

Safe Speeds Bellevue

Community Engagement Report

Phase 2: January - May 2026

May 2026

Introduction

[Safe Speeds Bellevue](#) is a program to improve safety and support [Vision Zero](#) by evaluating speed limits and reducing speeds on city streets. In January 2026, Bellevue staff began Phase 2 outreach to share draft speed limits, identify questions and refine the implementation strategy to be presented to Bellevue City Council in June 2026. This report summarizes the Phase 2 community engagement activities and key findings for the program from January to May 2026. The document also outlines anticipated next steps for Phase 3, pending the City Council's direction. Detailed responses to the [Safe Speeds Bellevue Community Survey 2026](#) are provided in Appendix A. The Phase 1 Community Engagement Report is available [here](#).

In Bellevue, speed limits have never been comprehensively evaluated; largely, they were initially established and never changed despite population growth and dramatic changes in land use, transportation options and public sentiment. With the city's adoption of Vision Zero, setting appropriate speed limits is a cornerstone of the Safe Speeds Bellevue approach. The second phase of Safe Speeds Bellevue (January – May 2026) included community outreach on proposed speed limits (Figure 1) and developing a program implementation strategy.

Evaluating and setting appropriate speed limits is a technical exercise led by transportation professionals. Therefore, the goal of community outreach associated with this program is to ensure the public is aware of the goals of Safe Speeds Bellevue and to answer questions they may have about this approach to speed limit setting.

Phase 1: (May 2025 – December 2025)

The initial phase of Safe Speeds Bellevue (May – December 2025) included education and community engagement about the program, evaluation of four streets that received a lower speed limit (portions of Northup Way, Northeast 40th Street, 124th Avenue Southeast/ Southeast 38th Street and Village Park Drive), and a staff review of speed limits on all city streets that currently have a speed limit of 30 mph or higher. Through outreach, the city learned that community members see the connection between high speeds and public safety, especially in places where people walk, roll and bike. In addition to concerns about speeding, distracted driving and road safety, staff heard concerns about congestion, driver frustration and compliance. Community feedback also showed strong interest in pairing speed limit reductions with roadway design changes and enforcement.

Phase 2: (January 2026 – May 2026)

In the second phase, city staff gathered questions and feedback from the public about the four evaluation-street speed limit reductions and priorities for future program implementation. Through outreach, the city heard that the highest priority for speed limit reduction implementation is on streets that have a history of fatal and serious injury crashes (the city's High Injury Network). Staff heard similar feedback in Phase 1, with both support for improving road safety and concerns about potential impacts to congestion. Similar to Phase 1, many survey respondents highlighted the need for enforcement and roadway design changes to be paired with the speed limit reductions to achieve reduced speeds and improved compliance.

Phase 3: (June 2026 and beyond)

In the next phase, city staff will share with the public the speed limits map and implementation plan that are based on the council's direction and informed by public feedback. Staff will continually inform the community about anticipated changes to posted speed limits on city streets and the Safe Speed Bellevue program next steps.

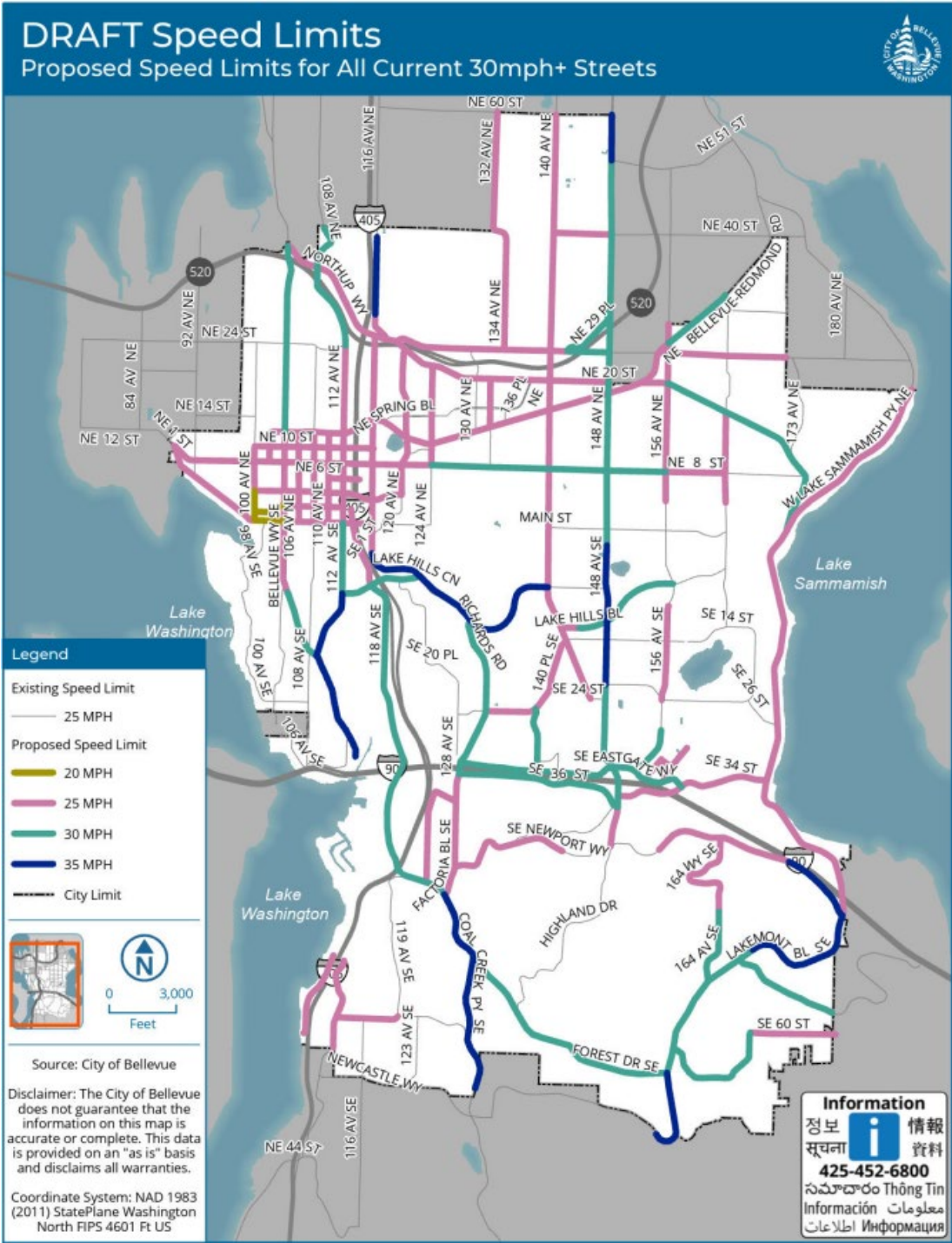


Figure 1: Proposed speed limits for all streets with an existing speed limit of 30mph or higher.

Overview of Outreach Activities

Phase 2 of community engagement took place from January through May 2026. The January 2026 Council presentation about Safe Speeds Bellevue identified three main goals for this phase: share the draft speed limits, identify community questions about lower speed limits, and refine the implementation strategy. Outreach supported these goals in two main ways: by sharing information about Safe Speeds Bellevue through digital, print and in-person channels; and by using the online Engaging Bellevue survey to collect community feedback about the proposed speed limits and future implementation priorities.

Safe Speeds Bellevue Information Sharing

Materials created in Phase 2 to inform the community about Safe Speeds Bellevue included: a webpage translated into seven languages and featuring an online recorded presentation, project flyers, survey handouts, multiple articles (It's Your City, Neighborhood News, Transportation Quarterly Update), listserv emails (Commuter Trip Reduction program, Transportation Department, Vision Zero) and social media posts (Nextdoor, X and Bluesky).

From January to May 2026, the Safe Speeds Bellevue team distributed the various educational materials at informational booths at several outreach events, including Crossroads Craft Night and Crosslake Connection Opening Day. At these events, community members could learn about the project, ask questions and provide feedback on the citywide speed limit evaluations and four evaluation streets.

Staff also provided a presentation to the Bellevue Youth Link Board (Figure 2); shared information with Bellevue Chamber, Bellevue Downtown Association, Bellevue Network on Aging, Bellevue cultural outreach groups, Eastside Easy Rider Coalition and King County Target Zero, as well as distributed materials to City Hall, Mini City Hall, Bellevue community centers and King County libraries within city limits. The project team reached out to all neighborhood associations in Bellevue for informational presentations, but none were requested.

Several of these channels reached large audiences, including outreach through the Commute Trip Reduction (CTR) Network to approximately 85 companies and 45,000 employees, the Transportation listserv email delivered to 4,775 recipients, and the Vision Zero listserv email sent to 2,547 recipients. Staff also distributed at least 280 printed flyers and 220 survey QR cards to Service First, Mini City Hall, the North Bellevue, South Bellevue, Crossroads and Highlands community centers, as well as Bellevue, Lake Hills and Newport Way libraries.

Finally, from May 2025 through present, staff respond to inquiries through the virtual comment box and the Safe Speeds email account.



Figure 2: Bellevue Transportation staff present to Bellevue YouthLink on the Safe Speeds Bellevue program.

Online Engaging Bellevue Survey

Overview

The primary outreach tools in Phase 2 were the Safe Speeds Bellevue 2026 online survey and interactive map, available through the City of Bellevue’s online engagement hub (www.engagingbellevue.com). These online tools provided information to the community about the proposed speed limits and collected input about the priorities for future implementation, opinions on the 2025 speed limit reductions and questions about the program overall. Each topic has a subsection below. The input about the project information and the communication methods will inform the outreach for Phase 3 of the project. Survey results are provided in Appendix A.

Safe Speeds Bellevue 2026

The City of Bellevue Transportation Department launched **Safe Speeds Bellevue** last year with the aim of improving road safety and supporting our **Vision Zero** goal of eliminating traffic deaths and serious-injury collisions on city streets by 2030.

The purpose of the Safe Streets Bellevue program is to make streets safer for everyone who uses them by evaluating streets for speed limit reductions and speed management. Crashes at lower speed limits are less forceful and are less likely to result in a fatal or serious injury. Lower speed limits have been shown to reduce the speed people drive, especially high-end speeds, and have resulted in fewer overall crashes and fatal and serious injury crashes in cities across the US.

In the first phase of the program, we evaluated speed limits for all city streets with a current speed limit of 30 mph or greater and reduced the speed limits on four corridors. Across all four corridors, we saw a significant reduction, ranging from -19% to -42%, in high-end speeding (the number of people traveling 40mph or higher). In addition, we conducted community outreach through surveys, in-person events, presentations, and resource sharing. We heard interest in prioritizing speed limit reductions and speed management in areas where people are walking and biking, such as school zones and commercial areas, as well as corridors where deaths and serious injuries have occurred. Based on national best practices and each individual street context, we developed **proposed speed limits** for all streets with a speed limit of 30mph or higher.

To learn more about Safe Speeds Bellevue, visit our project webpage at BellevueWA.gov/safe-speeds.

We want to hear from you!

In this second phase, we are conducting public outreach about the **proposed speed limits** on Bellevue's streets with a posted speed limit of 30 mph or higher. Please take our survey, open now until March 31, 2026.

Who's Listening

Safe Speeds Bellevue
Project Team
Email safespeeds@bellevuewa.gov

Resources

- Safe Speeds Bellevue project page
- Map of existing speed limits in Bellevue, June 2025
- Map of draft proposed speed limits in Bellevue
- Vision Zero

For alternate formats, interpreters, or reasonable accommodation requests, please phone at least 48 hours in advance at 425-452-7925 (voice) or email jencook@bellevuewa.gov. For complaints regarding accommodations, contact City of Bellevue ADA/Title VI Administrator at 425-452-7886 (voice) or email ADATitleVI@bellevuewa.gov. If you are deaf or hard of hearing dial 711.

Figure 3: A screen capture of the 2026 Safe Speeds Bellevue - Engaging Bellevue webpage, which included an online survey and an interactive map of the draft proposed speed limits.

Who did we hear from?

The Safe Speeds Bellevue 2026 survey received more than 2,000 page visits and 847 responses from 841 respondents. Compared with citywide demographics from the U.S. Census Bureau’s 2023 American Community Survey, several survey demographic highlights show that respondents differed from Bellevue’s overall population:

- **28% of respondents were people of color**, compared to 59% citywide. However, 24% preferred not to answer and 102 respondents skipped the question.
- **70% of respondents reported owning their homes**, compared to 55% of Bellevue housing units that are owner-occupied. 58% of respondents live in a single-family detached house, 6% in a single-family attached house, 18% in an apartment or condominium, and fewer than 1% selected a duplex, triplex or cottage house/detached accessory dwelling unit.
- Most respondents reported a direct relationship with Bellevue: **71.3% live in Bellevue**, 38.2% work in Bellevue, 38.2% visit Bellevue and 31.9% travel through Bellevue.
- For Bellevue neighborhoods, there was **greater representation from Bridle Trails** (13.5% of respondents), **Lake Hills** (7.6%), **Downtown** (7.2%), **Cougar Mountain/Lakemont** (7%), West Bellevue (5.6%), Northeast Bellevue (5.5%), Crossroads (5.4%) and Eastgate (5.1%). All other neighborhoods were less than 5%.

Because participation was voluntary, the survey results should be understood as feedback from a self-selected group of people who chose to provide input, many of whom had direct experience with the evaluation corridors and a direct relationship to Bellevue. The results are most useful for understanding community questions, concerns, priorities and outreach needs as Safe Speeds Bellevue moves into Phase 3, rather than as a statistically representative measure of citywide opinion.

Evaluation Corridors

The first section of the survey asked respondents about their opinions and experience with the four evaluation corridors, which received reduced speed limits in July 2025.

- **The majority of respondents were familiar with the evaluation corridors and many used them regularly.** 86.2% of respondents said they had walked, biked, rolled or driven on at least one of the four evaluation corridors since July 2025. Of those who used at least one corridor, most used Northup Way (642 respondents, 85%), followed by 124th Avenue Southeast/Southeast 38th Street (407, 54%), Northeast 40th Street (386, 51%) and Village Park Drive (206, 27%). Among respondents, 18.3% said they used one or more of the corridors daily, 33.8% a few times a week and 34.7% a few times a month.
- **Almost two-thirds of respondents noticed the speed limit reductions on the evaluation streets.** Among respondents who used at least one of the four

evaluation streets, 63% noticed the speed limit reductions and 37% did not. While the majority of respondents noticed the change, because 37% did not, indicates that additional information sharing in phase three before implementation would be beneficial, as well as clearer visual cues when posted speed limits change.

- **Of the respondents who liked the speed limit reductions (31%), key themes in open responses included concern about dangerous driving behaviors, requests to expand the program and appreciation for the improved safety and comfort.** Respondents provided feedback that the corridors felt safer and more comfortable, such as comments about people walking feeling safer along NE 40th Street and for people biking feeling more comfortable along Northup Way.
 - Example comment: *"I welcome Bellevue's Safe Speeds initiative. Ever since Covid, drivers constantly ignore speed limits. It can be extremely intimidating when you drive the speed limit but drivers tailgate. It happens all the time (in the south Bellevue area where I drive)."*
 - Example comment: *"Please reduce speed limits on more streets throughout the city."*
 - Example comment: *"As someone who both drives and bikes/walks, I definitely think that reducing speed limits is worth the tradeoff for more vulnerable road user's safety."*
 - Example comment: *"Feels much safer to bike in the street now."*
- **Of the respondents who did not like the change (56%), key themes in open responses included concern that the speed limits were too slow for the larger arterial streets, concern with traffic congestion and that there is not a need for speed limit reductions.** Multiple respondents cited Northup Way as feeling "too slow," while others noted that they were not aware of any crash history for the evaluation corridors. In Phase 3, staff can provide educational materials on the current road safety trends in the city, such as the increasing rate of fatal and serious injury crashes.
 - Example comment: *"Please please adjust the speed limit to at least 30 mph on Northup between 108th and 120th. We do not want Bellevue to feel like Clyde Hill/Medina. We need to be able to get across town at a reasonable speed. I'm not saying we need to go crazy fast, but 25 mph on corridors is just terrible. I have kids and I bike and I still believe you've gone too far on the thoroughfares."*
 - Example comment: *"Causes traffic to backup and frustration during rush hour"*
 - Example comment: *"Don't change a limit just to change it, change it if there is an extenuating reason. If there have been a lot of problems, great. If not, (like village park drive) don't just randomly change it."*

- **Both respondents who liked the speed limit reductions, and those that did not, called for enforcement and design changes, either to be paired with the speed limit reductions or to replace them.** In phase three, staff can provide educational materials on future street design changes and enforcement to pair with the speed limit changes.
 - Example comment: *“Slower speeds are a good start. We should also implement traffic calming measures (chicanes, speed cushions, lane narrowing, road diets, etc.)”*
 - Example comment: *“The speed of traffic doesn't change in response to speed limit changes but only in response to changes in road design.”*
 - Example comment: *“People still speed. Enforcement is a better policy than a blanket slow down for everyone.”*
- **Respondents who used two or more of the evaluation corridors were less likely to say they liked the speed limit reductions.** Among respondents who used one corridor, 37% said they liked the speed limit reductions. This decreased for those who used two corridors (32%), three corridors (24%) and all four corridors (25%).
- **Respondents who walked, rolled or biked on the corridors were more likely to like the speed limit reductions than those who drove.** Because respondents could select more than one travel mode, the walking, biking/rolling and driving categories are not mutually exclusive. Even so, respondents who biked or rolled on at least one of the four evaluation streets were more likely to report liking the speed limit reductions, with 54% saying they liked the change. Among respondents who walked, 40% said they liked the change. By comparison, 27% of respondents who drove on at least one of the corridors said they liked the change.
- **Respondents who only drove on the corridors were the least likely to indicate they liked the speed limit reductions.** Among drive-only respondents, 21% said they liked the change. Among respondents who used at least one evaluation corridor but did not drive on them, 79% said they liked the change, although this group was relatively small at 47 respondents. These findings suggest that people walking, biking and rolling may be more likely to experience lower speeds as a comfort or safety benefit. They also support continued Phase 3 outreach that provides educational materials about how lower speeds directly improve the safety of all people.

Implementation Priorities

The second survey section asked respondents about priorities for future speed limit reductions, after the highest-density areas of Downtown, Wilburton and BelRed are implemented, which account for approximately half of High Injury Network streets. Key trends and takeaways from responses:

- **Respondents most strongly prioritized High Injury Network corridors for future implementation.** When asked to rank between three priorities for implementation, more than half of respondents ranked High Injury Network corridors as their highest priority (423 respondents, 57.3%), while about one third prioritized streets near schools (245, 33.2%) and about one-tenth prioritized medium-density areas such as Factoria, Eastgate and Crossroads (70, 9.5%). These results suggest that there is support for prioritizing corridors with a history of fatal or serious injury crashes.
- **In addition to High Injury Network corridors, multiple respondents emphasized that places where people walk, roll, bike and access transit should be prioritized.** Open responses include requests for prioritization around school areas, bus stops, parks, equestrian areas, commercial centers and streets where people walk, bike and roll.
 - Example comment: *“Areas where there are not sidewalks and are used by residents to access public transit.”*
 - Example comment: *“Areas close to equestrian areas such as Bridle Trails State Park and Tolt Pipeline and Ferral McWhitter park.”*
 - Example comment: *“Corridors along primary bike routes”*
 - Example comment: *“Be mindful of street locations that may not be right near a school, but that have a high student/parent pedestrian presence due to bus stops - especially if these locations do not have adequate shoulders, sidewalks or lighting to keep pedestrians safe.”*
- **There is specific interest in a variety of corridors citywide, especially larger arterial streets with existing high speeds.** In addition to the four evaluation corridors, respondents identified several corridors and areas that received both support and concern related to future speed limit reductions. These included larger arterials such as Northup Way, Bel-Red Road, Northeast 8th Street, 148th Avenue Northeast and Southeast, Coal Creek Parkway and Bellevue Way, as well as neighborhoods such as Eastgate, Factoria, Crossroads and Bridle Trails. Respondents also identified neighborhood-oriented streets and areas where people

walk, bike, roll or access transit, including Forest Drive and Lake Washington Boulevard, as priorities for speed management.

Communications Preferences

The third section of the survey included questions related to community priorities on the future project and program communications. The key trend and takeaway from the responses:

- **Respondents preferred direct and official communication channels, both with digital and physical materials.** Survey respondents indicated that they prefer a combination of official online information, direct mail and local media coverage to learn about future changes to posted speed limits. The most selected communication channels were the city webpage (56.0%), city newsletters (49.8%), mailed flyers to residents (44.2%), Facebook (36.9%), and local news coverage (34.9%). Lower-ranked methods included community events, posters in local businesses and community spaces, neighborhood associations and yard signs. These findings suggest that future outreach should continue prioritizing BellevueWA.gov, newsletters, direct mail and earned media, while using in-person and place-based strategies as supporting tools.

Additional Feedback

The survey also provided an open-ended question for respondents to provide additional comments and questions that were not captured in the previous sections, which received 516 responses. Responses were reviewed for recurring feedback, concerns and interests to inform Phase 3 outreach and implementation planning. Many of the common themes mirrored those from Phase 1 outreach. For Phase 2, the key themes and takeaways from open-ended responses included:

- **Many respondents expressed that there are not current issues with road safety in Bellevue, or concern that there should be additional data to support the speed limit reductions.** In Phase 3, staff should continue to share educational materials about the current road safety context in Bellevue and the demonstrated increase in safety with reducing speeds. In addition, staff may share clear data, such as before-and-after findings.
 - Example comment: *"The regular drivers are not dangerous at 30-35mph. The problem is lack of enforcement for the reckless hi speeders racers/drivers."*

- Example comment: *"I've lived here (just off 140th) for over 40 years. I don't recall ever seeing an accident on these streets."*
- Example comment: *"I don't believe the speed limits make the roads safer as these roads already have many safety features for bikers, pedestrians and cars like crosswalks, wide bike lanes and sidewalks. PLEASE do not lower the speed limits on these roads."*
- **Many respondents requested that speed limit reductions are paired with changes to street design, and others asked that changes to the street design happen before speed limit reductions.** In Phase 3, staff can share more about future projects and speed management countermeasures that can be paired with speed limit reductions.
 - Example comment: *"Additional traffic calming/speed reducing measures are needed, many drivers are still driving fast on Northrup way"*
 - Example comment: *"This is a good project and reducing speed is key to reduced fatalities. It will be crucial to follow the reduced speed limit with traffic calming measures, like narrowing roads and raised crosswalks to support the new limit."*
 - Example comment: *"Most of the proposed route limits already seem slower than the roads afford and they should be. Making 156th into 25mph seems insane. That's a high-traffic corridor."*
 - Example comment: *"Please do not lower speed limits on 148th or Bel Red without redesigning the streets first. Simply lowering speed limits will not cause people to actually go slower; it will just increase risk for those few drivers who follow the limits."*
- **Many respondents requested that speed limit reductions are paired with enforcement, or that enforcement is prioritized over speed limit reductions.** Various comments noted that speed limit reductions alone will not change behavior without consequences for speeding, reckless driving, racing or distracted driving. Future phases can build on this input by explaining how Bellevue will support compliance, address dangerous driving behaviors and use enforcement tools in ways that are transparent, fair and focused on safety outcomes.
 - Example comment: *"Enforcement is key to making this an effective change."*
 - Example comment: *"The city's approach on this issue is misplaced. The issue isn't speed limits, it's lack of enforcement that allows a few drivers to drive recklessly (>25 MPH over the speed limit.)"*
 - Example comment: *"Please don't drop the speed limits instead start pulling over reckless drivers, drivers on their phone or erratic drivers who make it worse for everyone. Dropping the limit won't do anything"*

- **Other respondents cited concerns with increased enforcement, such as privacy concerns or perceived unfairness.** In Phase 3, the Transportation Department will coordinate with the Police Department on implementation and outreach efforts.
 - Example comment: *"The county and state are in constant budget deficit state, and, reducing speed limits does nothing more than make it far easier to pull virtually anyone over and get ticketed for seeing, or, for whatever purpose can be justified, this is not public safety"*
 - Example comment: *"This isn't going to solve anything. You just want to be able to write more tickets."*

- **Many respondents expressed concerns with existing congestion, as well as how this project may impact travel times.** Various respondents who were concerned about the changes framed their feedback around congestion, bottlenecks, signal timing and longer cross-town trips. Phase 3 outreach can acknowledge these concerns while explaining how the city balances travel efficiency with safety, especially on streets that carry both through traffic and people walking, biking, rolling and accessing nearby destinations. In addition, information about the signal timing analysis and adjustments the city invests in to reduce congestion may be appropriate.
 - Example comment: *"Traffic light timing is horrible, signs that show current speed are great as heads up displays to remind drivers to slow down without taking their eyes off the road. Slower speed limits will just create more frustration in already congested traffic"*
 - Example comment: *"Don't create bottlenecks. We are a growing population that requires efficient travel."*
 - Example comment: *"Reducing congestion needs to be prioritized over decreasing speed limits"*

Next Steps

City staff will use findings from Phase 2 outreach to inform Phase 3 communications, community engagement and implementation planning for Safe Speeds Bellevue. Survey responses suggest that future implementation may be most understandable when it is clearly grounded in safety need, particularly along High Injury Network corridors and near schools, parks, transit stops, commercial centers and other places where people frequently walk, bike or roll.

Based on the Phase 2 feedback, Phase 3 outreach can also address recurring questions about enforcement, roadway design, existing road safety data, congestion, travel time and data transparency. In particular, respondents' interest in supportive data, enforcement information and corridor-specific explanations suggests that future materials should clearly show the safety basis for proposed changes and describe how posted speed limits may be paired with other speed management tools over time. Following Council direction, staff will continue to inform the community about anticipated changes to posted speed limits and future program steps.

Appendix A: Safe Speeds Bellevue Community Survey 2026

The following pages provide more detailed results and demographic information of respondents to the [Safe Speeds Bellevue Community Survey 2026](#).

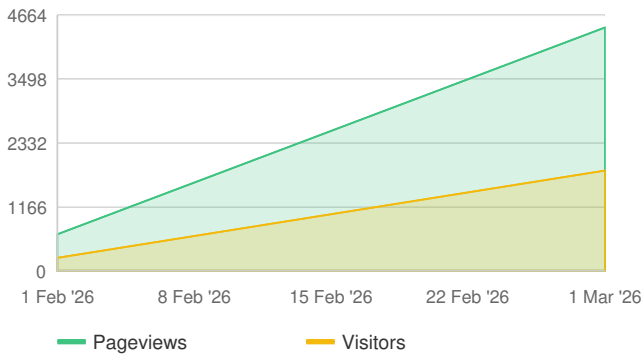
Project Report

31 March 2026

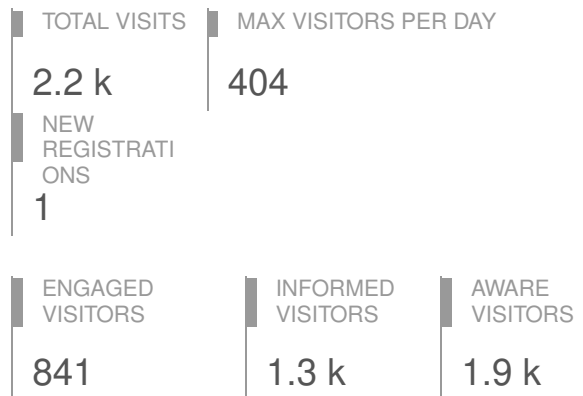
Engaging Bellevue Safe Speeds Bellevue 2026



Visitors Summary

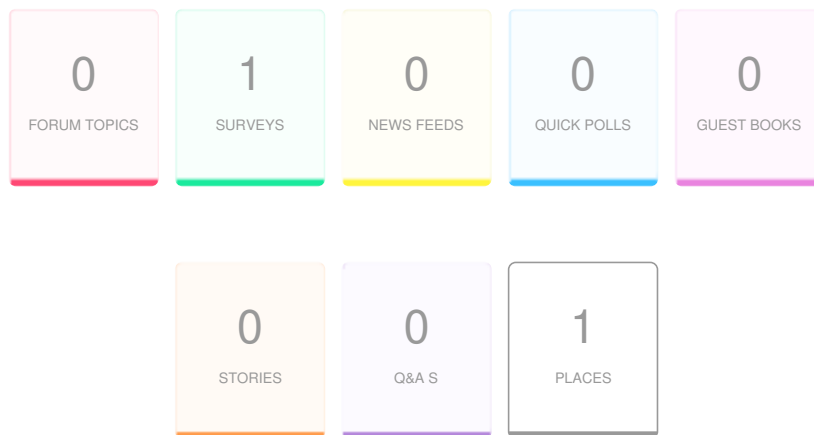


Highlights



Aware Participants	1,896	Engaged Participants	841		
Aware Actions Performed	Participants	Engaged Actions Performed	Registered	Unverified	Anonymous
Visited a Project or Tool Page	1,896	Contributed on Forums	0	0	0
Informed Participants	1,254	Participated in Surveys	3	2	836
Informed Actions Performed	Participants	Contributed to Newsfeeds	0	0	0
Viewed a video	0	Participated in Quick Polls	0	0	0
Viewed a photo	0	Posted on Guestbooks	0	0	0
Downloaded a document	0	Contributed to Stories	0	0	0
Visited the Key Dates page	0	Asked Questions	0	0	0
Visited an FAQ list Page	0	Placed Pins on Places	0	0	0
Visited Instagram Page	0	Contributed to Ideas	0	0	0
Visited Multiple Project Pages	343				
Contributed to a tool (engaged)	841				

ENGAGEMENT TOOLS SUMMARY



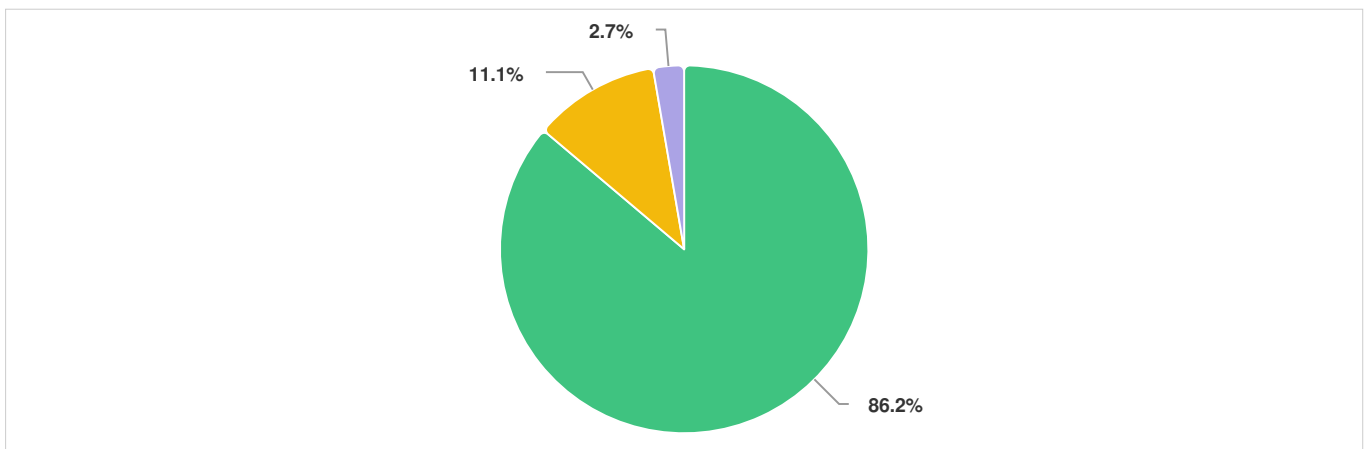
Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Place	Proposed Speed Limits Map	Archived	48	0	0	0
Survey Tool	Safe Speeds Bellevue 2026 Survey	Archived	1335	3	2	836

ENGAGEMENT TOOL: SURVEY TOOL

Safe Speeds Bellevue 2026 Survey

Visitors 1335	Contributors 841	CONTRIBUTIONS 847
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Q1. The City of Bellevue reduced speed limits on four streets in July 2025: Northrup Way (108th Avenue Northeast to 120th Avenue Northeast), 124th Avenue Southeast and Southeast 38th Street (Coal Creek Parkway to Factoria Boulevard), Northeast 40th Street (140th Avenue Northeast to 148th Avenue Northeast) and Village Park Drive. Have you walked, biked, rolled or driven on any of the four streets since July 2025? See map.

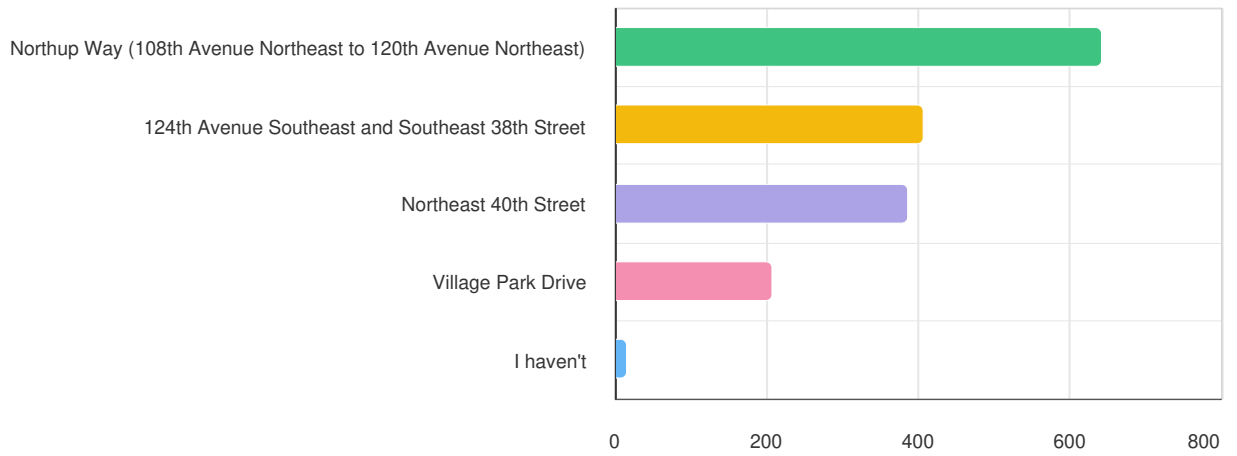


Question options	responses	%
● Yes	730	86.2
● No	94	11.1
● Unsure	23	2.7

Optional question · 847 responses · 0 skipped

Question type : Radio Button Question

Q2. Which of the four evaluation corridors did you walk, bike, roll or drive on? Select all that apply. See map.

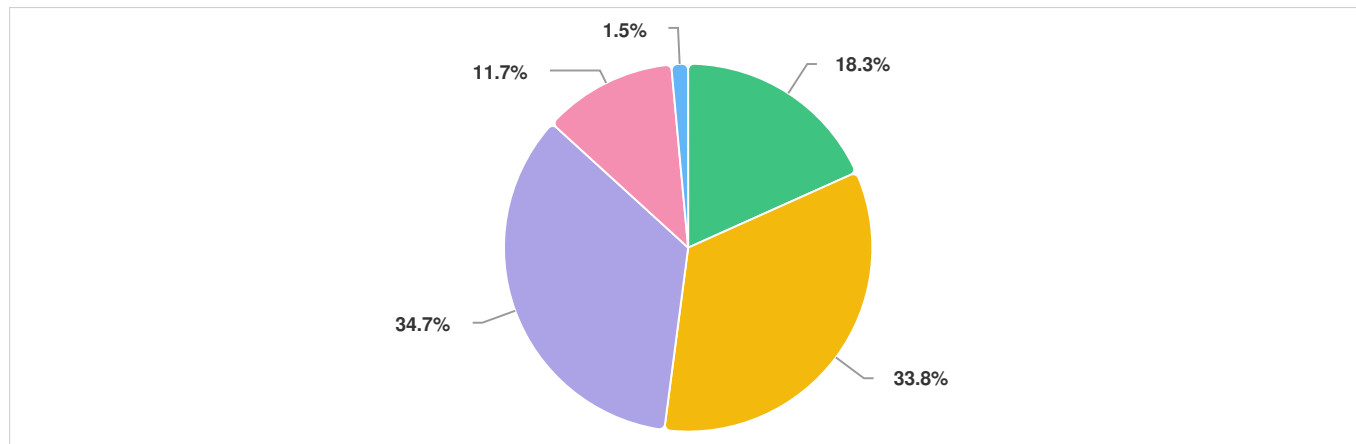


Question options	responses	%
● Northup Way (108th Avenue Northeast to 120th Avenue Northeast)	642	85.3
● 124th Avenue Southeast and Southeast 38th Street	407	54.1
● Northeast 40th Street	386	51.3
● Village Park Drive	206	27.4
● I haven't	16	2.1

Optional question · 753 responses · 94 skipped

Question type : Checkbox Question

Q3. How often do you typically walk, bike, roll or drive on any of these four streets?

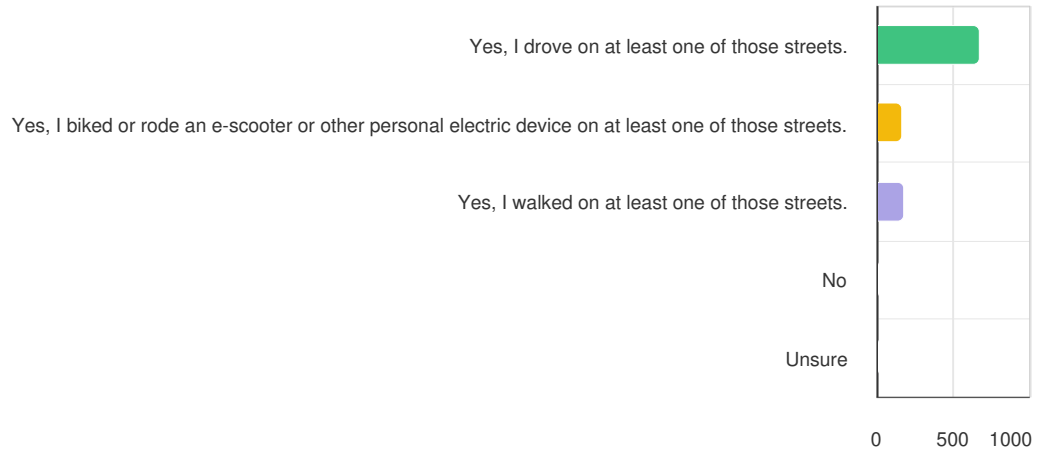


Question options	responses	%
● Daily	137	18.3
● A few times a week	253	33.8
● A few times a month	260	34.7
● Rarely	88	11.7
● Never	11	1.5

Optional question · 749 responses · 98 skipped

Question type : Radio Button Question

Q4. Did you walk, bike, roll or drive on any of those four streets prior to July 2025? Select all that apply.

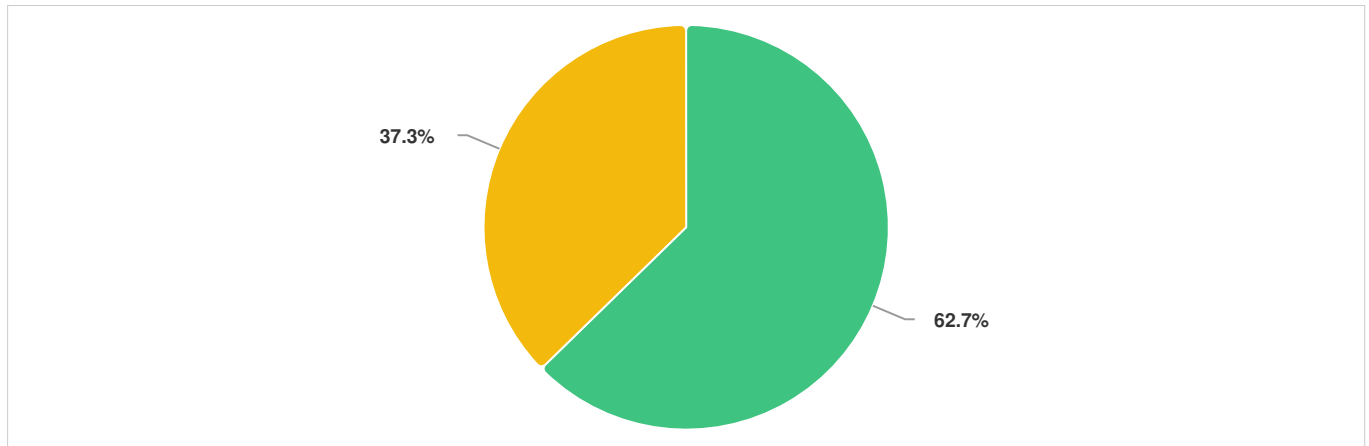


Question options	responses	%
● Yes, I drove on at least one of those streets.	676	90.0
● Yes, I biked or rode an e-scooter or other personal electric device on at least one of those streets.	159	21.2
● Yes, I walked on at least one of those streets.	181	24.1
● No	17	2.3
● Unsure	12	1.6

Optional question · 751 responses · 96 skipped

Question type : Checkbox Question

Q5. Did you notice the speed limit reductions on one or more of these streets?

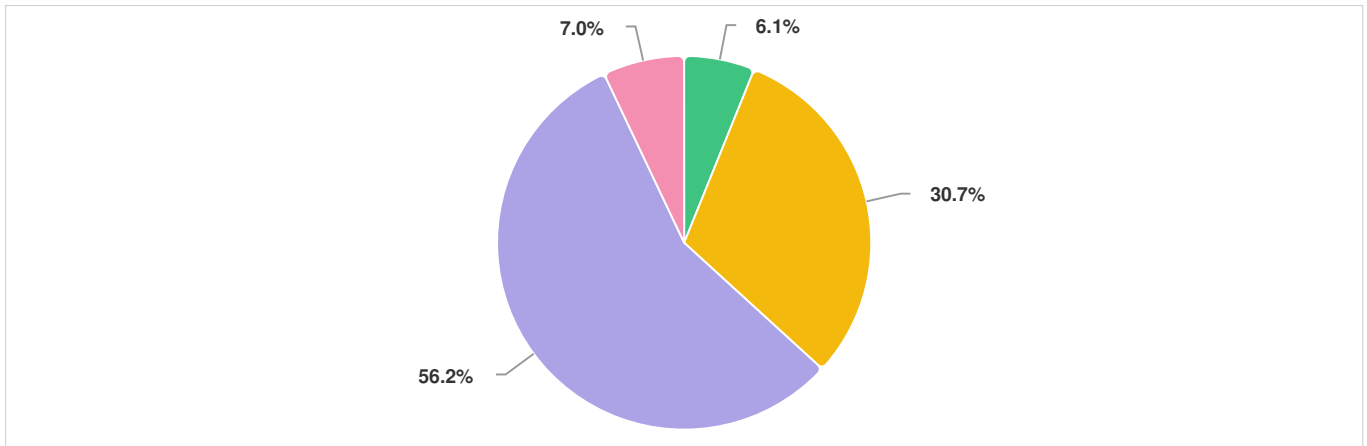


Question options	responses	%
● Yes	472	62.7
● No	281	37.3

Optional question · 753 responses · 94 skipped

Question type : Radio Button Question

Q6. What do you think about the speed limit reduction?

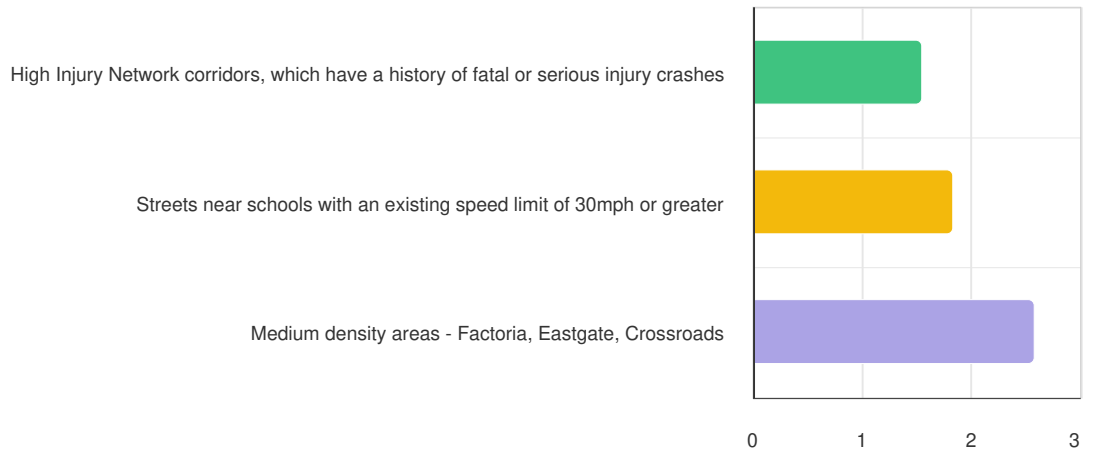


Question options	responses	%
● Other (please specify)	46	6.1
● I like the change	231	30.7
● I do not like the change	423	56.2
● I have no opinion/unsure	53	7.0

Optional question · 753 responses · 94 skipped

Question type : Radio Button Question

Q7. In previous City of Bellevue surveys, respondents identified areas where people walk and bike, where people have previously been killed or seriously injured, and near schools as top priorities for speed limit changes. Given the need to change speed limits along continuous streets, we will likely start implementing speed limit reductions in the highest density areas first (Downtown, Wilburton, Bel-Red). What areas or corridors would you like the city to consider for implementation following the high-density areas? Rank the following maps from 1 (highest priority) to 3 (lower priority). -



Question options

Avg rank

High Injury Network corridors, which have a history of fatal or serious injury crashes	1.55
Streets near schools with an existing speed limit of 30mph or greater	1.82
Medium density areas - Factoria, Eastgate, Crossroads	2.58

Optional question · 738 responses · 109 skipped

Question type : Ranking Question

Q8. What channels would you like the city to use to share information regarding upcoming changes to posted speed limits?

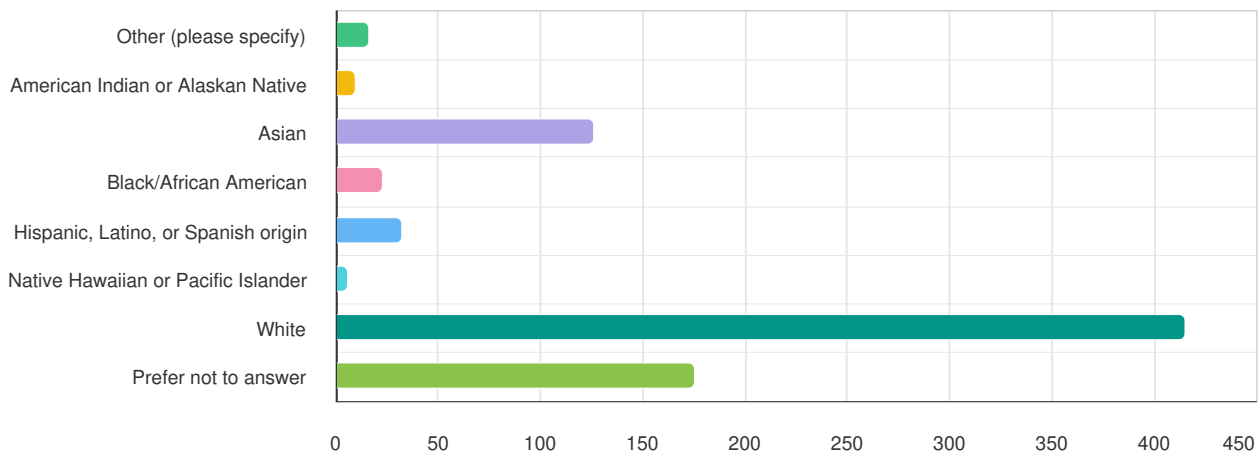


Question options	responses	%
● Other (please specify)	48	6.2
● City webpage (BellevueWA.gov)	433	56.0
● Flyers mailed to residents	342	44.2
● Bellevue's project team attending community events (e.g., local farmers markets, neighborhood meetings)	124	16.0
● City of Bellevue newsletters (e.g., It's Your City, Neighborhood News, etc.)	385	49.8
● Email list	223	28.8
● Posters displayed in local businesses and community spaces (e.g., coffee shops, grocery stores, libraries)	161	20.8
● Yard signs	101	13.1
● Social media - Nextdoor	150	19.4
● Social media - Facebook	285	36.9
● Social media - X/Twitter	115	14.9
● Social media - Bluesky	87	11.3
● Social media - Instagram	176	22.8
● Through your community association	112	14.5
● Local news coverage (TV, radio, newspapers, online news articles)	270	34.9
● Prefer not to say	47	6.1

Optional question · 773 responses · 74 skipped

Question type : Checkbox Question

Q9. What is your race/ethnicity?

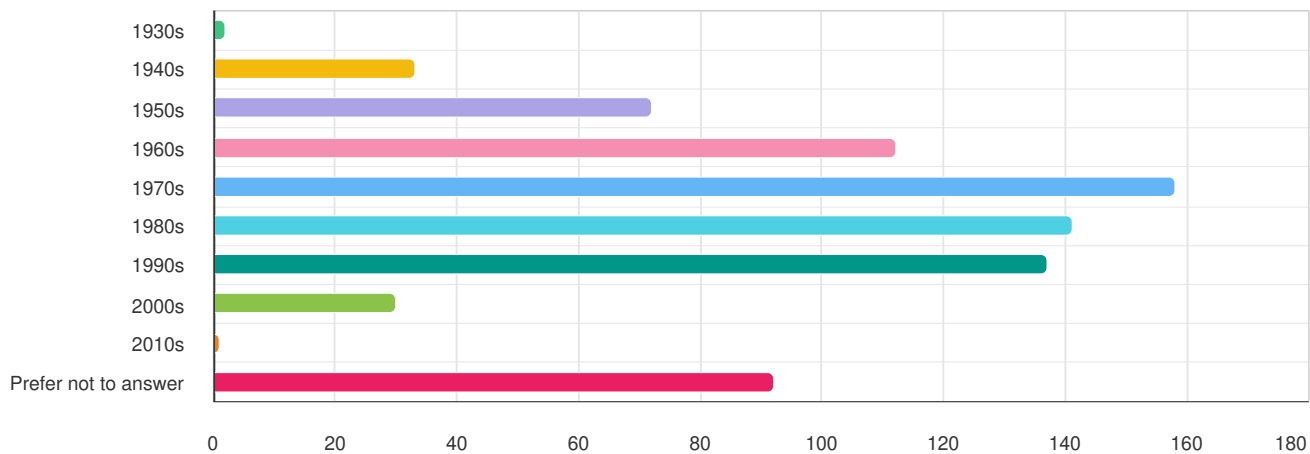


Question options	responses	%
● Other (please specify)	16	2.1
● American Indian or Alaskan Native	9	1.2
● Asian	126	16.9
● Black/African American	23	3.1
● Hispanic, Latino, or Spanish origin	32	4.3
● Native Hawaiian or Pacific Islander	6	0.8
● White	415	55.7
● Prefer not to answer	175	23.5

Optional question · 745 responses · 102 skipped

Question type : Checkbox Question

Q10. What decade were you born?

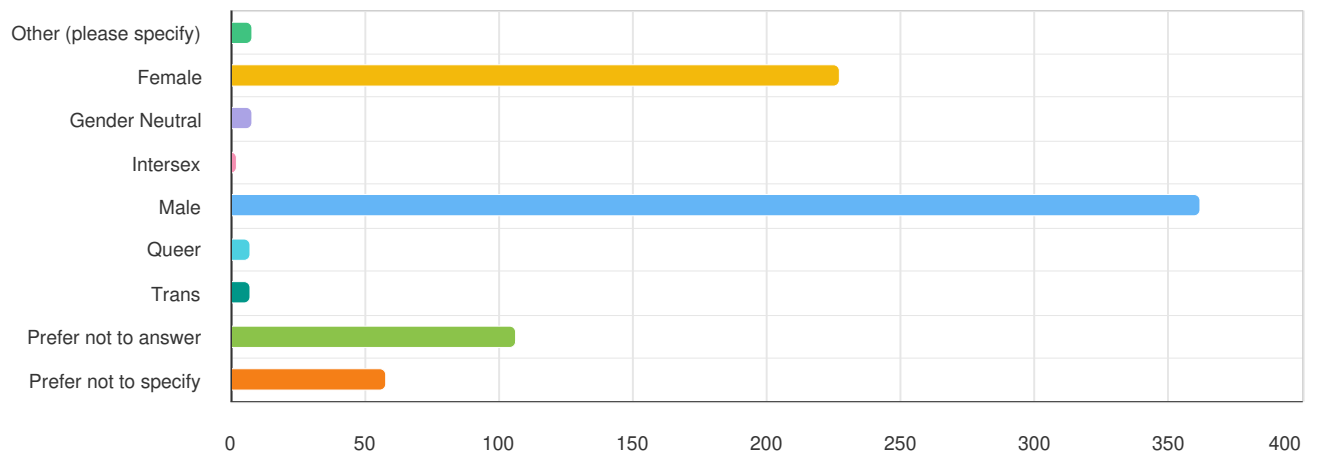


Question options	responses	%
● 1930s	2	0.3
● 1940s	33	4.3
● 1950s	72	9.3
● 1960s	112	14.5
● 1970s	158	20.4
● 1980s	141	18.2
● 1990s	137	17.7
● 2000s	30	3.9
● 2010s	1	0.1
● Prefer not to answer	92	11.9

Optional question · 774 responses · 73 skipped

Question type : Checkbox Question

Q11. What is your gender identity?

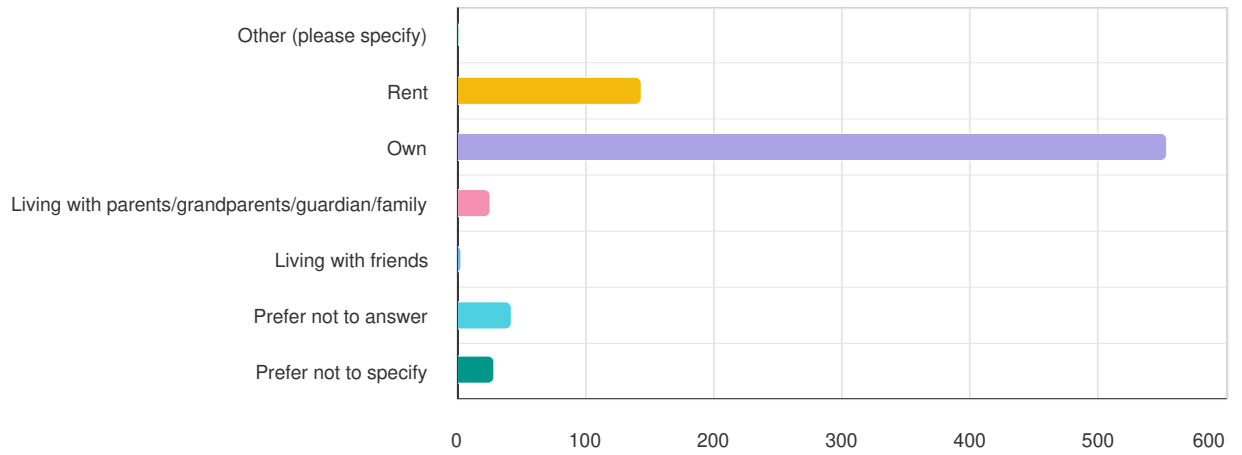


Question options	responses	%
● Other (please specify)	8	1.0
● Female	227	29.7
● Gender Neutral	8	1.0
● Intersex	2	0.3
● Male	362	47.4
● Queer	7	0.9
● Trans	7	0.9
● Prefer not to answer	106	13.9
● Prefer not to specify	58	7.6

Optional question · 764 responses · 83 skipped

Question type : Checkbox Question

Q12. Do you rent or own your current address?

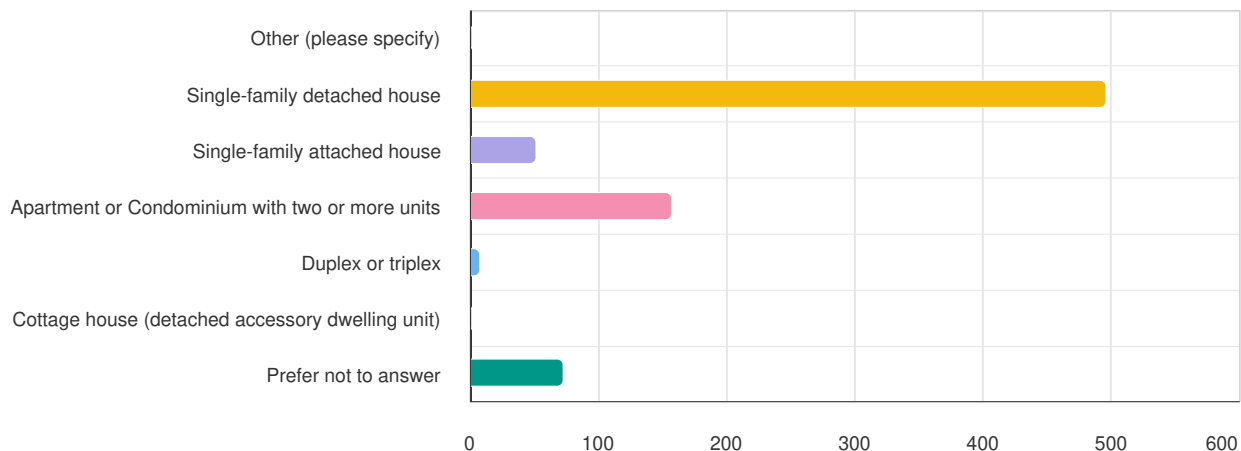


Question options	responses	%
● Other (please specify)	1	0.1
● Rent	143	18.2
● Own	553	70.3
● Living with parents/grandparents/guardian/family	26	3.3
● Living with friends	3	0.4
● Prefer not to answer	42	5.3
● Prefer not to specify	29	3.7

Optional question · 787 responses · 60 skipped

Question type : Checkbox Question

Q13. What type of home do you live in?

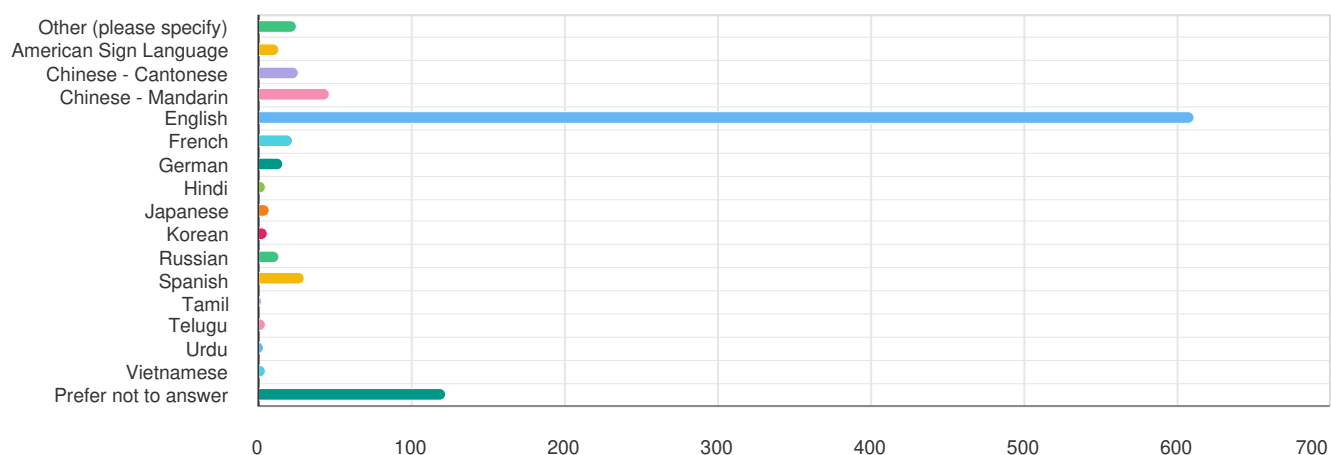


Question options	responses	%
● Other (please specify)	1	0.1
● Single-family detached house	495	63.2
● Single-family attached house	52	6.6
● Apartment or Condominium with two or more units	157	20.1
● Duplex or triplex	7	0.9
● Cottage house (detached accessory dwelling unit)	2	0.3
● Prefer not to answer	73	9.3

Optional question · 783 responses · 64 skipped

Question type : Checkbox Question

Q14. What languages are spoken at your home? (Check all that apply)

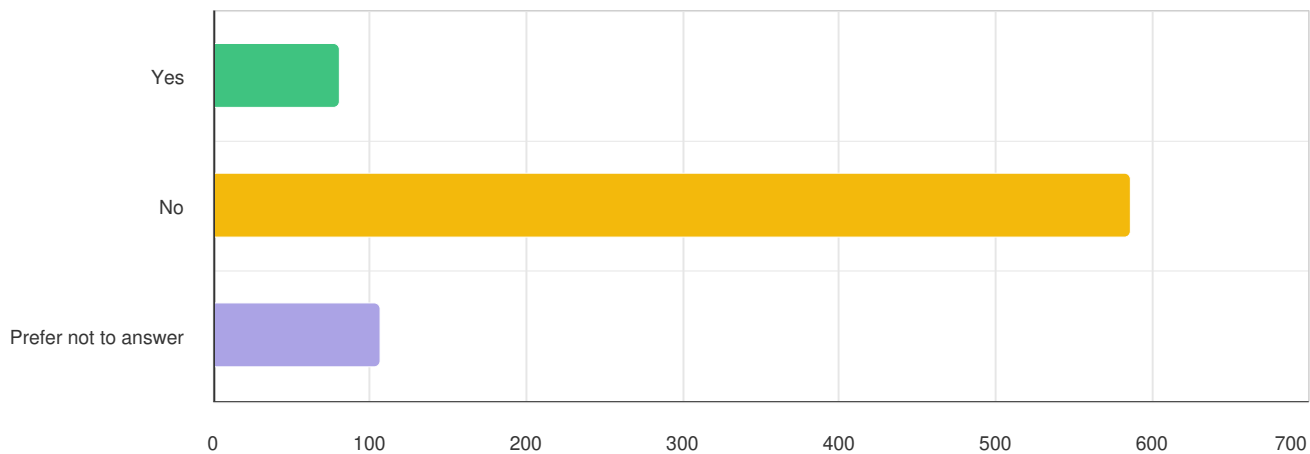


Question options	responses	%
● Other (please specify)	25	3.3
● American Sign Language	14	1.9
● Chinese - Cantonese	27	3.6
● Chinese - Mandarin	47	6.3
● English	611	81.4
● French	23	3.1
● German	16	2.1
● Hindi	5	0.7
● Japanese	8	1.1
● Korean	6	0.8
● Russian	14	1.9
● Spanish	31	4.1
● Tamil	3	0.4
● Telugu	5	0.7
● Urdu	4	0.5
● Vietnamese	5	0.7
● Prefer not to answer	123	16.4

Optional question · 751 responses · 96 skipped

Question type : Checkbox Question

Q15. Do you have a disability?



Question options	responses	%
● Yes	81	10.5
● No	586	75.8
● Prefer not to answer	107	13.8

Optional question · 773 responses · 74 skipped

Question type : Checkbox Question

Q16. What is your main relationship with Bellevue?

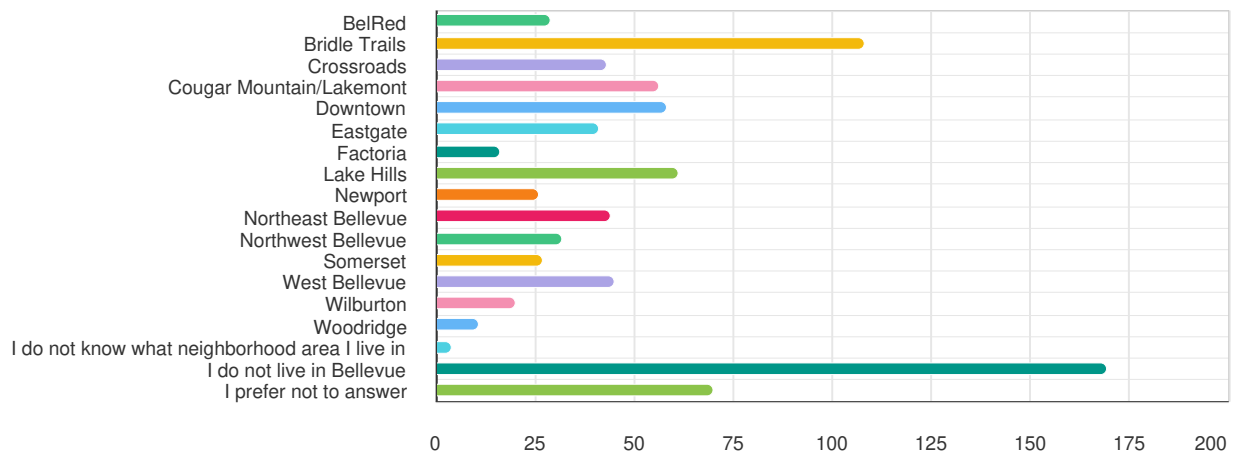


Question options	responses	%
● I live in Bellevue	586	71.3
● I work in Bellevue	314	38.2
● I visit Bellevue (for recreation, events, shopping, restaurants, visit friends/family, etc.)	314	38.2
● I travel through Bellevue	262	31.9

Optional question · 822 responses · 25 skipped

Question type : *Checkbox Question*

Q17. What Bellevue Neighborhood do you live in? (See Neighborhood Area Map)

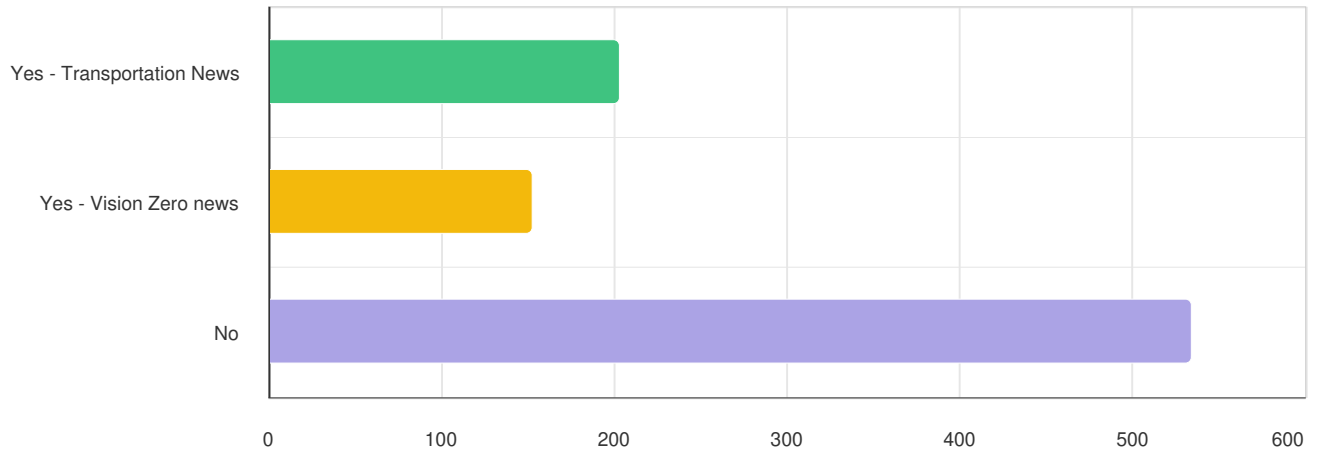


Question options	responses	%
● BelRed	29	3.6
● Bridle Trails	108	13.5
● Crossroads	43	5.4
● Cougar Mountain/Lakemont	56	7.0
● Downtown	58	7.2
● Eastgate	41	5.1
● Factoria	16	2.0
● Lake Hills	61	7.6
● Newport	26	3.2
● Northeast Bellevue	44	5.5
● Northwest Bellevue	32	4.0
● Somerset	27	3.4
● West Bellevue	45	5.6
● Wilburton	20	2.5
● Woodridge	11	1.4
● I do not know what neighborhood area I live in	4	0.5
● I do not live in Bellevue	169	21.1
● I prefer not to answer	70	8.7

Optional question · 801 responses · 46 skipped

Question type : *Checkbox Question*

Q18. Would you like to be added to the City of Bellevue’s Transportation News or Vision Zero email list for periodic updates on this and other transportation projects and programs?



Question options	responses	%
● Yes - Transportation News	203	27.4
● Yes - Vision Zero news	152	20.5
● No	534	72.1

Optional question · 741 responses · 106 skipped

Question type : Checkbox Question