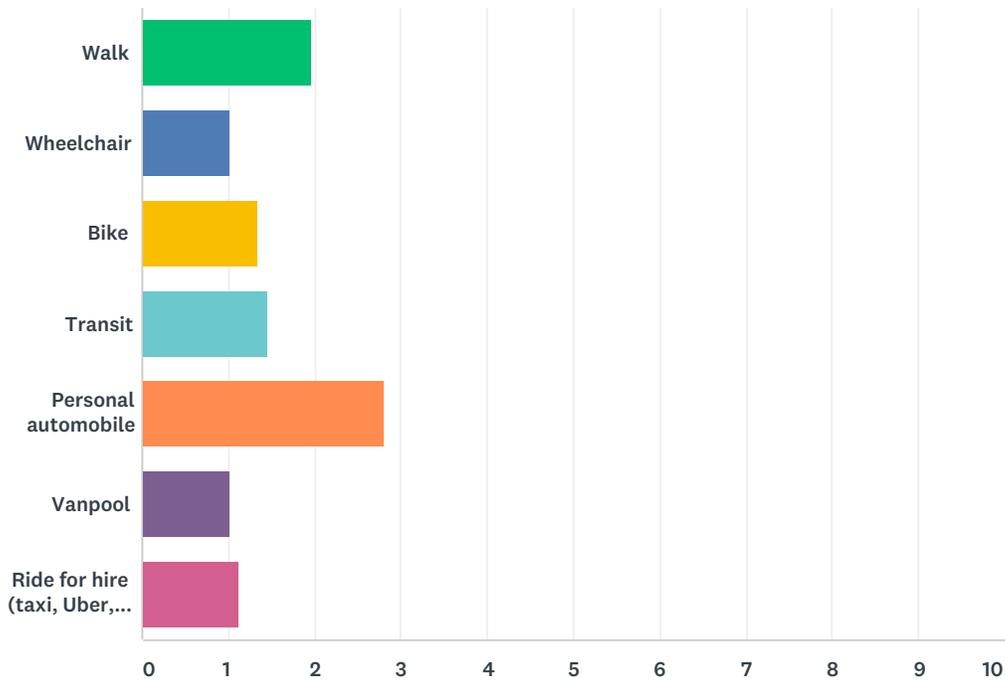
Answered: 476 Skipped: 16



ANSWER CHOICES	RESPONSES	
Downtown	20.80%	99
East side of I-405/Bel-Red	9.45%	45
Crossroads	4.41%	21
Eastgate	8.82%	42
Factoria	2.52%	12
Other	8.40%	40
I don't work in Bellevue	45.59%	217
TOTAL		476

Q4 How often do you use the following modes to get around in Bellevue? (Check all that apply)

Answered: 484 Skipped: 8



	NEVER/RARELY	1-2 TIMES A WEEK	3 OR MORE TIMES A WEEK	TOTAL	WEIGHTED AVERAGE
Walk	37.33% 168	28.67% 129	34.00% 153	450	1.97
Wheelchair	98.19% 379	0.52% 2	1.30% 5	386	1.03
Bike	76.44% 318	13.46% 56	10.10% 42	416	1.34
Transit	68.36% 296	15.94% 69	15.70% 68	433	1.47
Personal automobile	4.19% 20	10.90% 52	84.91% 405	477	2.81
Vanpool	97.96% 384	0.77% 3	1.28% 5	392	1.03
Ride for hire (taxi, Uber, Lyft)	88.42% 359	10.10% 41	1.48% 6	406	1.13

Q5 Additional comments. Please let us know any additional comments you may have regarding transportation needs in Bellevue.

Answered: 264 Skipped: 228

#	RESPONSES	DATE
1	From the 3/23 open house: Need Bellevue + Redmond to thrash out long term plan to replace (1) ("X-mesh") and (2) ("Iron Triangle") dangerous intersections. (1) (X-mesh) has long intersections that encourage speeding during yellow lights. (2) (Iron Triangle) has long history of accidents. [SEE MAP]. [This response referenced an attached map with annotations, indicating the two areas referenced above.]	4/17/2018 7:01 PM
2	From the 3/23 open house: Bellevue is currently not a safe city for bicycling. We are in dire need of a sensible north-south bicycle path through the city.	4/17/2018 6:59 PM
3	From the 3/23 open house: I am very concerned about the impacts PSE's "Lake hills Transmission Line" project is going to have on 148th Ave and NE 8th. These are major thoroughfares that will have a lane closed periodically for 9 months to a year. I foresee traffic jams like we've never seen as a result.	4/17/2018 6:57 PM
4	From the 3/23 open house: NE 30th and BEL/RED -- microsoft is plan to build two 10 story buildings on each side of the entry -- what traffic accommodation will be made? Residents' impact has increased tremendously!	4/17/2018 6:55 PM
5	From the 3/23 open house: Between Bel-Red + 156th 1000+ Apt. Why not update the rds.	4/17/2018 6:53 PM
6	From the 3/23 Open house: [No comments]	4/17/2018 6:52 PM
7	From the 3/23 Open House: 1. I feel that the city is way behind in planning for congestion in the Overlake / 148 / 156th / NE 24th area. Huge number of developments, not many mitigation plans. 2. I live on 124th across from Interlake High School. I find that being on the border of Redmond/Bellevue I am not fully represented or informed. I never get communication from Redmond even though they have severely impacted my quality of life. Been here 20 years and traffic quality consistently going down. 3. I love the new westbound interchange between I405 and 520.... but I hate the East to South butterfly connection.	4/17/2018 6:52 PM
8	From the 3/23 Open House: Bike Lanes that eliminate regular traffic lanes + create confusing paths (i.e. 140th Ave NE just south of NE 24th + narrow lanes are not improvements nor safe. This particular location comes out of the dark into a quick, poorly signed, merge situation in the light w/ virtually no time before one needs to move accordingly. Have seen many near misses w/ bikes and cars.	4/17/2018 6:47 PM
9	From the 3/23 Open House: [No Comments]	4/17/2018 6:45 PM
10	Bellevue needs to prioritize safety over convenience. We cannot prevent congestion, and must recognize transportation's role in creating safe, livable neighborhoods where there are alternative choices to driving.	4/16/2018 11:14 PM
11	DO NOT EXPAND THE 405 LANES FROM DOWNTOWN BELLEVUE TO RENTON UNTIL YOU HAVE THE FUNDS TO BUILD BARRIER WALLS, BERMS, AND LANDSCAPE TO PROTECT THE CITIZENS, THE ENVIRONMENT, THE BIKE LANE USERS, AND THE EASTSIDE TRAIL SYSTEM USERS FROM DANGEROUS TOXINS AND RUN OFFS COMING FROM THE ENORMOUS ENCROACHMENT OF THE EXPANDED LANES	4/16/2018 4:21 PM
12	The current growth in building and population in Downtown Bellevue far exceeds the current infrastructure needed to accommodate it. Like myself, many of our neighbors have lived in this area for well over 50 years. We are the families who have supported and continue to support this area in terms of taxes, school levies, etc., and feel that the current growth rate is completely out of control. You cannot continue to build without having the infrastructure in place to support it. It is not possible for many of us to use public transportation in our daily lives. We do not commute regularly and rely on our own transportation to attend appointments, shop for groceries and run various errands within Downtown Bellevue. The traffic in this area is completely out of control and given the number of new building projects being projected in the next several years will certainly not get better unless some very comprehensive plans are put in to place now.	4/16/2018 2:53 PM

Transportation Facilities Plan Survey - 2019-2030 Update

13	Sidewalks on all of Newport way are so needed! Better bus availability for my high school kids that comes more than once morning and night would be much better than their current option of having to ride to the park and ride and transfer when they need to stay late. Investing in small buses for more of the choice schools. This would reduce parental need to come pick up and drop kids off and reduce traffic.	4/16/2018 2:37 PM
14	1. I think it would be nice to have a shuttle running around or near the perimeter of the downtown core so people can quickly go from Bellevue Square to Whole Foods, for instance...maybe even up to the new Spring District or Wilburton District. Even going from Bellevue Square to the Shops at Bravern. That could take a bit of time walking so if I'm in a hurry, I might be inclined to drive to Whole Foods or Shops at Bravern. A shuttle would be helpful. Or, going up to City Hall or the hospital too. And the train...maybe the shuttle could get people from around the core to the train then they'd take that to Whole Foods etc. Maybe it could be paid for by the businesses who would benefit from the people and activity (?). I like the idea of a small shuttle like the Access Buses rather than the big buses. Those big buses would still be good for moving between HUBS, but within the HUB - shuttles. 2. In the downtown core, give priority to biking and walking people. 3. Create corridors that move people from the different HUBS of Bellevue (downtown, crossroads, factoria, eastgate, spring district, etc.) quickly and efficiently and then more walking/biking at the HUBS. Thank you!	4/16/2018 6:56 AM
15	protected bike lanes would make me an order of magnitude more comfortable to ride on Bellevue streets	4/15/2018 10:44 PM
16	I wish there would be rail transit along the I-90 corridor to Issaquah. I also wish there was more done to alleviate the congestion on I-405.	4/15/2018 9:55 PM
17	Transit access is somewhat limited north of the new Spring district. The main lines run down Northup Way, but there are little to no options north of there. When the new ST line is complete, it will require a drive or ride by Uber/Lyft to access light rail. Or a long walk. As a taxpayer, I would like to see better access to these expensive services we are required to pay for through (voter-approved) increased taxes.	4/15/2018 9:44 PM
18	We live near Crossroads mall and walk down occasionally, but my wife is disabled and can't always make the distance. Frankly bus service in this town stinks - although there is a mainline from here to downtown that's the only easy, quick destination. Anything else requires multiple transfers with extensive waits, and for those not on the direct line, it takes far longer.	4/15/2018 3:48 PM
19	My regular commute to work (in Redmond - Willows Rd area) involves 2-3 transfers. In the afternoon i've noticed that half the route is almost always peak with the other half isn't. While I appreciate options and access in area between tolls, new taxes on my car and peak/off peak always adjusting it's really starting to feel like i'm being gouged. On a positive I will say I almost regularly take the 550 to go to Seattle BUT the parking getting out of Bellevue is a big concern for me. While I know there's more to come I feel the current situation is under served and don't feel the forecasted needs are accurate to the area. So much of the Eastside still needs cars so even if you want more people to use the bus you either need to expand route options and/or provide more parking resources.	4/15/2018 3:19 PM
20	I drive delivery part-time and need easily digestible, reliable information on any restrictions anywhere in or on the edges of city boundaries.	4/15/2018 1:01 PM
21	I would walk more if the neighborhoods had sidewalks.	4/15/2018 11:37 AM
22	Bellevue's transportation infrastructure is not being expanded to accommodate city's plans for relentless growth.	4/14/2018 11:17 PM
23	Need to ensure that all neighborhoods have sidewalks or accessible trails so that walking is an practical mode of active transportation. We also need to ensure that public transportation is affordable for all and a reasonable way to travel.	4/14/2018 9:18 PM
24	I would bike but I don't feel safe in current bike lanes.	4/14/2018 7:42 PM
25	Need options that are wheelchair accessible and do not require a elevator, because elevators are often not in service.	4/14/2018 6:56 PM
26	Excited for light rail	4/14/2018 1:16 PM
27	Parking at park and ride	4/14/2018 7:17 AM

Transportation Facilities Plan Survey - 2019-2030 Update

28	Major Intersections are not consistent with the use of the flashing yellow light. This makes the ability to turn less effective when not in use in those intersections and not safe when some intersections don't have the system. i.e. Bel-Red Road and 140th Ave. busy intersection without flashing yellow light system.	4/14/2018 6:32 AM
29	Your priority list is so out-of-line with your constituents it makes me question your competence. Why prioritize sidewalks and bikes when traffic in Bellevue is horrible and 90%+ people drive their cars as their primary transportation option?	4/14/2018 5:46 AM
30	I work in Bellevue and in Seattle. I traveled to Seattle by bus for many years successfully. However, due to service reductions and due to park and ride's getting full earlier and earlier, I can no longer commute via bus to downtown SEA. It's just not practical. King County seems to have a dream that I take mass transit door to door from my house in Bellevue to downtown Seattle, but it is not practical. Please build park and ride's for us so we can use mass transit from central locations on the east side to cross the lake. It is the lesser of two evils.	4/13/2018 11:25 PM
31	Congestion is horrific in south Bellevue (Richards Road, Factoria, Coal Creek Parkway, Eastgate). The city needs to do a better job in clearing it BEFORE allowing further development. Road conditions have deteriorated. Glad to see repaving project for Richards Road, which is long overdue.	4/13/2018 9:22 PM
32	Wider roads. Frequent public transportation	4/13/2018 7:31 PM
33	We need frequent bus service along Forest Dr SE and Lakemont Blvd to deliver residents to P & R nodes and Eastlink access. With limited parking capacity at P&Rs, we are forced to use our vehicles to get to Factoria, downtown, or P&Rs. If you want to allow development in Factoria you have to improve transit to get decrease the traffic impacts.	4/13/2018 6:25 PM
34	We need frequent transit feeder service from Forest Dr/Lakemont Blvd to Eastgate and S Bellevue P&R. Consider new RapidRide lines.	4/13/2018 5:07 PM
35	Love the flashing yellow turn lights.	4/13/2018 5:05 PM
36	There is no public transportation option in Bridle Trails, even though we are taxed heavily to support public transportation.	4/13/2018 4:26 PM
37	Bike lanes on major arteries would be awesome.	4/13/2018 2:37 PM
38	A sidewalk on the north side of SE 24th tween 145 PL SE and 148th is needed. It is between 2 bus stops, adjacent to Highland Village Boys and Girls club, next to north entrance of Bellevue College, kitty corner from the College preschool, and across from Carrington Apartments.	4/13/2018 1:40 PM
39	Pedestrian wait times seem high at the intersections	4/13/2018 1:23 PM
40	Bike routes are important to me.	4/13/2018 12:27 PM
41	I avoid 405 and i90 as much as possible.	4/13/2018 11:38 AM
42	Heavy traffic due to excessive new apartments. Construction causing slow downs. Some roads are in need of repair especially west lake sammamish parkway. Pedestrians need proper crosswalks especially on northup.	4/13/2018 11:26 AM
43	more parking	4/13/2018 11:25 AM
44	Way TOO much housing being built. Especially on Newport Way. Doesn't anyone consider the traffic impact...which is already horrid! Just trying to get on the freeway, then the heavy traffic. HELP!! Thanks for your concern & efforts!	4/13/2018 11:12 AM
45	Timing of traffic lights in downtown Bellevue is atrocious.	4/13/2018 11:10 AM
46	I might take the bus if you changed the rapid transit stop closer to 130th where it used to be, not many people use the bus since it is located about 134 around NO homes.	4/13/2018 11:09 AM
47	More roads	4/13/2018 11:06 AM

Transportation Facilities Plan Survey - 2019-2030 Update

48	Please, no more apartments and condos that will load down our roads . Stop pushing the use of our money for light rail and other public transportation . Stuffing walking and bicycle transportation onto us is not safe. I do not want to be stuck in public transportation with unknown people . I have had family members take busses and van pools , that is not for me. Not convenient time or distance from home. The city of Bellevue needs to work with Redmond City and stop the developers from this abusive building which caused to need to then have the cities and counties to do such intensive transportation. Stop this leave the city residence alone with no more development either extensive 4 and 6?story apartment type structures which envelopes entire blocks from sidewalk to sidewalk and brings in excessive traffic.	4/13/2018 11:04 AM
49	South Bellevue needs improvemen; however, it appears the City is largely ignoring this area. Factoria is a nightmare during rush hour. As is I90 on/off ramps at Eastgate. SE Eastgate Way also gets clogged due to backups at Richards Rd.	4/13/2018 10:47 AM
50	more transit	4/13/2018 10:45 AM
51	more transit - WAY more	4/13/2018 10:43 AM
52	36th Ave and all surroundings arterials linking to I 90 and 405 need help badly during rush hour.	4/13/2018 10:43 AM
53	The congestion between 24th on the north and 8th on the south and from the 405 to 156th is a big concern for me, especially heading east and southeast as the density of housing is increasing. it takes 30+ minutes to drive from north Bellevue to the Robbinswood for school and sports. As regular family with 2 kids in sports (e.g. Little League, soccer, lacrosse), I will spend up to two hours driving and picking up children on a weekday afternoon. This is only increasing. Also, with all the building around 148th and 24th (some of which is Redmond's), I am planning to take my spending to Kirkland. Trying to get to the grocery store or other errands in Bellevue in 12-24 months will be far too time consuming. I am sure I am not the only resident who plans to take their spending to close by cities because Bellevue is becoming too time consuming to navigate.	4/13/2018 10:26 AM
54	there are not any bus lines to enable transit. so I am forced to drive every day.	4/13/2018 10:20 AM
55	Connection into Seattle requires a transfer. I am very much looking forward to the Link Light Rail connecting through Bellevue.	4/13/2018 10:14 AM
56	I personally would love more protected / outlined bike lanes, but I'm also a country boy who's afraid of riding on the road next to cars without a clear guideline between us where each of us should be going	4/13/2018 10:12 AM
57	Need to make more horse/equestrian access. If you want Bridle Trails to remain equestrian and "rural feeling" you need to keep trails open and sidewalks permeable so people can get to Bridle Trails State Park to ride. Also need access to Marymoor Park. Need to make sidewalks gravel so horses do not slip. Need to slow down cars so they don't scare/hit horses on 132nd ave ne, 60th street, and 116th ave ne. Need a safe sidewalk on 116th ave ne from Kirkland to Bellevue.	4/13/2018 10:08 AM
58	with all the construction walking on the sidewalks and biking in the downtown area has become quite dangerous	4/13/2018 10:03 AM
59	I think that NE 1st Street should be continued east from 120th Ave NE up the hill to the back of the new Wilburton Elementary School. This would give buses direct connection to the School Bus parking lot and allow Down Town and new Wilburton Commercial Area Residents easy access from NE 4th Street down 120th Ave to the back of the school. This access should be in addition to the front access and would allow much traffic to use the major arterials and stay off of the neighborhood streets.	4/13/2018 10:02 AM
60	1. Extremely hard or then financially expensive to manage kids after-school drops for working parents 2. No inexpensive modes of conveyance for non- driving seniors	4/13/2018 9:58 AM
61	As a taxpayer, I am extremely concerned with the financially unsustainable transportation plan efforts and excessive taxation being implemented to fund them. I will actively vote against these projects.	4/13/2018 9:54 AM
62	Don't take traffic lanes for bikes.	4/13/2018 9:49 AM
63	Better bike lanes in downtown	4/12/2018 2:44 PM
64	A sidewalk down SE 34th street towards west lake Sammamish. And maybe a bike lane aswell	4/12/2018 4:54 AM
65	Sidewalks in our neighborhood (vasa/ 34th st/166th Ave se)	4/11/2018 8:10 PM

Transportation Facilities Plan Survey - 2019-2030 Update

66	I live in the Eastgate area and am very concerned about the crazy speeding on se 34th st. Why is the speed limit 30 on this road? It's way too fast. My kids have to cross this street to reach their bus stop. I see people driving 40 and over all the time. At that speed, no child would survive a hit. We are also concerned about the insane afternoon-rush hour backups to Issaquah. I90 is often at a complete standstill from 148th all the way to Issaquah - and yet the city has a very ambitious fast growth plan for Eastgate, yet the transportation improvements won't come for what, close to a decade? We are already at a standstill.	4/11/2018 7:27 PM
67	Please put in side walks and bike lanes on SE 34th St. The car traffic is dangerous and there are many young children and bikers on the road.	4/11/2018 6:07 PM
68	When heading East on Lake Hills Connector/116th Ave, the right-turn lane onto SE 8th St (towards I-405) needs to be extended as a number of drivers in the afternoon are trying to turn there to access I-405 versus driving straight through the light towards other Bellevue destinations.	4/11/2018 8:49 AM
69	We desperately need a sidewalk on SE35th st	4/11/2018 5:11 AM
70	The TFP open house allowed me to review story boards of potential projects. I'm disappointed the survey did not allow me to rate those projects.	4/10/2018 1:00 PM
71	Sidewalk needed on SE 34th from the top of the hill at eastgate to lake sammamish	4/9/2018 10:02 PM
72	Better bike path connections for commuting and for recreation would be helpful.	4/8/2018 9:39 PM
73	Build sidewalks along the 34th street for residents of all ages to walk safely and to have ihealthy life style. I have lived in near the 34th street for 30 years. I am always concerned about the safety for school-age children and the seniors walking along 34th Street since. so I urged Bellevue City to complete TFP #175 as soon as possible.	4/8/2018 7:24 AM
74	HOV lane on south end of Bellevue Way is essential and very critical because of the amount of traffic trying to get onto I90 flowing from downtown Bellevue through an essentially residential neighborhood.	4/7/2018 10:14 PM
75	Empty or nearly empty busses regularly drive through Enatai. They are dangerous, noisy, and leave excessive pollution.	4/7/2018 4:28 PM
76	the lack of a sidewalk between se 34th st/162nd pl SE and west lake sammamish park way makes walking dangerous in my neighborhood because the only place to walk is on the roadway itself, a major throughway.	4/7/2018 3:07 PM
77	Better sidewalks and bike lanes. The only safe way to get into, and out of, my neighborhood is by car.	4/7/2018 10:24 AM
78	Need more lanes, roads and congestion relief	4/4/2018 10:07 AM
79	Sidewalks! We don't walk because it's dangerous in our neighborhood as we have extremely busy streets with no sidewalks. Given that 16 houses were just built selling at over 1.5 million a piece I feel like we could afford some sidewalks. (SE 34th St from 168th to 162nd). Also bike trails would be amazing...what happened to the Westlake Samm updates that included a separated bike/walk path?	4/2/2018 6:05 PM
80	Eastgate neighborhoods need better sidewalk access for safe walk paths. Currently you can not get from south of Newport way to the freeway on 150th Ave SE by walking on a sidewalk. Very dangerous for commuters, school children, and anyone not in a car. Please help make this a safe walkable area.	4/2/2018 1:09 PM
81	Please add more sidewalks in the Eastgate area. Please work on alleviate the heavy traffic around the 150th & I-90 interchange.	3/30/2018 10:33 PM
82	I want the ERC and the Grand corridor and safe connected bike and walking areas. I want light rail and affordable bussing. Cars are not the future. I do NOT want highways through Bellevue. I want a charming neighborhood feel. I do not want to sit in traffic one stop light at a time... those passing thru Bellevue should be made to go around or take a bus or Lyft. All the folks living in downtown should be walking and biking, not driving everytime they go outside.	3/29/2018 10:06 PM
83	Please help downtown traffic flow during holiday seasons in and leading up to Bellevue Square. Prioritize bus and cars over bicycles and more pedestrian walkways - our weather isn't good enough to be worth the expenditure on a program or new pathways that will see little use compared to working on vehicle traffic flow issues.	3/29/2018 12:18 PM
84	Make the carpool entrance on 6th open to non-hov occupant vehicles outside of the fee hours (after 7pm and on weekends). Will help traffic flow going Northbound.	3/29/2018 12:14 PM

Transportation Facilities Plan Survey - 2019-2030 Update

85	Bellevue needs better bike facilities. Especially for east-west connections. I feel unsafe riding on all of the major arterials (NE 8th, Bel-Red, Lake Hills Connector, and Northup)	3/29/2018 11:50 AM
86	I would bike and walk in Bellevue much more often if you would make a SAFE and CONNECTED NETWORK of clearly marked routes to and through the great city of Bellevue. Driving is what I do ONLY because you provide no safe choices and sidewalks that are narrow and uneven, for example down Bel Red Road are terribly unsafe to bike or walk on. Cars are not the future, transportation alternatives are. I need safe ways to walk and bike to Light Rail and Transit. Build it and we will come, otherwise, you have absolutely FALSE metrics that show few walk or ride. Also, the physical and mental health of our citizens will improve with physical exercise and outdoor social engagements. Come on, hurry up please!	3/29/2018 11:48 AM
87	3/23 Open House: We thought more would be accomplished before 2030.	3/29/2018 10:02 AM
88	I view the BNSF project as a potential capacity enhancement project because it will allow cyclists to connect to other areas that may be more difficult to access right now.	3/28/2018 6:48 PM
89	3/22 Open House: N/A Already addressed in current planning.	3/28/2018 4:57 PM
90	3/22 Open House: [No comments]	3/28/2018 4:56 PM
91	3/22 Open House: 1. Walkup path on Somerset blv. from 43rd St. Kids, adults, and older people use the somerset blv via 43rd st to go to bus stop, school, leisure, bike but there is no proper way to cross that road to go to newport way. We as a neighborhood have raised the issue & written a letter to share our concern & suggestion. We would appreciate if something could be done to resolve + build a sidewalk for safe crossing + walkup. It is a blind spot on a hill. Express bus from Newport Way to Long Acre P+R + train station. 2. I work in Renton but there is no bus from Newport Way to Renton. I would love to take bus/train to work. Just to drive from my home to 405 S it takes 8-10 minutes irrespective of the time I leave 6:30 to 9:30 AM. If there would hv been a bus/transit option I would love to take it to go to my work. Due to different time schedule vanpool won't work for me. I would like to have flexibility in my work schedule which is only possible by public transportation. 3. Heavy traffic congestion on Somerset blv during school timings. It takes a long time to cross somerset blv to Newport Way traffic light. If we will have a safe walk path, good transit system + a way to remove congestion please help reduce travel time, pollution + enhance convenience.	3/28/2018 4:55 PM
92	3/22 Open House: I live near SE 43rd St. and I have seen that I and other students have to run across the road to get to the other side, since there is no crosswalk conveniently located near that prominent area. The other crosswalk is 5-10 minutes up the hill, which would discourage students to walk to school since they would have to walk more and would discredit movements for a cleaner Bellevue. In a few years my sister and other kids will start attending middle school, and will have to cross that street to get across. Running across can be especially dangerous in Washington's wet weather, and I personally have sprained my ankle once while crossing Somerset Blvd. to get to SE 43rd St. The crosswalk would help alert drivers going up and down the hill while giving people safety and peace of mind. This especially would help during peak hours, when cars speed down the hill to cross the green light on the intersection of Somerset Blvd and SE Newport Way. The implementation of a cross or sidewalk would greatly increase the safety of Somerset Residents and inherently enforce the speed limit. [DIAGRAM] included on the original.	3/28/2018 4:39 PM
93	3/22 Open House: Focusing on safety near Eastgate Elementary signage on Newport Way project. Ron Griffin rbgriffin1@gmail.com	3/28/2018 4:21 PM
94	3/22 Open House: On SE 38th/36th just W of 150th, there is a crosswalk to the pedestrian bridge over I-90. EVERY evening, E-bound traffic is backed up beyond this sidewalk and with so many SUV's in our community, many are stopped + waiting for the light on 150th to change. These SUV's block the views of people in the crosswalk, to oncoming traffic headed W-bound on SE 38th/36th, until suddenly people walk out from between 2 SUV's, leaving W-bound traffic with little time to stop.	3/28/2018 4:19 PM
95	3/22 Open House: I would like an additional lane (Maybe turn) from 148th Dr SE/SE 8th PL towards 148th Ave. The opposite light has 3 lanes whereas on this side there are one lane that causes congestion and near collision regularly.	3/28/2018 4:13 PM
96	3/20 Open House: [No comments]	3/28/2018 4:10 PM

Transportation Facilities Plan Survey - 2019-2030 Update

97	3/20 Open House: Our main concern is to keep West Lake Sammamish Parkway Improvement a High Priority for New Bike + Pedestrian travel. We are at SE 29th Court Next to the Little Store that Has the New Cross Walk. Thank You we know the next phase is at NE 8th + Northup Please be sure to keep the Segment from 35th as a priority for the TIP update. President Tokeneke HOA at SE 29th Court gary.young@shelterholdings.com (425) 466-5199	3/28/2018 4:09 PM
98	3/20 Open House: THERE SHOULD BE A NEW ROAD FROM 10TH AVE NE AND NE 1ST STREET TO THE BACK OF THE NEW WILBURTON SCHOOL. THIS WOULD ALLOW BUSES TO AND FROM SCHOOL BUS LOT TO SCHOOL. IT WOULD ALSO ALLOW RESIDENTS IN DOWN TOWN AND THE NEW WILBURTON COMMERCIAL AREA TO ACCESS SCHOOL DIRECTLY.	3/28/2018 4:05 PM
99	3/20 Open House: Extend HOV from the Y (112th AVE) to I-90	3/28/2018 4:03 PM
100	3/20 Open House: I am interested in projects that promote greater connectivity between Kirkland and Bellevue, as well as better access to and from 520.	3/28/2018 4:02 PM
101	3/20 Open House: Please widen the shoulders on Newport Way SE, just east of Eastgate Elementary and 164th Way SE. There are stretches in that area with little to no shoulder. I ride my bicycle on that stretch everyday (commute).	3/28/2018 4:01 PM
102	3/20 Open House: I having lived in some cities with public transportation and others without, I came because I came because I am simply interested in how Bellevue is planning for growth. I have lived in London, Dusseldorf, NJ suburbs, Houston, Dallas, and now here. Also spent much time in New York City. One irony: property values tend to go up around transportation centers. SOMETIMES this means low-income folks have to live farther away from them. Nice to avoid this!	3/28/2018 4:00 PM
103	3/20 Open House: [No Comments]	3/28/2018 3:56 PM
104	3/20 Open House: My concern is the overdevelopment on 116th blocking access to the 2 hospitals.	3/28/2018 3:55 PM
105	3/20 Open House: I think it should be considered--take a trip to Copenhagen -- the city is a walking, Bike city. Also love the walking Biking trail.	3/28/2018 3:51 PM
106	3/20 Open House: [No Comments]	3/28/2018 3:51 PM
107	Some neighborhood lack sidewalks, it's dangerous to walk along the road. Mass transit doesn't cover the city. Please improve this.	3/28/2018 12:51 PM
108	The bike lane connecting South Bellevue and Newcastle on Coal creek Boulevard seems dangerous and unnessecary due to the high speed of traffic on the boulevard. Would suggest removing it or making improvements to the bike lanes so it is beneficial for the cyclist.	3/27/2018 5:32 PM
109	3/20 Open House: Traffic noise mitigation along Northup from Bellevue way to 112th. The new construction of key interchanges (108th particularly) that's now finished has increased capacity and fund. BUT the noise has become constant and with cars speeding from lights, sounding like a raceway, please consider damping this noise in your plans.	3/27/2018 5:16 PM
110	3/20 Open House: [No Comments]	3/27/2018 3:18 PM
111	3/20 Open House: a sidewalk is needed on the North Side of SE 24 from 145 PL SE to the Mid Block. This is the north entrance to Bellevue College, the entrance to Hidden Village Apartments and the Bellevue Boys+girls club at Hidden Village.	3/27/2018 3:17 PM
112	3/20 Open House: Very concerned about upkeep of facilities. The money that was removed from the overlay program needs to be restored.	3/27/2018 2:57 PM
113	Please consider adding a bus route that stops along 148th and SE 8th.	3/27/2018 2:43 PM
114	I would bike more if there was safer seamless route.	3/27/2018 12:13 PM
115	Public transportation should work well in certain areas of our city but it will not work everywhere. I live in NE Bellevue, a rather remote single family neighborhood. No buses nearby, no light rail coming - nor would it make sense to have them here, the population density does not support that. Our traffic logistics should be designed around cars, they are and will remain the main means of transportation for most of us. Find ways to improve traffic flow, rather than ways to slow it down and discourage drivers. Cars are here to stay. Do not create another Los Angeles where you sit in traffic for hours, resulting in lots of distracted and aggressive driving and accidents.	3/27/2018 10:34 AM

Transportation Facilities Plan Survey - 2019-2030 Update

116	We need to stop prioritizing cars above everything else. It's dangerous to walk or bike in most places in Bellevue. Please prioritize transportation options that not only benefit the planet but which help protect human lives too. We should drive towards a plan that results in ZERO transportation deaths.	3/26/2018 11:54 PM
117	More parking and ride spaces needed for riding bus	3/26/2018 6:41 PM
118	I live by the Little Store on West Lake Sammamish Parkway. A crosswalk was just added there. There is a lot more traffic on West Lake Sammamish Parkway and it is very dangerous for walkers, bikers and kids. I thought the City was going to extend the sidewalks and bike paths from VASA Park to Northup but it seems we have been bypassed. Please reconsider. I have already seen a couple of biking accidents, we don't want more to happen and how with the crosswalk at the Little Store, there may be more.	3/26/2018 3:39 PM
119	Keep Bellevue from being riddled with rental bikes everywhere. It is dangerous and ugly.	3/26/2018 11:37 AM
120	Please pay more attention to the needs of pedestrians! Signs that tell you the sidewalk is closed well after you have passed the nearest crosswalk are not helpful to those like the poor fellow on 120th, or during the sidewalk work on 148th, where I watched one woman try to go around the work she was not expecting and walking down the street into oncoming traffic which had been narrowed to one lane. I especially object to the blind crossing indicators placed on 116th between Northup and Bellevue Way that do not have a crosswalk yet! Misleading if you are truly blind.	3/25/2018 5:52 PM
121	Biking is almost impossible in downtown. Also very difficult to cross Bellevue North-South or East-West on bike, very dangerous.	3/25/2018 4:58 PM
122	I would go to Bellevue more often if there were better bike paths/lanes taking me there and connecting to businesses and parks.	3/25/2018 10:31 AM
123	Eastgate traffic on I-90 needs addressing. I've seen no plans to address the backup that happens when merging from I-90W onto I-405 which gets additionally clogged by people entering I-90 from 148th Ave. It seems we badly need a braided interchange or something similar to separate traffic.	3/25/2018 9:51 AM
124	Completion of the Westlake Samammish Parkway bike and walking lanes should be a priority.	3/25/2018 8:57 AM
125	Need for safe bike path to get around.	3/24/2018 5:05 PM
126	I'd like to see more protected bike lanes, not sharrows, and more bus options in NE Bellevue.	3/24/2018 1:56 PM
127	We need sidewalks and multi-purpose trails. Plans to focus major resources on bike lanes are not reflective of the public's needs.	3/24/2018 1:28 PM
128	Give more notice - more than a few days - to upcoming city meetings on transportation plans. I saw a notice on the Bellevue city twitter only later that same week. If you are a weekend reader, you miss the notice entirely! Also, I never got a notice in the regular mail or email. Why not? These comprehensive plans are far-reaching and usually irrevocable in practice. The city often claims, and seems to be proud about, full citizen input, but in reality very few except those with vested and commercial interests are aware of these meetings/plans.	3/24/2018 1:03 PM
129	Please don't reduce existing lanes, parking places, etc for cars like seattle. Traffic is terrible, we need better roads for cars so people can get to work. Please maintain roads better and stop wasting money on planters in the middle lanes. These are dangerous obstacles for cars. I witnessed a bus destroy a planter in the middle of the road on Woodridge. There was barely any room for the bus to pass by. These kinds of projects are a waste of money. Richards road and Camber road intersection is full of potholes but nobody bothers to fix it. Stop catering to bike lobbies. Please get your priorities straight.	3/24/2018 12:06 PM
130	Traffic is horrible. Bel red needs a middle turn lane to keep traffic moving. Bellevue needs to study the affects on traffic of all projects concurrently, not individually. Need to do a better job of moving traffic through the area	3/24/2018 10:31 AM
131	Safer bike routes from Redmond / Microsoft campus to downtown bellevue, light rail option to Bellevue / Seattle / SeaTac	3/24/2018 7:39 AM
132	I only use my car in Bellevue. i work at home and do most errands in bellevue. Not possible to get around conveniently other than my car. What I DO use is sound transit to seattle, from S bellevue P&R which of course i now have to drive to MI P&R.	3/23/2018 9:27 PM
133	I would bike more if there were better cycle paths. Can't wait for light rail to start!	3/23/2018 3:42 PM

Transportation Facilities Plan Survey - 2019-2030 Update

134	I think traffic will always be a problem as population keeps growing. Expanding roads and adding new ones may help a bit; however, it will not make a big difference. What will happen when we run out of space to build more roads, houses, etc? If TFP wants to add or expand roads, please try to stay away from wetlands and critical areas. If there is no alternative when it comes to destroying wildlife habitat, can you keep the impact to a minimum?	3/23/2018 3:06 PM
135	More frequent bus service in outlying areas. Bus along the full length of Bell-Red road (to Redmond).	3/23/2018 2:05 PM
136	coordinate with Redmond to improve traffic around Overlake area.	3/23/2018 11:23 AM
137	Bus pull out lanes at the bus stops would help with traffic flows, currently most bus stops block traffic.	3/23/2018 6:55 AM
138	I would love to have more transportation options from W Lake Sammamish Pkwy. Currently the 888 is the only bus in walking distance from me and it is a very limited route. Extending it to Downtown Bellevue and/or increasing the frequency would help me a lot.	3/22/2018 11:00 PM
139	Increase the size of the regular bus that serves Newport High School in the afternoons to allow more students to safely ride the bus without having to compete for space.	3/22/2018 9:10 PM
140	I prefer driving.	3/22/2018 8:03 PM
141	I live in Crossroads/Overlake area. There is grid lock at several intersections now and the larger apartment/condo projects aren't even complete. I am 65 years old and use my car for groceries, errands, visits to parent, work, etc. Mass transit does and will not work for that. I want to know what plans there are to improve roads to accomodate thousands of new residents coming soon.	3/22/2018 8:01 PM
142	There are reasons I don't walk or ride a bike very often. The main reason is safety. Pedestrians and cyclists are not safe around here. I'm not risking my life or my child's. There aren't enough provisions for walking or cycling. We are safer in our car.	3/22/2018 7:57 PM
143	Concerned about the amount of high density living (apartments/condos) going up in the Crossroads area as it relates to traffic.	3/22/2018 3:59 PM
144	Stop the war on the car!	3/22/2018 3:31 PM
145	Always more bike lanes please! People don't know how to drive around bicyclists and often get irate about having to share the road with them (dangerously so).	3/22/2018 3:29 PM
146	I commute by bicycle and feel that increasing bicycle safety by adding or enhancing dedicated bicycle lanes or trails should be a priority. Additionally, the reason that I do not use transit frequently is because of very poor service and options from South Bellevue to downtown. I would like to see Bellevue press Metro to reinstate service from the Factoria/Newport Hills area directly to downtown Bellevue. When that happens, I will consider transit to be a viable commuting option.	3/22/2018 1:27 PM
147	Biking and walking in downtown Bellevue is terrifying. I would visit downtown restaurants and retailers more often (that once very month of r two) if I could get there by bike.	3/22/2018 11:23 AM
148	I drive school bus in the eastern part of Bellevue along and off Newport Way. Both the transit and school bus stops have very poor walking access along Newport way and Bus stops have no real safe pads or lighted areas to wait along the roadway. Street crossing are very dark along the Newport Way from 160 east to Lakemont.	3/22/2018 10:07 AM
149	It takes too much time to use public transportation moving around in Bellevue, need more choice of buses in the neighborhood and increase the frequency as well.	3/22/2018 8:57 AM
150	The newport way sidewalk project is very important. That strip of road is very dangerous for walking and cycling. It is a connector for several schools, churches and the south Bellevue community center. please prioritize this project!	3/22/2018 8:20 AM
151	Need adequate bus stops that truly shelter users from the weather. Need more sidewalks to expand accessibility for us pedestrians. possible periphery parking garages to access sound transit (great bus)	3/22/2018 6:20 AM
152	they need to get rid of tolls on 405 and stop giving out orca cards to immigrints and refugees	3/22/2018 2:44 AM
153	Worried about excessive traffic near crossroads, especially with many new apartments/condos being built	3/21/2018 8:50 PM

Transportation Facilities Plan Survey - 2019-2030 Update

154	As I get older, I find there is a greater need for more mass transit to get around locally, smoother and more sidewalks and shelters for those in wheelchairs or who can't stand for 15 minutes in the rain and wait for a late bus. I am extremely concerned about the number of homes where I see 8-10 cars parked outside in single family neighborhoods. These homes have been turned into illegal duplexes or have many unrelated adults living in the homes. On my street there are 4 homes that fall into this category, adding to congestion and making it dangerous to walk where there are no sidewalks. I am also concerned about the deforestation of Bellevue as magnificent older trees are removed for apartments, the Spring District, school rebuilding and roads. On Northup Way between 156th and 152nd, 10 large maples on the eastside of the street were removed and replaced with "mini trees" that will never grow to 40 feet. Our roads need to be designed to handle growing trees over a 50 year or longer life span. By Len's Automotive on 132nd, the entire area had its trees removed. It was the equivalent of a Brazilian bikini wax. Where I could park in the shade, it is now ugly and devoid of all tall trees.	3/21/2018 8:25 PM
155	I would love to take the bus, but there is no service on West Lake Sammamish Pkwy. It's ridiculous that I need to walk over a mile to the nearest bus stop	3/21/2018 7:59 PM
156	What about actually widening some of the roads? The traffic on Bel-Red road is a gridlock now. The new plane would only put in a left turn lane, not add other lanes where they are really needed.	3/21/2018 7:54 PM
157	Want to know the plans of how bus routes near by house can improve. We have no bus currently	3/21/2018 7:44 PM
158	I wish there were more bus routes near Kelsey Creek Center. I would love it, if there was a direct route from Crossroads or Kelsey Creek Center from Bellevue to Seattle.	3/21/2018 5:56 PM
159	Northeast Bellevue has major congestion due to new development and will continue until addressed. No road infrastructure spending has occurred in this area for many, many years yet the City of Bellevue and Redmond continue to permit building Multi-family and mixed use developments. The surrounding area by 156 & NE 24 need help.	3/21/2018 4:41 PM
160	I strongly urge the completion of the sidewalk near South Bellevue Community Center along Newport Way. Many children and adults walk to this center and it is extremely dangerous along this section of the road.	3/21/2018 3:25 PM
161	Please ban driverless cars on streets that do not have crosswalks or sidewalks. The recent Arizona fatality represents what happens when a person does not use a crosswalk with a driverless car present.	3/21/2018 11:53 AM
162	Not easy to get from north Bellevue to South Bellevue M-F at PM rush hours	3/21/2018 11:01 AM
163	We need a complete bike lane along Main Street! I feel incredibly unsafe riding there.	3/21/2018 8:01 AM
164	You can't build your way out of traffic. The loudest complaints come from people who sit in their cars every day moaning that traffic has gotten worse. But it's not going to get better until people get out of their cars. I used to bike to work at Microsoft routinely. I avoid bicycling in Bellevue now. I've gotten hit one too many times. Stop paying lip service to "choose your way" and start protecting vulnerable road users!	3/21/2018 6:02 AM
165	Traffic congestion to get from Crossroads to Downtown Bellevue limits my activities. I go less often to downtown since it takes too long to get there. The Microsoft traffic in the late afternoons heading south makes getting from my neighborhood to the Crossroads area difficult. Typically only one car per left turn light from 164th to NE 8th.	3/20/2018 9:46 PM
166	Public transportation will kill Bellevue and create another Seattle in Eastside.	3/20/2018 9:39 PM
167	why aren't the lights timed? I can never drive down NE20th/Northup, 148th or 8th without getting most of the red lights. if Bellevue really cared about the traffic or environment they could fix this. Other major cities figured it out	3/20/2018 9:23 PM
168	More bus service to west lk samm. Our road has become a freeway, making it unsafe to walk or bike so at least give us bus service.	3/20/2018 8:40 PM
169	Newport way from Lakemont to 148th street needs both a sidewalk and a bike lane. This stretch always has bikes on it which is both dangerous for the bicyclists and causes traffic to slow and back up. Walkers and runners are also in danger.	3/20/2018 7:57 PM
170	I work in Redmond just north of the Bellevue/Redmond border. I would like bus service from Cougar Mtn (Lakemont) to Microsoft.	3/20/2018 5:38 PM

Transportation Facilities Plan Survey - 2019-2030 Update

171	Your survey doesn't distinguish whether you're asking about downtown Bellevue (workers) or neighborhoods (residents) in your "how often do you use...." questions. It makes a difference in how you should interpret and use the results, unless your minds are already made up and the survey is just for show.	3/20/2018 4:58 PM
172	I often bike in Bellevue, however it is often an uncomfortable and threatening scenario. Drivers, from the vast and wide roads and encouraged to behave in dangerous ways by speeding, make turns quickly, and generally aren't attentive to the pedestrians or others in the road. As one gets closer to the interstate this paradigm gets even worse. Some roads are moderately ok but still takes an aggressive rider to even ride in them. There's no way I'd take family, friends, or anybody to Bellevue under the current circumstances via bike or to even "walk" around. It's just nowhere near as nice or safe as many other town/city centers in the area (Fremont, Ballard, Columbia City, Seattle, West Seattle, etc). I realize, this could all easily change with some reasonable infrastructure around REAL protected bike lanes, extension of sidewalks, and pushing down the priority of automobile throughput and pushing cars into and off of 405. But it's gonna take concrete action and infrastructure before Bellevue becomes a truly pedestrian friendly place and sees life outside of the 9to5.	3/20/2018 3:37 PM
173	PLEASE optimize our roads and transportation spending for CARS not transit, buses, light-rail, bikes, walking or whatever else the planners dream up. It is NOT POSSIBLE to serve everyone with public transit to their home. Many of us live too far from any reasonably dense population transit hub and don't want to walk, bike or wait in the rain for some time inefficient system to take us where we want to go (which is also not on public transit). I don't have time for 2 hour long trips not optimized for point to point transit. In 5-10 years we may all be using self-driving Uber/Lyft for efficient, inexpensive point to point transit but those rely on the same highly flexible car optimized ROADS, not billion dollar underutilized ST-3 Transit planner fantasies. Please add lanes, fix choke points, and stop reducing the road infrastructure we have in favor of special classes of HOV, Bus, Transit users. Stop using the "stick" of traffic delays to try to force people out of the cars they love, that serve them so well today.	3/20/2018 3:27 PM
174	It takes a lot of time to go from Redmond to Bellevue by Transit, since I need to ride at least two different lines. By bike is faster but riskier, many car drivers simply don't like bikes. I know a lot of people who would ride their bikes much more if they could feel safer. So, I would suggest not only more bike lanes but also more drivers education about bikers and their rights to share the road.	3/20/2018 2:37 PM
175	Challenging to bike in some downtown areas due to lack of bike lanes and sidewalks.	3/20/2018 2:17 PM
176	Traffic lights need to be programmed better for the speed limit	3/20/2018 1:21 PM
177	Bikers along Lake Hills Blvd usually use the sidewalk rather than the bike lanes. Before the city spends money on bike lanes, we should assess whether nearby sidewalks are adequate for bike traffic since they will be used anyway.	3/20/2018 12:37 PM
178	More sidewalks will make it more pedestrian friendly, especially in the older neighborhoods.	3/20/2018 11:33 AM
179	I am praying and hoping that one day we will have a sidewalk in Newport Way. Please please please make it happen!	3/20/2018 10:36 AM
180	I am interested in getting the sidewalk project completed on SE Newport Way	3/20/2018 10:29 AM
181	More parking at P&R for trips to Seattle or to downtown Bellevue. It would be good to have free transit van in downtown Bellevue. These can be smaller vans like used in Vancouver BC. I like the idea of experimenting with a dedicated bike lane in downtown Bellevue. We do bicycle for recreation a lot.	3/20/2018 10:28 AM
182	Please work to maintain/ restore the valuable green-feel, tree-covered esthetic as part of work on TFP 255 (Newport Way), either through additional funding or collaboration with other departments/projects. This is essential. The existing 'green feel' is what attracts so many South Bellevue walkers to this stretch of road, & has necessitated a sidewalk in the first place. I note that 'Trees & Our City' is noted as a 'Hot Topic' on the COB website. Moreover, the current ESI highlights a vista view of Eastgate's impressive tree canopy (p.4)—now dwindling due to the construction boom. This is an important opportunity to get out in front of this issue. An opportunity to, as the ESI statement signed by COB department heads states, 'work together in new ways' to restore some of the treecover & greenery lost in making these safety improvements. Let's do this project right the first time! Please make this a priority. Thank you.	3/20/2018 9:58 AM
183	We live a mile and a half up a hilly dead-end road with no sidewalks and no public transit (Pikes Peak), and with no parking at the bottom of the street where one could change to public transit - neighborhoods like ours need options, hope there's something in the plan.	3/20/2018 9:35 AM

Transportation Facilities Plan Survey - 2019-2030 Update

184	I WOULD BICYCLE MORE IF THERE WERE SAFE PLACES TO DO SO. WALKING IN BELLEVUE IS NOT VERY PLEASANT – LIGHT CYCLES ARE LONG... ESPECIALLY WALKING FROM THE HOSPITAL DISTRICT TO THE TRANSIT CENTER... AND CROSSING TIMES ARE SHORT. WALKING NEXT TO MULTIPLE LANES OF TRAFFIC IS UNPLEASANT. I FEEL THAT BELLEVUE IS BUILT FOR CARS.	3/20/2018 9:27 AM
185	The evening commuter traffic (4-7pm) cuts through the Woodridge area from 123rd Ave SE to SE 20th St to 128th AVE SE. This stretch of road was never meant to handle the kind of cut-through traffic that has been occurring for the past 2 years. The roadway is backed up for a half mile in the evenings. Can the city please add 'No Thru' traffic signs at the intersection of SE 8th St and 121st Ave SE and at Richards Rd and SE 26th PL similar to the solution put in place behind Bellevue High School along 108th Ave SE. Additionally, can the city consider more bus routes that run along Richards Rd connecting to I90 to head into Seattle. Thanks	3/20/2018 7:35 AM
186	This city is always in gridlock. It use to take 15 minutues to go to Bellevue Square and now it takes 45 minutes. You are in fantasy land if you think eliminating parking because everyone is going to take mass transit. I can never find a handicapped parking space and every one seems to drive mad.	3/20/2018 6:36 AM
187	Sound Transit track elevations and siting has destroyed the slough. Major remediation is needed Many more bike lanes and paths are needed. Riding a bike on the streets in Bellevue is dangerous Bellevue needs to reduce traffic in the downtown. How about limiting cars to certain days of the week by odd/even license numbers. What about a downtown shuttle service Make big sections of downtown pedestrian only such as Old Main area or Bellevue Way between the Mall and the park We need a north/south mass transition solution to address the nightmare on 405	3/20/2018 6:19 AM
188	Traffic continues to deteriorate, too much growth, Quality of life is not as good as it was.	3/20/2018 6:06 AM
189	Light rail is completely bypassing us. I would like to see light rail extend from I90 to SeaTac airport.	3/20/2018 1:51 AM
190	Better bus lines..	3/20/2018 12:56 AM
191	More public transit- trolley around old Bellevue,central Bellevue	3/20/2018 12:15 AM
192	Planned projects are not seeming to get done. I am waiting for the renewal of W Lake Sammamish Parkway north of 34th SE	3/19/2018 10:12 PM
193	Survey's are pointless, this is already a proven point. No one is really concerned with how people *feel* about Sound Transit, what route is best, and or what is best for the area. Money is the only motivator that makes things happen on the east side & money is the only thing that drives projects forward.	3/19/2018 9:59 PM
194	i dont see any projects improving SB traffic between North/Downtown Bellevue and South Bellevue. it is nearly impossible to get south of I90. I405 SB is impossible and so is Lk WA blvd, Richards Road, 148th, and Lk Sammamish Blvd. light rail everywhere is the answer. light rail is fantastic. why does it take so long? Vancouver BC made 3 entire light rail lines in just a couple years. When L.A. 1-10 freeway collapsed during the northridge earthquake, L.A. rebuilt the collapsed freeway in 3 months. It takes us decades to build a very short light rail track! Why? Busses, rideshare, are subject to the same traffic as cars (so will fail), bikes are way too dangerous; walking isnt an option in crappy weather. again, light rail is the answer. Also, I-405 between Kirkland and Renton is just terrible. The changes made at I-90 a few years ago did nothing to improve traffic and may have made it worse. the transition from E bound I-90 to S bound 405 goes from 2 lanes down to 1...but 20% to 30% of the cars exit at Coal Creek Pkwy. And the backup on EB 90 is ridiculous. You need to make the transition to SB 405 remain at 2 lanes (there is plenty of room), and turn the right lane into exit only.	3/19/2018 9:53 PM
195	City planning has approved an abundance of new housing in areas without any anticipated improvement in transportation. The crossroads area/NE Bellevue is of concern, as is Factoria. These areas are in the zone of 'not expected to be open for service by 2030' according to the map provided. I am very concerned about the population density already as the side streets have become increasingly congested and quite frankly dangerous for anyone on foot or bike. I live and work in Bellevue and have been here for 14 years, the impressive worsening in traffic congestion continues to be bothersome and make this community less livable than it was in the past. I would hope that in addition to transportation needs, there would be better consideration for approval for additional housing as it relates to transportation congestion.	3/19/2018 9:23 PM

Transportation Facilities Plan Survey - 2019-2030 Update

196	Roads need to be designed in a way that stops cars from doing bad things - e.g. driving in bike lane or chicken lane to jump past long queues. Also, we need to slow down development of new office space and residential units until transportation capacity catches up. We may all ride trains and have jetpacks someday, but that day isn't here yet.	3/19/2018 9:04 PM
197	More separate facilities for bicycles - this is critical for families. We need a connected bicycle network that allows for travel between neighborhoods, not just within a neighborhoods. Better access by bicycle to business areas is also needed.	3/19/2018 8:47 PM
198	More roads, fewer bikes.	3/19/2018 8:38 PM
199	wish there was a direct bus from Bellevue to Southcenter	3/19/2018 8:16 PM
200	The walking/biking ERC is great. Thanks for taking out the rails, we have great walking trail now.	3/19/2018 7:50 PM
201	Based on the proposed projects the City is ignoring South Bellevue's needs. The following projects need to be considered/included: 1) repave the intersection of Richards Rd/Kamber 2) relieve congestion on Eastgate Way (sever traffic back up due to ligh/traffic on Factoria blvd) 3) flashing cross walk on Kamber Street (at the base of the staircase coming down from Bellevue College) 4) stall side walk on south side of Kamber St. (from 139th Ave SE to the staircase to Bellevue College)	3/19/2018 7:34 PM
202	More protected bike lanes are needed in the city.	3/19/2018 6:26 PM
203	I won't bike because there are too many distracted drivers	3/19/2018 5:45 PM
204	Crossing NE 8th between 124th Ave NE and 140th Ave NE inhibits any mode other than car.	3/19/2018 5:12 PM
205	Please continue efforts to make downtown Bellevue more walkable. Improvements to the 6th Street corridor would be great, as well as general improvements. The new wider sidewalks and separation from street occurring on new development areas is nice. I really like the early pedestrian walk sign (before green light for autos) implemented at 100th and 5th. Could there be more? Could you add signs reminding folks that crosswalks exist at intersections whether marked or not? Kirkland did a similar thing many years back, and it's a great reminder to drivers. Drivers almost never yield to peds at unmarked crossings (my personal experience).	3/19/2018 5:10 PM
206	I feel unsafe as a cyclist in Bellevue (East Side, Crossroads area). I usually ride on sidewalks and get off my bike at crossings like 24th and Bel-Red Rd, which are really scary intersections as a pedestrian. Note that this intersection in particular routinely clogs up with drivers who try to cross the intersection when there's no space on the opposite side, resulting in gridlock with the perpendicular traffic can't go on the next green light. In general I feel like drivers aren't very aware of cyclists in Bellevue, and I also feel like the large foreign population (India, China, etc) doesn't respect our traffic rules so well. I'd like drivers to be more calm and polite in Bellevue, and for police to enforce rules about not blocking intersections.	3/19/2018 5:06 PM
207	street parking in downtown bellevue is inadequate. traffic in downtown bellevue is horrible. it recently took me 40 minutes to travel 4 blocks. there is inadequate parking in many of the new buildings.	3/19/2018 5:05 PM
208	Transit works pretty well for me. My biggest transportation wishes are for extended hours for the 560 bus, so I could take transit to/from earlier and later flights and for 1 Express Airport bus per hour (560X) which would operate with no stops between Bellevue Transit Center and SeaTac Airport.	3/19/2018 4:59 PM
209	Please continue to plan for bike lanes when performing street resurfacing and re-striping. Please help make Bellevue safer for ordinary people to ride a bike, especially to and from transit locations.	3/19/2018 4:45 PM
210	people of ALL ages should be accommodated - young and old. Please don't concentrate on only the millennials being hired in downtown Bellevue.	3/19/2018 4:39 PM
211	Increased housing density in Crossroads area requires infrastructure upgrades.	3/19/2018 4:36 PM
212	Even though I don't use public transit much now, I'm excited for the new East Link light rail system and hope that my family and kids will use it regularly. At least if we don't have self-driving cars by then.	3/19/2018 4:34 PM
213	Please build more sidewalks everywhere in Bellevue! When people apply for a permit to rebuild their houses, require them to put in a sidewalk. Downtown Bellevue has many areas where there is no sidewalk or just a very skinny blacktop sidewalk on very busy streets. There is a section on Main street near 106th that if two people walking different directions must pass each other, one of them has to walk on the street in a traffic lane!	3/19/2018 4:24 PM

Transportation Facilities Plan Survey - 2019-2030 Update

214	It would be helpful to have more pullouts for busses at stops so traffic is not stuck idling behind busses. Also, if busses are running empty or with very few passengers, they should be discontinued. Tree canopy and parks should be preserved. No more tree loss because of Sound Transit!! Trees removed should be replaced with old growth conifers, such as were removed.	3/19/2018 4:22 PM
215	Need better bike lanes.	3/19/2018 4:21 PM
216	Congestion on the interstate system is spilling over to the local street system in Bellevue. I-405 and I-90 are the primary disruptors to the traffic in Bellevue.	3/19/2018 4:21 PM
217	too much traffic	3/19/2018 4:18 PM
218	Do not continue to focus on eliminating the personal automobile from planning needs, as there are many professionals who absolutely must have access to an automobile. There is no way that other modes of transportation could support and/or work relative to this consideration.	3/19/2018 3:45 PM
219	Need express service directly to South Lake Union	3/19/2018 1:40 PM
220	The Rapid Ride needs to run much more frequently. Or they should reinstate direct busses to the UW and downtown Seattle (like the 272).	3/19/2018 1:08 PM
221	Bellevue sucks because it's transportation sucks	3/19/2018 1:06 PM
222	Need to open more lane for I405	3/19/2018 11:43 AM
223	I would like to be able to use transit more frequently, but it is currently difficult to access in my neighborhood (Lakemont).	3/19/2018 11:28 AM
224	Keep bikes separate from traffic. Some bicyclists often exhibit dangerous behavior and nearly cause accidents.	3/19/2018 10:59 AM
225	There needs to have sidewalks along 144th in the residential area. Many people walk to BC and when the housing comes in there will be more walking through the neighborhood.	3/19/2018 10:26 AM
226	I live in Newcastle and am looking forward to being able to bike to work (Bel-Red & 140th) along the Eastside Rail Corridor. I could stop by Whole Foods on the way when I need only a few items. There are three good pedestrian loops planned from the Coal Creek YMCA via Newcastle Commons, and Bellevue's YMCA and Coal Creek Trail signs could be updated to reflect those upcoming connections. Newcastle is currently designing its trail signs for that vicinity.	3/19/2018 10:01 AM
227	I would like to go to Bellevue much more for shopping and dining as would my minor children who live in Kirkland. But since all of us use bicycles as primary form of transportation, we rarely go to Bellevue since it is much too dangerous to ride bicycles on the streets in the downtown core.	3/18/2018 10:55 PM
228	Ease congestion near freeway ramps caused by rush hour traffic (especially Factoria Blvd traffic caused by I-90).	3/18/2018 4:41 PM
229	If automobiles need to pay gas tax and bridge tolls; cyclists should have to help pay for the bike lane additions through a registration/tab fee.	3/18/2018 4:21 PM
230	I feel that the development I see in North Bellevue generally is taking zero account of how currently flowing roads will become jam-packed with cars in due time.	3/18/2018 3:18 PM
231	Traffic congestion is an endlessly growing problem in Bellevue, as too many dense housing developments are being permitted when roads are clearly unable to accommodate the corresponding vehicles these units would bring to the area. All the roads in east Bellevue are narrow one or two-lane roads. Stop the building and preserve what's left of the architectural and natural beauty of the area. Stop allowing one-house lots to be turned into 3-home developments, with no regard to overburdening the infrastructure of roads, sewer/sewage systems and maintaining the natural landscape.	3/18/2018 11:43 AM
232	Traffic congestion continues to be an issue at various part of the city - Coal Creek Parkway, Factoria, Eastgate, Crossroad, downtown, etc. We need to address this when construction permits are granted. At face value, I am NOT seeing any of that when continuing to see developments (increased density), especially in the downtown and Crossroad areas. Traffic light synchronization is also critical. On busy streets like Kamber Road requires continuous sidewalks for pedestrians.	3/18/2018 11:29 AM
233	More needs to be done for pedestrian safety.	3/18/2018 11:25 AM
234	Better bicycle infrastructure would be a huge improvement. For example, bike lanes that don't disappear and reappear, and better marking of bike lanes. Also, please take into account the topography when planning roads and placing bike lanes. For example, a bicyclist having to merge into traffic while going up a steep hill is a bad idea. It's unsafe for the bicyclist and it slows traffic.	3/18/2018 11:20 AM

Transportation Facilities Plan Survey - 2019-2030 Update

235	We need to continue the updated bike path on West Lake Sammamish Parkway further north.	3/18/2018 11:08 AM
236	I want to bike and take the bus more. The bus is harder because there are few stops that are nearby and they don't go to that many places.	3/18/2018 7:59 AM
237	For an urban environment, Bellevue is one of the most car-friendly cities. Please be careful to maintain that focus as alternative modes of transportation are being created.	3/18/2018 5:59 AM
238	Factoria needs to have better traffic timing. Crossing Factoria in the evening, less than a mile takes up to 25 minutes. Please look at traffic flow and planning.	3/17/2018 8:30 PM
239	we drive only in the non-high-traffic Times. We need access in and out of Silver Glen Senior Coop near Bell Red between 148th and 156th.	3/17/2018 8:30 PM
240	We need more bridges across I-90. Traveling from Overlake or Downtown Bellevue to Newport Hills or Factoria takes way too long in rush hour. Some of the horrible traffic on southbound 405 is just local people trying to get from one side of Bellevue to the other. If there was an option besides 405 for local routes, people would use it. But there is no other option, so they get onto 405 and then exit after I-90. Suggestions to fix this: For example, Bellevue way could connect to 118th Ave SE. And 118th Ave SE expand to 3 lanes in each direction. Another one - 139th Ave keeps going south across I-90 and connects to Newport Way. Or - Richards road has some kind of bypass straight across to Factoria with no freeway access - just for local traffic. The "grand connection" is fine, but we need something to fix the "nightmare connection" between central and south Bellevue.	3/17/2018 8:07 PM
241	Delivery trucks/van (UPS, Fedex, USPS) offen block a lane of traffic. For large/tall apartment buildings there needs to be a pullout for dropoff of people/packages. Also the sidewalk are closed for construction to offen and more needs to be done to keep sidewalks open.	3/17/2018 7:40 PM
242	Finish West Lake Sam Parkway please! It's almost as bad a streets in Seattle.	3/17/2018 7:26 PM
243	I rely on public transit and walking to get where I need to go.	3/17/2018 5:44 PM
244	Our neighborhood near Vasa Park could use a sidewalk. We basically can't walk anywhere since SE 35th PI has no sidewalk at the stretch by our house. It would be nice to be able to walk to Spirtridge Park, at least.	3/17/2018 1:57 PM
245	Public transportation and streets that are safe for pedestrians are priorities. Neighborhood streets are seeing an increase in traffic volume, traffic speed, and aggressive driving. Speed limits must be enforced. We need more stop signs, sidewalks, and crosswalks.	3/17/2018 1:53 PM
246	You are taking driving lanes away from automobiles and putting in bike lanes. These bike lanes are either in the auto lanes or along side the automobiles or large trucks. The City of Bellevue is promoting people ride bikes, but what do you suggest for 70 - 90 year olds?	3/17/2018 1:27 PM
247	It appears that the transportation commission does not have the resources to advise the city council adequately. Suggest that the city review the transportation commission structure to better serve the city.	3/17/2018 1:22 PM
248	If easier transportation was available to downtown I would use it	3/17/2018 12:35 PM
249	1. Eliminate the Sound Transit stop and associated park and ride at Spring Blvd. and 130th/132nd Ave. NE. @. The 'survey' did not allow for comments on the various transportation projects - how come???	3/17/2018 12:35 PM
250	Walking and using the bus feels unsafe, not enough higher safety pedestrian crossings, more no right on red needed. Especially unsafe for youth. No continuous sidewalk on Northrup necessitating crossing the street a mile from the closest traffic light.	3/17/2018 12:08 PM
251	Improvements to Eastgate Park & Ride: (1) Parking is insufficient, while there is always empty parking at Bellevue College. By putting excessive optional charges on students for parking, BC pushes them to the Park & Ride and leaves space empty at BC. They could include a small mandatory parking fee as part of registration. (2) There is no good or safe place to drop off passengers for the Eastgate Freeway Station.	3/17/2018 12:05 PM
252	Please consider a 4-way pedestrian only crossing and car-only signals at 8th and Bellevue way to alleviate turning traffic at peak hours.	3/17/2018 12:00 PM
253	Better transit service in Newport Hills/I405 area.	3/17/2018 11:40 AM

Section E: Summary of the Budget Survey and Business Survey



Budget and Business Survey Highlights

Council Discussion:

Staff will provide the 2018 budget survey topline results from January and February, and will remind Council of the topline results from the 2017 Business Survey. Staff seeks feedback or discussion regarding this information.

Budget and Performance Surveys - Background

The Budget Survey and the Performance Measures Survey are designed to provide statistically valid tools to enhance the City's knowledge of Bellevue residents' perceptions of the City and to better understand community priorities for and expectations regarding city services. They are part of the greater framework for informing city decisions and direction.

The City of Bellevue's Budget Survey has been performed on a biennial basis since 1998. The 2018 survey was conducted between January 15 and February 11, using a mixed-mode address-based methodology. This approach yielded a total of 481 interviews—75 completed over landline, 76 via cell phone and 330 via the web. The margin of error is +/- 4.4 percent at a 95 percent confidence level.

The Performance Measures Survey is conducted annually to collect statistically reliable data that represents all Bellevue residents. Findings help the City to understand how residents perceive City services and to make service delivery improvement accordingly. This is the 21st Performance Measures Survey conducted by the City. Staff will return with the results of the Performance Measures Survey when the data is available.

Summary 2018 Budget Survey – Key Results

- Improved Mobility continues to be the top budget priority for residents, followed by Safe Community as the second highest-rated priority.
- Residents' top-five biggest problems facing Bellevue are: Traffic (44 percent of responses), Affordable Housing/Property Values (15 percent), Too Much Growth/Congestion (11 percent), Human/Social Services including homelessness (9 percent), and Public Transportation (7 percent).
- Most residents (63 percent) are willing to pay more in taxes: 29 percent of residents are willing to pay more to increase service levels, while 34 percent of residents are willing to pay more to support the increased cost of current service levels.



Budget and Business Survey Highlights

Business Survey – Background

The Business Survey was presented to Council on October 9, 2017. This section is a repeat of that information to provide Council with a summary of all three surveys. The biennial Business Survey is an important part of the City’s Business Retention and Expansion Program (BRE). The goal of the BRE is to develop and promote a healthy and vibrant business climate in Bellevue that facilitates the growth, retention and expansion of local companies. The purpose of the Business Survey is to:

- Inform the budget and determine how businesses rank Bellevue in comparison to residents on key metrics.
- Better understand Bellevue’s business climate.
- Determine the pros and cons of doing business in Bellevue.
- Identify and address issues to improve Bellevue’s business climate to support key industry sectors and employment centers.
- Develop recommendations and implement initiatives to support Bellevue’s businesses.

The second biennial Business Survey was conducted between May 4 and June 16, 2017, and resulted in a total of 994 interviews, an increase over 2015. The margin of error for the 2017 survey was no greater than plus or minus 3.0 percentage points at a 95 percent confidence level.

Summary 2017 Business Survey – Key Results

- 70 percent of businesses feel that Bellevue is a “somewhat” or “significantly” better place to operate a business when compared to other cities. This is unchanged compared to 2015. Just as in 2015, two-thirds of businesses in Bellevue feel that the quality of services provided to businesses by the City “exceeds” or “greatly exceeds” their expectations.
- 69 percent of businesses feel that the City is moving in the right direction—the same as in 2015.
- Six in ten (59 percent) feel that they are receiving “good” or “excellent value for their tax dollars paid. While the wording of this question changed from 2015, the results are the same.
- Older businesses feel they are getting better value for their tax dollars than younger/newer businesses.
- Issues relating to traffic, taxes, housing and commercial space affordability, and parking are the most commonly mentioned business-related issues facing Bellevue over the next several years.
- Traffic is mentioned more often among businesses located in Downtown than in other areas.
- Six in ten (60 percent) businesses state they are likely to recommend starting a business in Bellevue.
- Nearly all (90 percent) of businesses feel that the strength of Bellevue’s economy is better than that of other cities in the Puget Sound Region—also similar to 2015.



Budget and Business Survey Highlights

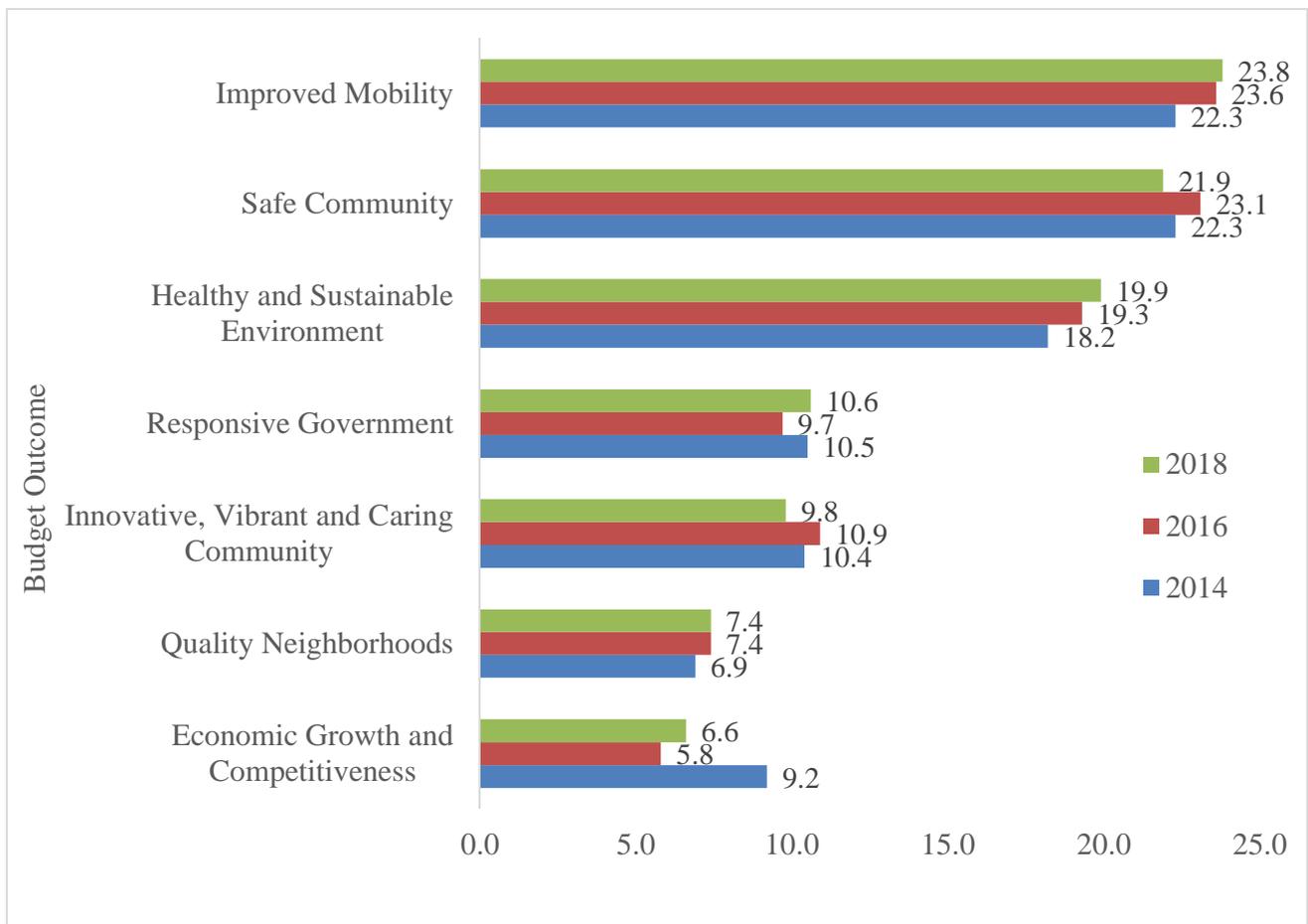
Budget Survey Highlights

Following are highlights from the 2018 Budget Survey. The full report will be available on the City website by April 30.

2018 Budget Priorities

Respondents were asked to identify the most important and least important City service area priorities. The following graph provides results and comparison to previous surveys.

2018 Budget Priorities



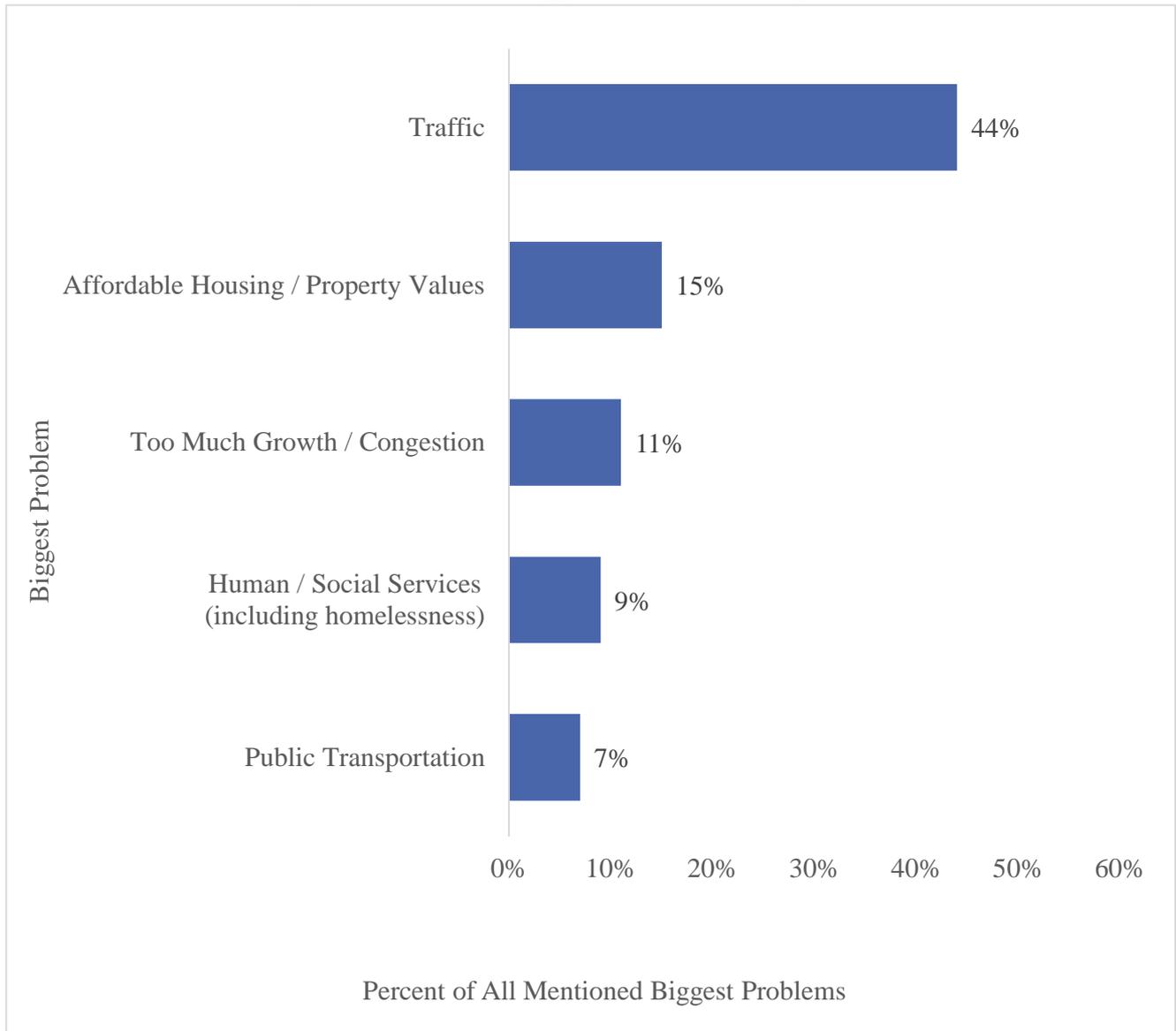
- Improved Mobility has increased since 2010 and continues to be the top priority.
- Safe Community remains high.
- Healthy and Sustainable Environment has increased in importance over the past several survey cycles and remains the third highest rated attribute.
- Economic Growth and Competitiveness increased in 2018.



Budget and Business Survey Highlights

Biggest Problem Facing Bellevue

Top-Five Mentioned Biggest Problems Facing Bellevue





Budget and Business Survey Highlights

Taxes and Funding of City Services

Beginning in 2016, respondents were asked: “*Considering all City services on the one hand and taxes on the other, which of the following statements comes closest to your view?*”

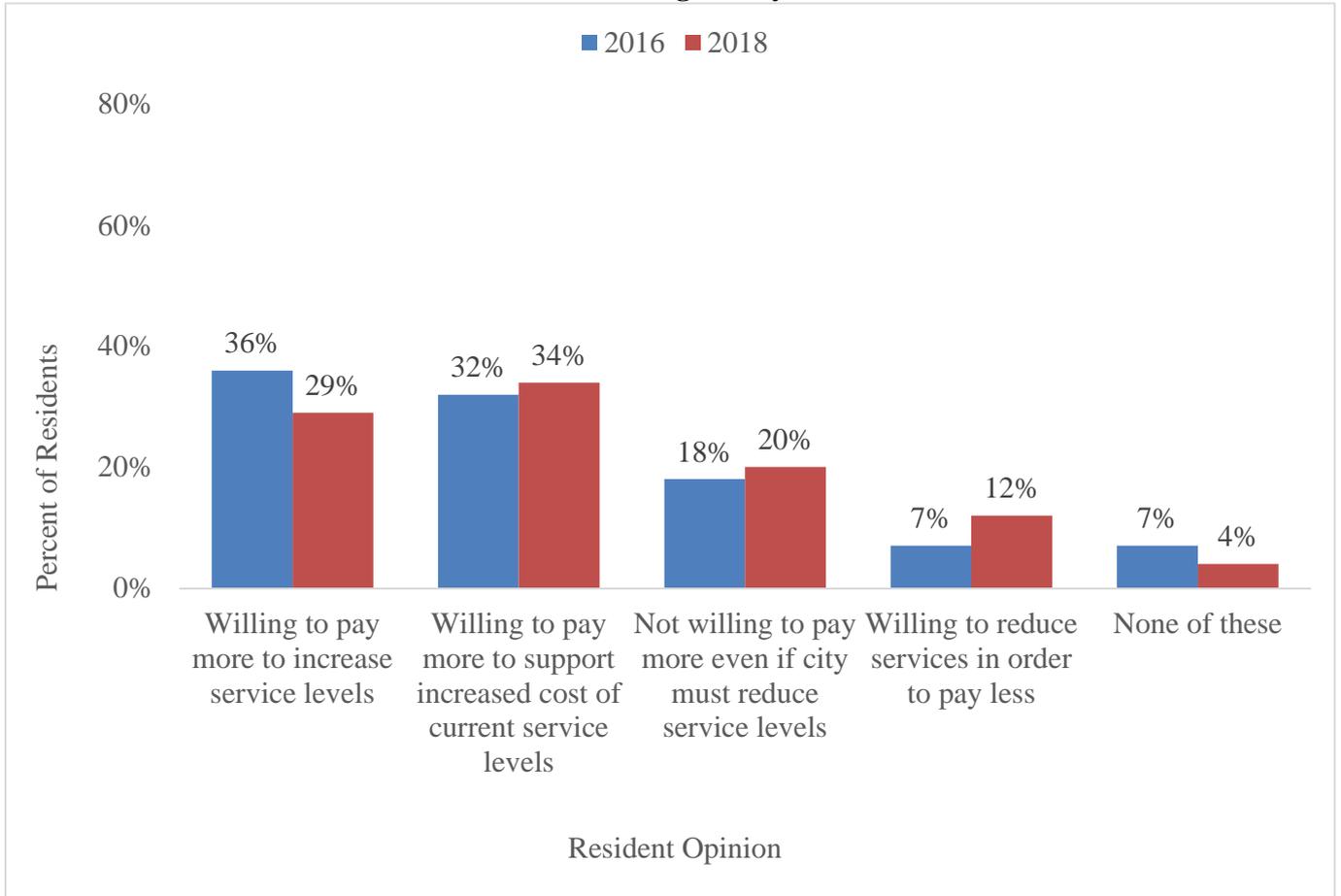
1. I am willing to pay more in taxes only if it will result in an increase in the level of services.
2. I am willing to pay more in taxes if it is necessary to support the increased costs of providing the current levels of service.
3. I am willing to have the City reduce the level of services currently provided if it means my property taxes would be lower.
4. I am not willing to pay more taxes than I currently do even if it means the City must reduce services due to increased cost of providing the current levels of services.

The chart on the following page displays the 2016 and 2018 results for the above question.

- Most residents (63 percent) are willing to pay more in taxes: 29 percent of residents are willing to pay more to increase service levels, while 34 percent of residents are willing to pay more to support the increased cost of current service levels.

Budget and Business Survey Highlights

Taxes and Funding of City Services

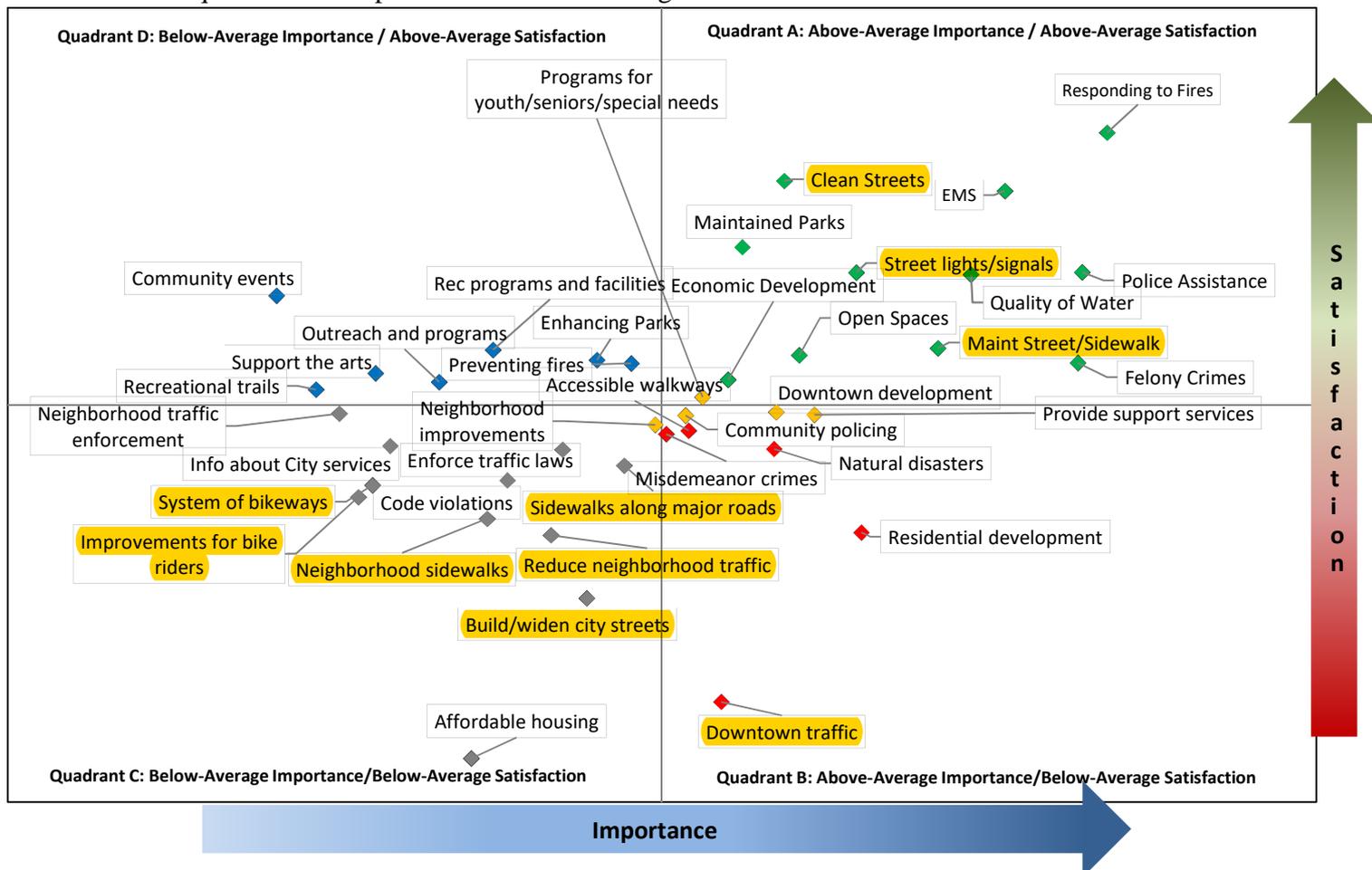


Budget and Business Survey Highlights

Quadrant Analysis

A Quadrant Analysis was done to identify how best to allocate resources across City service areas, based on what is most important to residents and their relative satisfaction with City services. Overall, most services have similar ratings to previous surveys.

- Services in Quadrant A are above average in both importance and satisfaction. They are Bellevue's greatest strengths.
- Quadrant B contains services that residents perceive are above-average in importance and below average in satisfaction.
- Quadrant C contains services for which current perceptions of service importance and satisfaction are below average.
- Quadrant D contains those elements of service for which current perceptions of service are above average but less important to community members. Like Quadrant A, this quadrant also represents Bellevue's strengths.

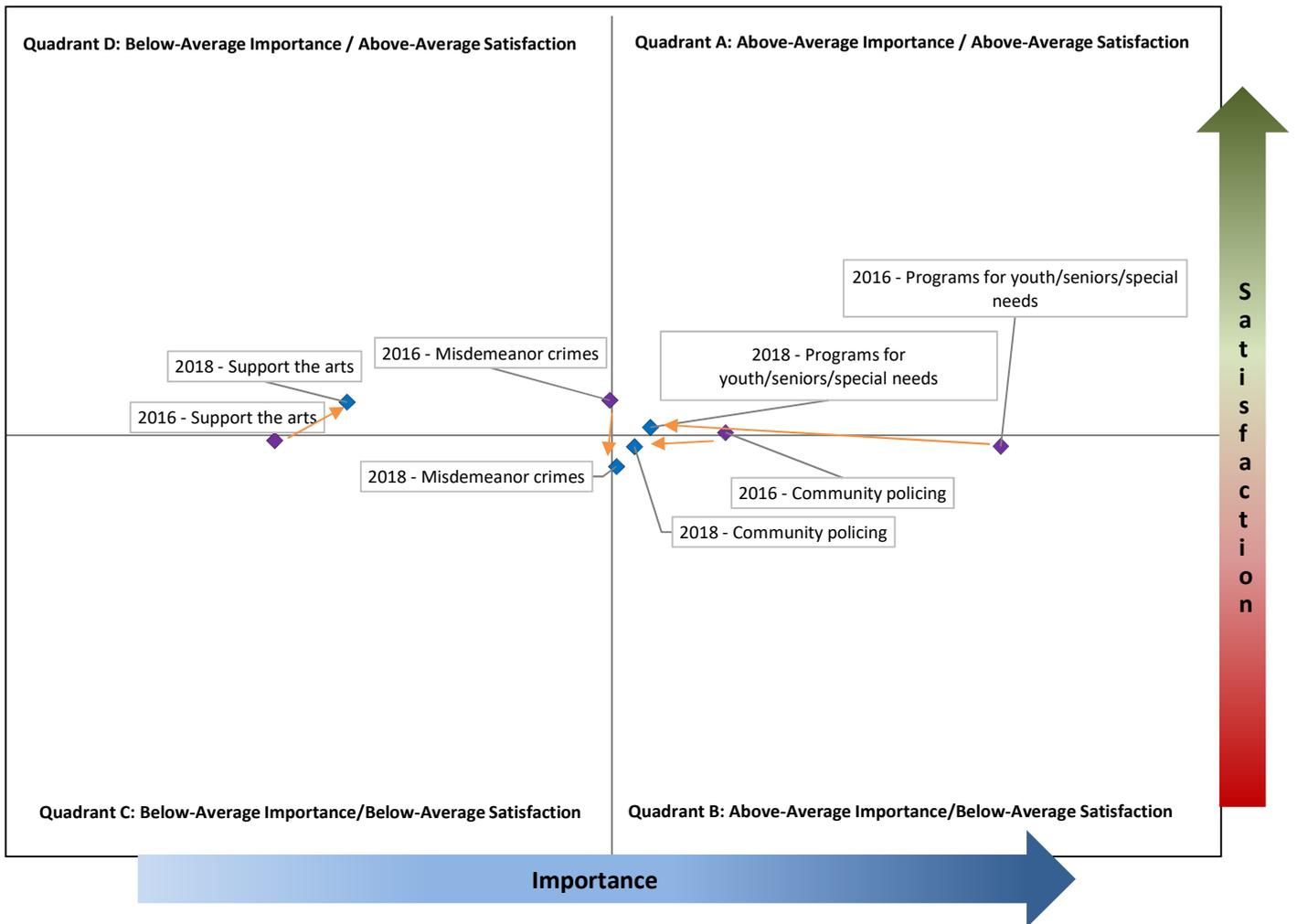


Yellow highlight indicates Transportation services

Budget and Business Survey Highlights

Quadrant Analysis: Key Changes from 2016 to 2018

The analysis below shows the movement from 2016 to 2018 relating to shifts in importance/satisfaction. The data points below show movement from one quadrant to another.



Key: ◆ = 2016 Importance / Satisfaction; ◆ = 2018 Importance / Satisfaction



Budget and Business Survey Highlights

2017 Business Survey Highlights

The Business Survey was presented to Council on October 9, 2017. The following highlights are a repeat from that date.

Sample Size and Margin of Error (Repeat of October 2017 Council Update)

A total of 994 interviews were completed for this survey, as shown below. The margin of error for the 2017 survey was no greater than plus or minus 3.0 percentage points at a 95 percent confidence level.

	Completed Surveys				In Sample Universe		% of Businesses Interviewed	Margin of Error at 95% confidence
	Phone	Web	Total		Total			
Business Services	61	233	294	30%	3,559	26%	8%	5.5%
Information Technology	7	78	85	9%	1,071	8%	8%	10.2%
Retail	30	85	115	12%	1,553	12%	7%	8.8%
Tourism	7	41	48	5%	872	6%	6%	13.8%
Other	93	359	452	45%	6,436	48%	7%	4.4%
Total	198	796	994	100%	11,443	100%	7%	3.0%



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2017 Business Survey Topline Results (Repeat of October 2017 Council Update)

- 70 percent of businesses feel that Bellevue is a “somewhat” or “significantly” better place to operate a business when compared to other cities. This is unchanged compared to 2015.
- Just as in 2015, two-thirds of businesses in Bellevue feel that the quality of services provided to businesses by the City “exceeds” or “greatly exceeds” their expectations.
- 69 percent of businesses feel that the City is moving in the right direction—the same as in 2015.
- Six in ten (59 percent) feel that they are receiving “good” or “excellent value for their tax dollars paid. While the wording of this question changed from 2015, the results are the same.
- Older businesses feel they are getting better value for their tax dollars than younger/newer businesses.
- Issues relating to traffic, taxes, housing and commercial space affordability, and parking are the most commonly mentioned business-related issues facing Bellevue over the next several years.
- Traffic is mentioned more often among businesses located in Downtown than in other areas.
- Six in ten (60 percent) businesses state they are likely to recommend starting a business in Bellevue.
- Nearly all (90 percent) of businesses feel that the strength of Bellevue’s economy is better than that of other cities in the Puget Sound Region—also similar to 2015.



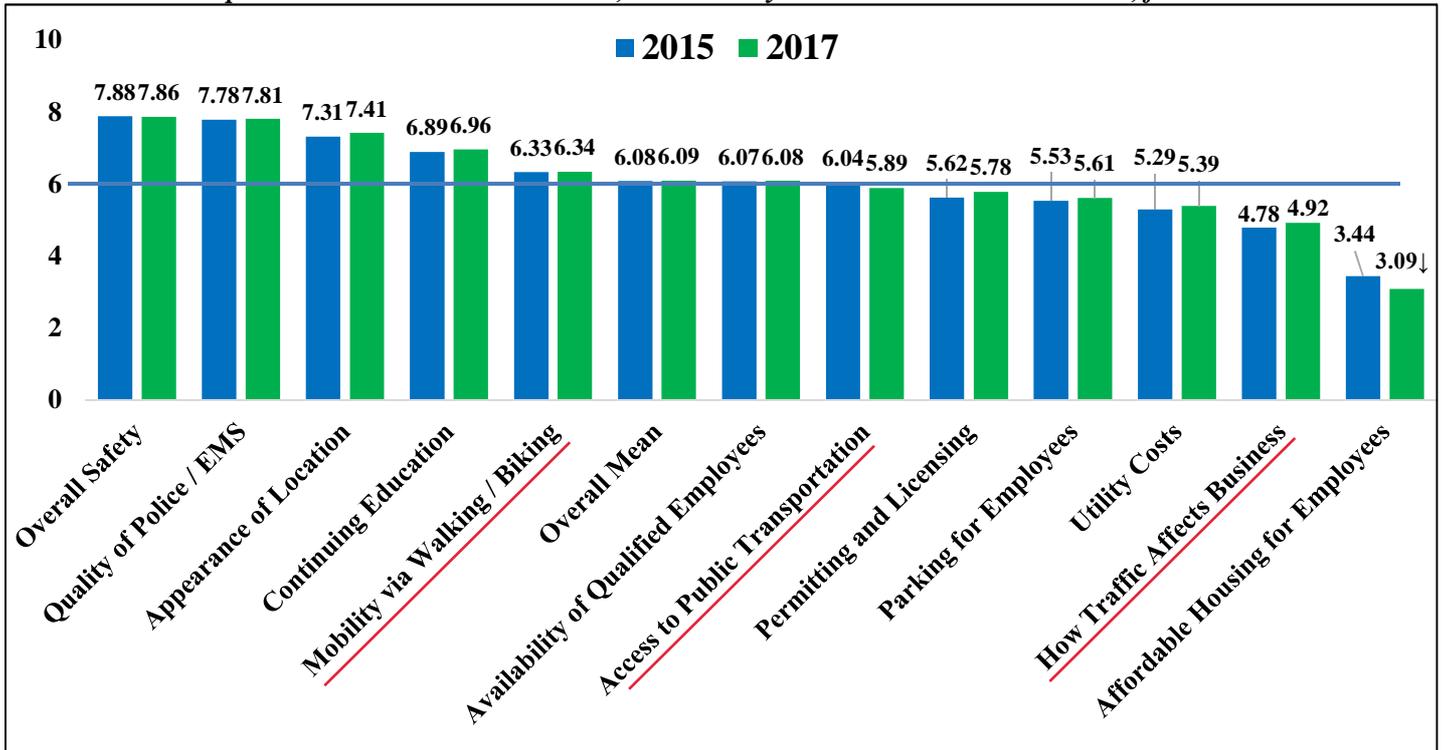
Budget and Business Survey Highlights

Key Attributes for Running a Business (Repeat of October 2017 Council Update)

Businesses were asked to compare Bellevue to other cities and towns, based on 12 key attributes. Businesses answered on an 11-point scale, from “0” (significantly worse than other cities and towns) to “10” (significantly better than other cities and towns.)

All areas except affordable housing are the same as in 2015.

“Compared with other cities and towns, how would you rate Bellevue on each item, from 0-10?”



The blue line represents the “overall mean”. In essence, those above the blue line are performing above average and those below the blue line are performing below average.

While Bellevue performs quite well in most regards, key areas of concern are these:

- Affordable housing for employees
- How traffic affects businesses
- Utility costs

Housing for employees is the only area with a significant change and that has decreased from 2015.

Red underline indicates Transportation issue

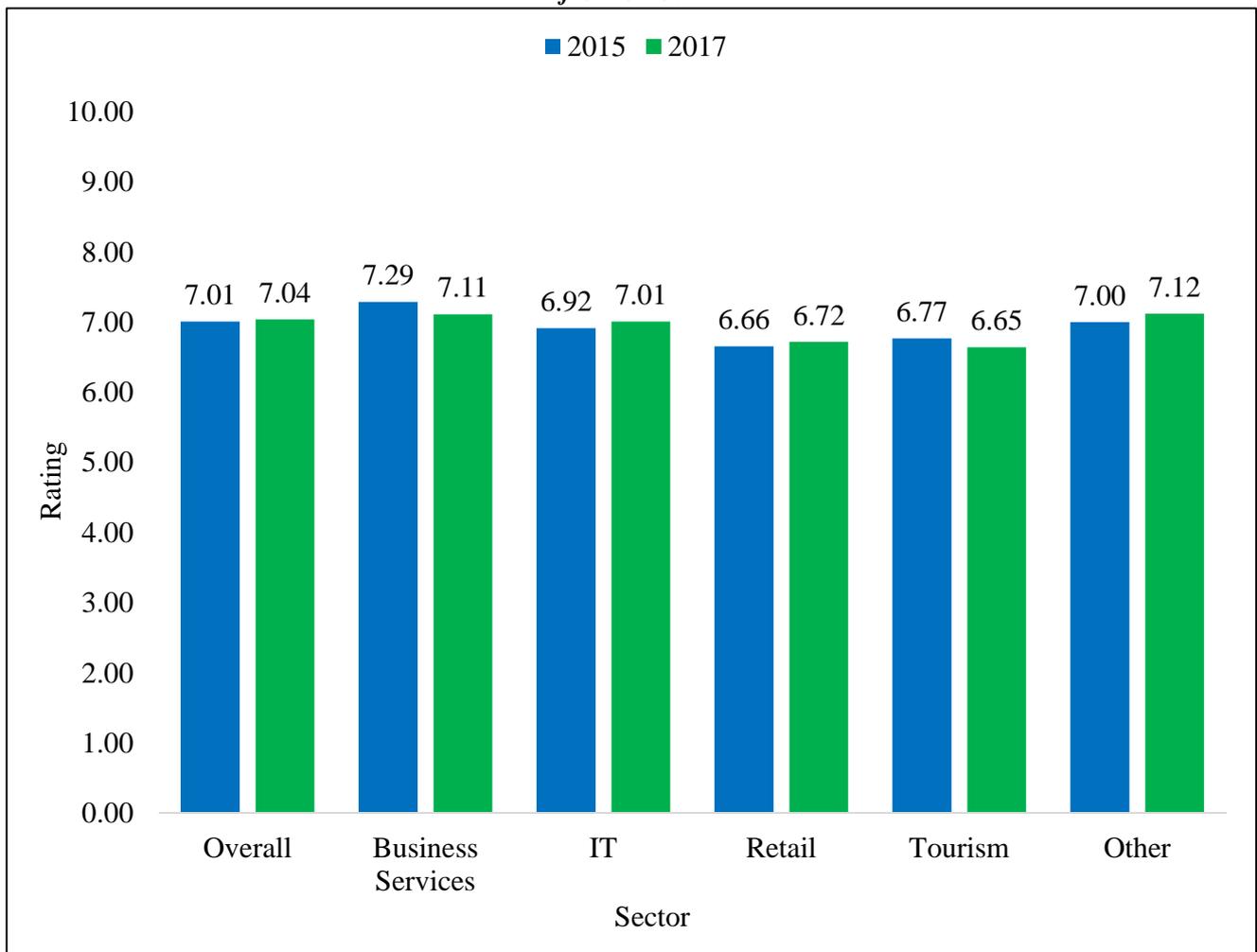


Budget and Business Survey Highlights

Bellevue as a Place to Operate a Business (Repeat of October 2017 Council Update)

Businesses were asked their perception of Bellevue as a place to operate compared to other cities, on an 11-point scale from “0” (significantly worse than other cities and towns) to “10” (significantly better than other cities and towns.) The graph below shows results by sector.

“Compared with other cities and towns, how would you rate Bellevue as a place to operate a business, from 0-10?”



- Three-quarters of businesses feel Bellevue is a “somewhat” or “significantly” better place to operate a business compared to other cities—same as 2015.
- Results are consistent across sectors.
- Small businesses (5 or fewer employees) are less likely than larger businesses to feel this way (72 percent vs. 79 percent respectively).

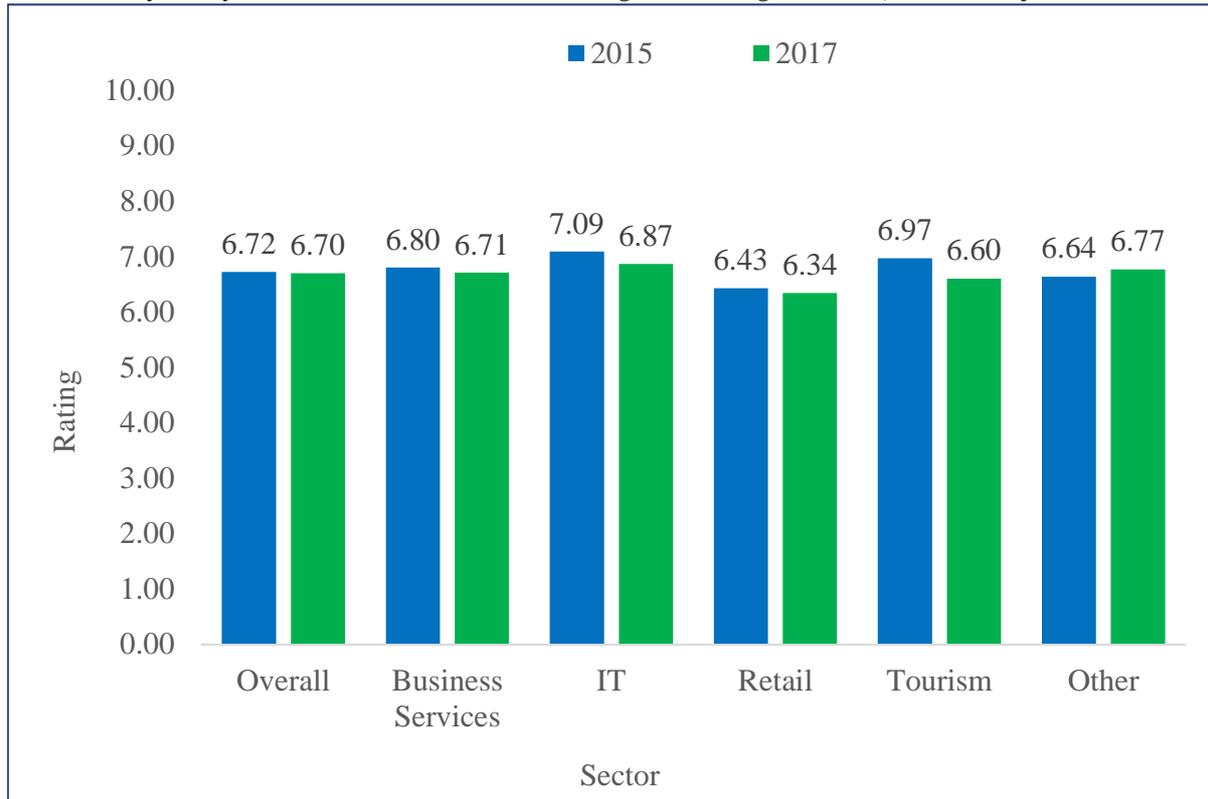


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Direction Bellevue is Headed (Repeat of October 2017 Council Update)

Business were asked if they believe Bellevue is headed in the right or wrong direction. They responded on an 11-point scale, where “0” means “Strongly headed in the wrong direction” and “10” means “Strongly headed in the right direction.” The graph below shows results by sector.

“Would you say that Bellevue is headed in the right or wrong direction, on a scale from 0-10?”



Businesses were also asked reasons for their opinion.

596 businesses thought Bellevue is moving in the right direction due to:

- Continued economic growth
- Business friendly climate
- Forward thinking leadership
- City management

112 business thought Bellevue is *not* moving in the right direction due to:

- Unmanaged growth
- Traffic
- Cost/expense
- Regulations