

Safe Speeds Bellevue

Community Engagement Report

Phase 1: May – December 2025

January 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 May 2025, the Bellevue City Council directed staff to initiate outreach of the program and to prepare an ordinance to reduce the speed limits on four arterial streets and evaluate the impacts. This report summarizes the community engagement efforts and key findings for the program from May to December 2025. The document also details the anticipated next steps for community outreach in Phase 2 and 3, dependent on the City Council's direction.

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 approach. The initial phase of Safe Speeds Bellevue (May – December 2025) evaluated speed limits in the context of current land use and safety for all modes of transportation.

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 1 of Safe Speeds Bellevue (May – December 2025) included education and community engagement on 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 more (Figure 1).

Phase 2: (January – June 2026)

In Phase 2, city staff will gather questions and feedback from the public on the draft safer speed limits map and priorities for program implementation. The findings from Phase 2 will be brought to the City Council as part of a study session for Safe Speeds Bellevue, tentatively anticipated in June 2026.

Phase 3: (July 2026 and beyond)

In Phase 3, city staff will share the speed limits map and implementation plan with the public based on the council's direction and informed by public feedback in Phase 2. Staff will continually inform the community on anticipated changes to posted speed limits on city streets and on the Safe Speeds Bellevue program next steps.

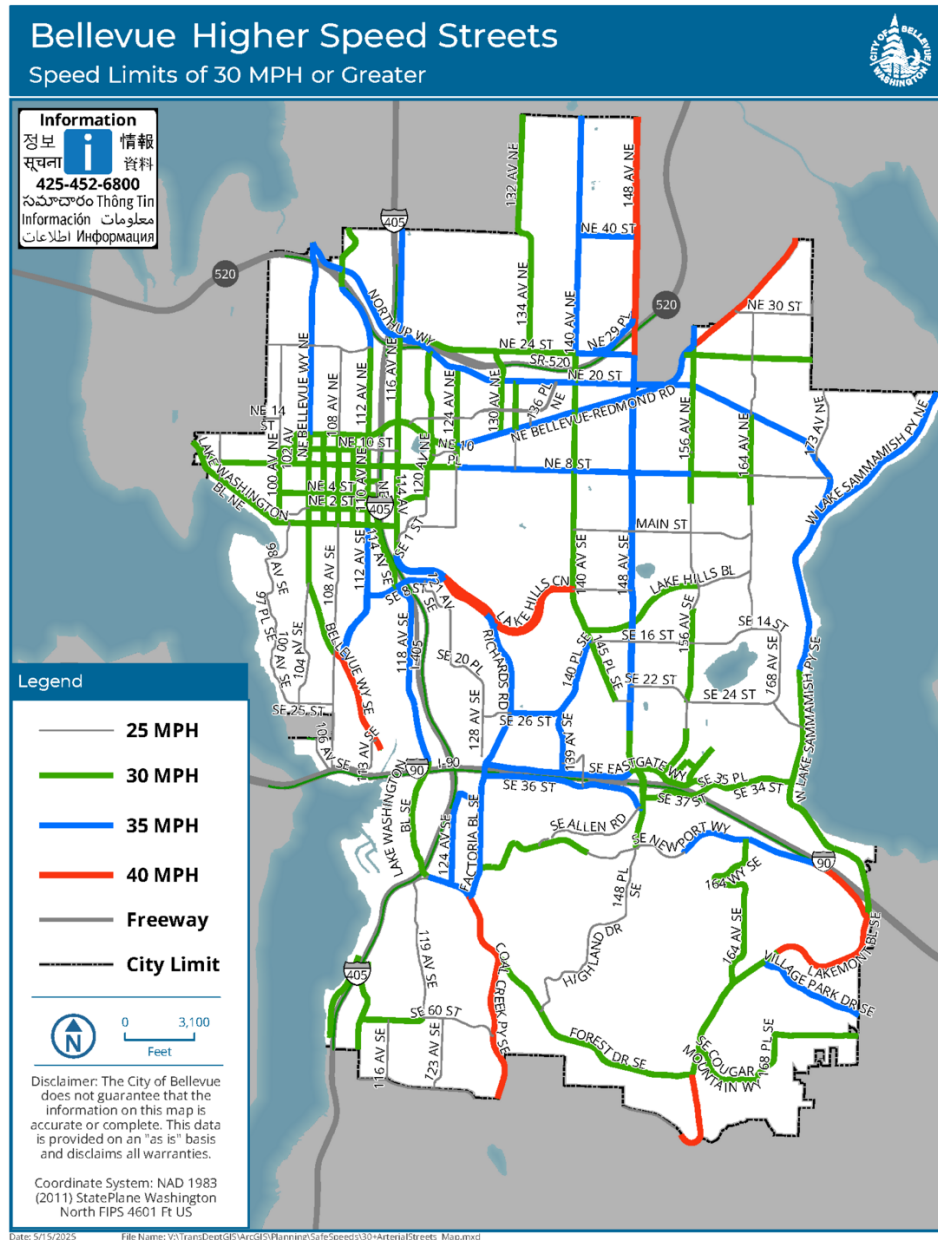


Figure 1: A map of all city-owned streets in the City of Bellevue with an existing posted speed limit of 30 mph or greater, as of June 2025. Since then, speed limits were reduced on four evaluation streets: Village Park Drive Southeast, Northeast 40th Street, 124th Avenue SE/SE 38th Street and Northrup Way (Bellevue Way Northeast - 120th Avenue Northeast).

Overview of Outreach Activities

Phase 1 of community engagement began in May 2025 and continued through December 2025. Engagement goals for this phase included informing the public about the Safe Speeds Bellevue program and gathering community sentiment on speed limits and safety citywide, as well as on potential changes to speed limits.

Safe Speeds Bellevue Information Sharing

From May to December 2025, the Safe Speeds Bellevue team published and distributed various educational materials and organized several outreach events, including three events with informational booths that allowed community members to learn, ask questions and provide feedback on the citywide speed limit evaluations and four evaluation streets.

Materials included the Safe Speeds Bellevue webpage, an online recorded presentation, BTV video, project flyers, multiple articles (It's Your City, Neighborhood News), listserv emails (Commuter Trip Reduction program, Transportation Department, Vision Zero) and social media posts (Nextdoor, X, and Bluesky).

Staff also provided a presentation to the Bellevue Network on Aging (BNOA) and shared information with Bellevue Youth Link Board, City Hall and 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.

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

In addition to the city's outreach, KIRO 7 News aired a video and wrote articles about the citywide review and the four evaluation streets, including interviews with residents about the 124th Avenue Southeast speed limit change.



Figure 2: Staff share information and materials at the Crossroads Farmers Market in August 2025.

Online Community Panel Survey and Engaging Bellevue Survey

Two online surveys were conducted, one through the Displayr platform ([Bellevue Safe Speeds | Displayr](#)) and the other through the City of Bellevue's online engagement hub (www.engagingbellevue.com).

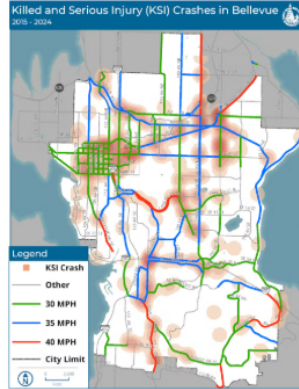
These online tools informed the community about the citywide speed limit evaluations and survey responses informed the outreach plan for Phase 2 of the project. The community panel survey was open from June 17 – July 1, 2025 while the Engaging Bellevue survey was open from July 30 – September 30, 2025.

Safe Speeds Bellevue



Earlier this year, the city's Transportation Department launched a new program called **Safe Speeds Bellevue**. The goal of Safe Speeds Bellevue is to improve road safety and support our [Vision Zero](#) goal of eliminating traffic deaths and serious-injury collisions on city streets by 2030.

In the first phase of this program, we're reviewing speed limits on all city streets that currently have a speed limit of 30 mph or more and determining where lower, safer speed limits are needed. Our goal is to make Bellevue streets safer for everyone who uses them. Lower speed limits improve safety by reducing braking distance and improving the ability for people driving to recognize and avoid potential conflicts. This means crashes are less likely to happen. If crashes do happen, lower speeds have less force which means they are less likely to result in someone dying or being seriously injured.



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](#)
- [Safe Speeds Bellevue video overview](#)
- [Vision Zero](#)

Figure 3: A screen capture of the Safe Speeds Bellevue page on Engaging Bellevue, www.engagingbellevue.com, which hosted a live survey from July 30 to September 30, 2025.

Outreach on Four Evaluation Streets

In the May 20, 2025 meeting, the City Council directed staff to prepare an ordinance to reduce the speeds on four higher speed streets and evaluate the impacts. In July 2025, the speed limits were reduced on four evaluation streets:

Evaluation Street	Before	After
124th Avenue SE /SE 38th Street	35 mph	25 mph
Northup Way (Bellevue Way to 120 th Avenue NE)	35 mph	25 mph
Village Park Drive (Lakemont Boulevard SE to city limits)	35 mph	30 mph
NE 40 th Street (140 th Avenue NE to 148 th Avenue NE)	35 mph	30 mph

To inform community members and visitors of the speed limit reductions, staff sent over **2,000 mailers** to residents surrounding the evaluation streets, placed yard signs along each of the corridors, published an It's Your City article (reaching 65,000 households) and set up a Portable Changeable Message Sign along Northup Way. These site-specific strategies were paired with information sharing through the city website, project flyers and multiple social media platforms.



Figure 4: A yard sign placed along Northeast 40th Street communicates the upcoming speed limit reduction.

What have we learned from the community so far?

From May to December 2025, the primary means of gathering quantitative input were two online questionnaires – the first a ‘community panel’ and the second posted on the City of Bellevue’s online engagement hub www.engagingbellevue.com.

Staff identified the notable observations below about community sentiments around speed limits and safety from both online surveys. Additional information for each survey is available starting on page 9.

- **Many participants are more concerned with reducing speeding than reducing speed limits.** Multiple survey respondents cited concerns with speeding and racing they observe in the city, especially during the evening. However, while respondents see the connection between speed limits and safety, most did not feel that speed limits are too fast. This indicates that the project team can do additional information sharing on the relationship between speed and road safety in Phase 2 and 3.
- **Areas where people are likely to be walking and biking are seen as potential priorities for speed management.** Across both surveys, participants often ranked and cited areas where people may be walking or biking, such as schools, commercial centers, senior centers, parks and more as priorities. In addition, streets without sidewalks and streets with bike lanes were often ranked as areas of higher concern

for speed-related safety issues. This may inform project implementation priorities, to be further developed in Phase 2.

- **There is agreement that speed limit reductions would benefit people walking and biking, as well as adjacent residents.** A majority of respondents agree that lower speed limits would improve safety and comfort for people walking and biking along and across the street. They also agree that speed limit reductions would improve the quality of life for those who live along the street. The project team can further share these benefits for all people on the street in educational materials when speed limits are reduced.
- **There is agreement that speed limit reductions could impact existing congestion and driver frustration or behavior.** In both surveys, multiple respondents agreed that there could be negative outcomes from reducing speed limits, such as increasing driver frustration, congestion or decreasing speed limit compliance. The project team can share educational materials in Phase 2 and 3 regarding safety benefits for all people on the street when speed limits are reduced.
- **There is interest in pairing road design improvements and enforcement with speed limit reductions** to encourage people driving to comply with the speed limit. Some survey respondents do not believe that speed limit reductions alone are enough for people driving to comply with speed limits and indicated that pairing this work with speed management countermeasures and enforcement would support compliance. The project team will consider these additional measures in Phases 2 and 3, as well as sharing information with the community on what speed management projects are already underway.
- **There was a notable gap between how respondents view their own behavior and how they expect others to behave if speed limits are lowered.** While the majority of respondents indicated that they would follow reduced speed limits, the majority also believed that other people driving would not follow the limits. This is a similar finding to the Local Street Speed Limit Reduction project. In Phases 2 and 3, city staff will continue to share educational materials on how speed limit reductions can meaningfully improve safety in the city, safety is a shared responsibility and how community members can join in on engagement opportunities.



Figure 5: Staff share information on the Safe Speeds Bellevue and Vision Zero programs at Bellevue Family Fourth.

Community Panel Survey

Overview

The community panel survey was conducted in partnership with the Finance & Asset Management (FAM) department and the market research firm, ReconMR, and was open from June 17 to July 1, 2025. The survey included information from the Safe Speeds Bellevue and Speed Safety Camera programs and posed questions to better understand public perspectives on speed, speeding behavior, traffic-calming measures and automated speed enforcement. This overview highlights findings related to speed limits and speed reduction strategies, and information on automated enforcement can be found on the [Speed Safety Camera webpage](#).

Who did we hear from?

The survey received **349 responses**, including 68 respondents from the Bellevue Community Online Panel and 281 individuals reached through targeted social media outreach on Facebook and Instagram. Social media recruitment targeted nested combinations of age, gender, and Bellevue ZIP codes (98004, 98005, 98006, 98007) to support demographic representation. Some demographic highlights for the survey include (city-wide demographics from the [U.S. Census Bureau's 2023 American Community Survey](#)):

- **25% of respondents were age 65 or older**, compared to 15% of Bellevue's general population
- **30% of respondents were people of color**, compared to 59% citywide,
- **66% of respondents reported owning their homes**, compared to 55% of Bellevue housing units that are owner-occupied
- **46% of respondents have lived in Bellevue for 20 years or longer**, and only 21% had lived in the city for less than five years. In contrast, [2015 ACS](#) data show that more than half of Bellevue households (55%) had moved into their homes within the previous five years.

The sections below summarize themes from the survey.

General Attitudes

The first section consisted of ranking and Likert-scale questions about opinions on the relationship of speed and safety, priorities for safety, and speeding. Key takeaways include:

- **Respondents see the connection between vehicle speeds and the safety of people walking, biking, and driving.** 47% of respondents indicated that the speed of cars on major streets affects the safety of people driving, walking and bicycling “a great deal” or “a lot”, while 27% indicated “a moderate amount”.
- **Areas where people are likely to be walking and biking are seen as potential priorities for speed management.** When ranking between five locations of concern for speeds and safety, 62% selected “near schools” and 26% “near or in commercial centers”, when compared with “near parks”, “near hospitals”, and “near community centers”. For rating different types of streets, respondents indicated the most concern for streets without sidewalks and streets with bike lanes.
- **Streets with a history of deaths and serious injuries are a preferred factor for prioritizing speed management.** When selecting the highest priority factor for where to slow down traffic, respondents chose “streets where many or serious crashes have happened before” (58%) over “streets next to places where lots of people walk or bike” (38%) and “streets signed for higher speeds, such as 40mph” (4%).

Higher Speed Streets

The second section focused on perceptions of existing speed limits, safety by travel mode, and speed limit compliance. Key takeaways:

- **While respondents see the connection between speed limits and safety, most did not feel that speed limits are too fast.** When asked about existing speed

limits, 48% of respondents believe current speed limits are “about right” and 35% feel they are “too slow”.

- **There are mixed opinions on the balance between safety and travel times.** 35% of respondents “strongly” or “somewhat” support and 55% “strongly” or “somewhat” oppose reducing speed limits, even if it means an increase in travel times. 74% of respondents “strongly” or “somewhat” agree that saving a few minutes on the road is never worth risking someone’s life.
- **When looking at perceived safety by mode, people driving generally feel the safest and people biking feel the least safe.**
 - Nearly all respondents (98%) report driving on streets with speed limits of 30 mph or higher. Among drivers, 69% feel “very” or “somewhat” safe driving on these streets, while 14% feel unsafe.
 - 28% of respondents report that they bike on higher-speed streets. Among those who bike, 59% feel “somewhat” or “very” unsafe, including 36% who feel “very” unsafe.
 - 79% of respondents report that they walk on higher-speed streets. Among those who walk, perceptions of safety are mixed: 45% feel “somewhat” or “very” safe, while 39% feel “somewhat” or “very” unsafe.
- **Respondents agreed with a mix of possible outcomes for reducing speed limits, including increased frustration and aggression as well as improved safety and quality of life.** There was agreement that it will increase people “ignoring the speed limit” (76%), “frustration for people driving” (75%), “delays and congestion” (65%), and “aggressive driving behavior” (60%), as well as improve “safety or comfort of people biking along or across the street” (51%), “quality of life for people who live along the street” (50%) and “safety or comfort for people walking along or across the street” (50%).
- **There was a notable gap between how respondents view their own behavior and how they expect others to behave if speed limits are lowered.** 74% believe that most drivers would ignore lower speed limits, and 66% report that they personally would follow them.

Traffic Calming Measures

The third section focused on gathering opinions on traffic calming measures. Survey results indicate broad support for physical and enforcement-based traffic calming measures as effective tools for reducing vehicle speeds, with perceptions varying by type of measure and location. Respondents expressed the strongest support for physical treatments at intersections and along corridors, such as medians, speed cushions and raised crosswalks.

Outreach and Messaging

The final section of the survey related to Safe Speeds Bellevue focused on respondents' preferences for communication methods and key messages. Key takeaways:

- Overall, respondents favor a combination of digital and direct communication channels. Social media posts (53%), flyers mailed to residents (50%), and City of Bellevue newsletters (48%) were respondents' preferred communication methods.
- When comparing the effectiveness of various key messages, respondents typically preferred those with a positive tone. "Bellevue's streets should feel safe for everyone" was rated "very" or "somewhat" effective by 55% of participants.

Open-Ended Responses

In addition to the multiple-choice questions, the community panel survey featured an open-ended question at the close of the survey: "Finally, do you have any questions or comments about the potential speed limit reductions or speed cameras in Bellevue?". This received 207 responses, with feedback for both the Safe Speeds Bellevue and Speed Safety Camera programs. For the Safe Speeds Bellevue work on speed limits, key takeaways included:

- **Interest in pairing streets design measures and/or enforcement with speed limit reductions** to encourage people driving to comply with the speed limit. Multiple participants shared that they do not believe people will change their driving behavior without police or automated enforcement. Some participants preferred a focus on enforcing existing speed limits over lowering them.
 - Example comment: *"Please do it, especially on 148th where I live, and Bel-Red, where I would like to bike/walk but feel unsafe doing it. Safe infrastructure saves lives. I think we should be reducing speed limits and enforcing with cameras but that can only go so far, we need infrastructure improvements."*
- **Interest in improving safety by adding safe facilities** for people walking, biking, and taking transit, alongside or instead of the speed limit reductions.
 - Example comment: *"Sidewalks and dedicated, separate bike lanes are very important to safety."*
- **Concern with the program and opposition to lowering speed limits.** For those that were not in support of speed limit reductions, reasons included disagreement that safety should be prioritized or that the work is needed, concern that the speed limits will not change behavior and the city should instead focus on enforcing existing speed limits, or interest in maintaining or increasing speed limits.

- Example comment: *"Don't decrease speed limits, they seem about right. But efficient enforcement is missing. Make sure that with cameras you have way to identify the speed racers."*
- **Concern with congestion** on Bellevue streets and how the speed limit changes may impact traffic flow and frustration.
 - Example comment: *"Don't reduce them. Traffic is already terrible in south Bellevue. It shouldn't take 30 minutes to go 4 miles. Fix traffic instead of focusing on this nonsense."*
- **Concern with the speeding, racing, distracted driving, and loud vehicle noises** that respondents see and hear on Bellevue streets, especially during the evening.
 - Example comment: *"Do something about the street racing. I hear them almost every night after 11:00pm. Maybe on Forest or Coal Creek."*

Engaging Bellevue Survey

Overview

The Engaging Bellevue survey was conducted by the Transportation Department and was open from July 30 - September 30, 2025. The survey utilized similar content questions as the community panel, with the traffic calming section removed, as well as a small addition of information for clarity and formatting changes for the new platform.

Who did we hear from?

The survey had **359 visitors** and received **154 responses**. Some demographic highlights for the survey include (city-wide demographics from the U.S. Census Bureau's 2023 American Community Survey):

- **24% of respondents were age 65 or older**, compared to 15% of Bellevue's general population
- **19% of respondents were people of color**, compared to 59% citywide (23% preferred not to answer and 18% skipped the question)
- **70% of respondents reported owning their homes**, compared to 55% of Bellevue housing units that are owner-occupied

The sections below summarize themes from the survey. Responses from the second survey indicated many similar attitudes and priorities shared by respondents in the first survey, such as an interest in prioritizing areas where people are walking and biking. There were some differences in responses as well, including a greater percentage of respondents in

the first survey anticipating people ignoring the speed limit or being frustrated when asked about potential outcomes of speed limit changes.

General Attitudes

- **Respondents see the connection between vehicle speeds and the safety of people walking, biking and driving.** 67% of respondents indicated that the speed of cars on major streets affects the safety of people driving, walking and bicycling “a great deal” or “a lot”, while 19% indicated “a moderate amount”.
- **Areas where people are likely to be walking and biking are seen as potential priorities for speed management.** When ranking between five locations of concern for speeds and safety, “near schools” (average rank of 1.99), parks (average rank of 2.62) and “near or in commercial centers” (average of 2.87), when compared with “near hospitals” and “near community centers”. For rating different types of streets, respondents indicated the most concern for streets without sidewalks and streets with bike lanes.
- **Streets next to places where people walk or bike is a preferred factor for prioritizing speed management.** When selecting the highest priority factor for where to slow down traffic, respondents chose “streets next to places where lots of people walk or bike” (average rank: 1.45), over “streets where many or serious crashes have happened before” (average of 1.79) and “streets signed for higher speeds, such as 40mph” (average of 2.72).

Higher Speed Streets

- **While respondents see the connection between speed limits and safety, most did not feel that speed limits are too fast.** When asked about existing speed limits, 48% of respondents believe current speed limits are “about right”, 36% feel they are “too fast”, and 16% feel they are “too slow”.
- **There are mixed opinions on the balance between safety and travel times.** 63% of respondents ‘strongly’ or ‘somewhat’ support and 31% “strongly” or “somewhat” oppose reducing speed limits, even if it means an increase in travel times. On a ranking scale of 0 (strongly disagree) to 10 (strongly agree), 80% of respondents selected a rank of 7 or greater to agree that saving a few minutes on the road is never worth risking someone’s life.
- **When looking at perceived safety by mode, people driving generally feel the safest and people biking feel the least safe.**

- Most respondents (90%) report driving on streets with speed limits of 30 mph or higher. Among drivers, 61% feel “very” or “somewhat” safe driving on these streets, while 20% feel unsafe.
- 31% of respondents report that they bike on higher-speed streets. Among those who bike, 73% feel “somewhat” or “very” unsafe, including 42% who feel “very” unsafe.
- 82% of respondents report that they walk on higher-speed streets. Among those who walk, perceptions of safety are mixed: 30% feel “somewhat” or “very” safe, while 54% feel “somewhat” or “very” unsafe.
- **Respondents agreed with a mix of possible outcomes for reducing speed limits, including increased frustration as well as improved safety and quality of life.** There was agreement that it will increase “people ignoring the speed limit” (64%) and “frustration for people driving” (51%), as well as improve “safety or comfort of people walking along or across the street” (70%), “safety or comfort of people biking” (70%) and the “quality of life for people who live along the street” (64%).
- **There was a notable gap between how respondents view their own behavior and how they expect others to behave if speed limits are lowered.** 60% believe that most drivers would ignore lower speed limits, and 82% report that they personally would follow them.

Outreach and Messaging

The final section of the survey related to Safe Speeds Bellevue focused on respondents’ preferences for communication methods and key messages. Overall, respondents favor a combination of digital and direct communication channels. City of Bellevue newsletters (54%), webpage (51%), email listservs (44%) and flyers mailed to residents (41%) were respondents’ preferred communication methods. It is notable that for each survey, respondents favored the methods most used to gather participants as their communication preferences.

Open-Ended Responses

The Engaging Bellevue survey included two open response questions, that provided participants with an opportunity to express additional feedback. The first question was “Are there any other locations or street types that you are concerned about speed and safety?”, which received 117 responses. Common themes included:

- **Concern for areas where participants have observed speeding or racing.** Participants identified multiple neighborhoods and over 30 specific streets where

they observed speeding or racing. The most cited neighborhoods were Downtown and Crossroads, and most cited streets were 148th Avenue Northeast/Southeast and Northeast Eighth Street. Other streets that received multiple comments included Bellevue Way, Coal Creek Parkway, Lake Hills Connector, Lake Washington Boulevard and Southeast 34th Street/ 35th Place.

- Example comment: *"Racing, hotrodding, speeding and weaving, etc., which happens even on busy afternoons in pedestrian-heavy areas (Crossroads) and on quieter straightaways (W. Lake Sammamish, 164th Ave. SE); full-throttle motorbike racing on NE 8th, Main St., 148th Ave. SE."*
- **Concern for areas with known presence of people walking, biking or rolling, or where the existing facilities are limited.** Most often cited were areas around schools and school bus stops, transit stops and other areas with people walking, as well as specific streets such as Lake Washington Boulevard, West Lake Sammamish Parkway and Southeast 34th Street/ 35th Place.
 - Example comment: *"Anywhere and everywhere on the Bellevue High Injury Network, near schools or neighborhoods, or places that lack traffic calming measures."*
- **Concern for areas with factors that made participants feel less safe or comfortable,** such as streets with multiple lanes in each direction, streets without sidewalks, or those with limited sight distance or curves. Respondents cited streets such as Northeast Eighth Street, 148th Avenue Northeast and Southeast, Lake Hills Connector, Coal Creek Parkway and other major arterials.
 - Example comment: *"Streets where there is not good visibility, e.g. at corners, to see pedestrians or oncoming cars. Streets similar to highways where there are not curbs for walking on (e.g. portions of West Lake Sammamish)."*

The second question was "Do you have any questions or comments about potentially reducing speed limits in Bellevue?", which received 112 responses. Common themes included:

- **Support for improving road safety and requests for specific streets.** Respondents in favor of the program's work often expressed interest in improving the safety and comfort of streets, as well as recommending specific streets for speed management where they observed speeding.
 - Example comment: *"Keep moving forward with this effort ASAP. Reduce accidents/injuries & save lives."*
- **Speed limit reductions are not a priority for some participants.** Respondents not in favor of the program's work expressed various reasons, such as a disbelief

that speed is a significant health issue, that road safety is not a priority, that speed limits should be increased, and/or that there are other road safety concerns that should be prioritized over speeding, such as distracted driving.

- Example comment: *"I live on NE 8th Street, which has a 35-mph speed limit. However, I don't think this speed limit should be lowered; if everyone drove this speed limit, it would be fine. The thing is, most cars go 40-50 mph instead of 35 mph (I go 35 mph and cars are always passing me or tailgating me). If you lower the speed limit, the speeders won't slow down; they'll just continue to ignore the limit. Instead, this street would be a good place to add speed cameras where speeders over 40 mph were fined on a daily basis. Then they'd get the message."*
- **Interest in coupling speed limit reductions with enforcement and engineering measures.** Multiple participants cited the need to complement speed limit changes with enforcement to ensure people driving are compliant with new limits, as well as with engineering measures to naturally encourage people to drive at slower speeds and comply with the speed limit.
 - Example comment: *"It must be enforced! Many people currently ignore the current speed limits and traffic laws, especially regarding pedestrians and right of way."*
 - Example comment: *"Reduced speed limits should go hand and hand with redesigned roads that incorporate traffic calming."*

Next Steps

City staff will use the findings from the Phase 1 (May – December 2025) outreach to inform the engagement materials and opportunities developed in Phases 2 (January – June 2026) and 3 (July and beyond) of the Safe Speeds Bellevue program. Some of these materials include an updated project webpage, online interactive platform, and information sharing through newsletters, email listservs, and social media. Phase 2 of the outreach strategy will begin after the January 27, 2026 City Council meeting. The findings from Phase 2 will be brought to the City Council in 2026, with a study session tentatively anticipated in June, 2026.