

Report on
Public Outreach and Public Comments
2022-2033 Transportation Facilities Plan
Bellevue Transportation Department
Draft Report
March 4, 2021

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Overview

In September 2020 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 2022-2033 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 Interactive Project Web Map from *Engaging Bellevue*
- C. Other comments directed to staff and the Transportation Commission
- D. Results of TFP Survey from *Engaging Bellevue*
- E. Summary Document of the Budget Survey

Section A: Public Involvement Process

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

I. Transportation Commission meetings

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

II. TFP Online Open House

Due to the COVID-19 pandemic, the City is not able to host in-person open houses. To solicit input, the City used an online engagement tool, *Engaging Bellevue*, to host an online open house from January 25 – February 15. The community was able to ask questions, complete a survey, view the interactive web map and descriptions of candidate projects and comment on the candidate projects. The Online Open House event included information about candidate Roadway/Intersection, Pedestrian/Bicycle and Transit projects for the TFP.

- Responses to the online survey 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 ([Transportation Facilities Plan | City of Bellevue \(bellevuewa.gov\)](https://www.bellevuewa.gov/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 2022-2033 TFP update process.

Online Open House conducted from January 25 – February 15 on *Engaging Bellevue*. This platform allowed the community to ask questions, respond to a survey, view, and comment on an interactive web map of candidate projects.



1. *Online Open House – Engaging Bellevue*

How to give your feedback

We ask that you select the tabs below and give your input:

1. **Survey tab:** Tell us how you use the transportation system in Bellevue
2. **View Projects tab:** View candidate projects on an interactive map and submit your comments on one or more candidate projects.
3. **Ask a Question tab:** Submit a general question about the TFP update process.

TAKE SURVEY

VIEW PROJECTS

ASK A QUESTION

2. Opportunities for feedback

Announcement of the Online Open House event was made via various means, including:

- Announcements in December and January release of *Neighborhood News*, a monthly e-newsletter the City sends to neighborhood associations and interested individuals
- Announcement in the February Choose Your Way Bellevue newsletter
- Information posted on the Transportation Department main page on the City's website
- Information was also posted on the NextDoor neighborhood portal, among various other online sources.



Upgrades allow live video feeds from signalized intersections

Bellevue recently upgraded its network of traffic cameras at 130 signalized intersections across the city. Instead of seeing still photos that were upgraded every six seconds, people can now view wide-angle, live video.



These improvements were made possible by the installation of high-definition, quad cameras and by a new live video streaming platform called Wowza. Having live video provides improved awareness so users can see how traffic is moving at specific locations and make more informed travel decisions.

The goal is to improve the remaining 70-plus signalized intersections in the city with the new technology by the end of 2021, so that all of the city's roughly 200 signalized intersections will have live video feeds.

The traffic camera views are available online at trafficmap.bellevuewa.gov

Transportation Facilities Plan considers future investments for all users

How does the city plan for future transportation projects that meet the needs of all Bellevue transportation system users?

The city's Transportation Facilities Plan (TFP) identifies priority improvements to roadways, intersections, bikeways and other transportation facilities. Improvements support ongoing growth and serve all modes of transportation, including driving, walking, bicycling and taking transit.

The TFP looks out over a 12-year horizon and identifies priority projects drawn from several sources: Bellevue's Comprehensive Plan, long-range plans, project needs studies and emerging opportunities (e.g. to mesh with new development or address congestion).

The TFP is a "financially constrained" plan, meaning that estimated project costs are balanced with

expected revenue. Projects in the TFP are the primary source of improvements that go into the city's 7-year Capital Investment Program (CIP) plan, adopted by the City Council as part of the city's budget. Funding supports project design, acquisition of public right-of-way and construction.

The city's road-and intersection capacity projects in the TFP form the basis of the city's Transportation Impact Fee program. Developers pay impact fees on new developments to help mitigate traffic impacts and to provide part of the funding for the city's transportation infrastructure.



NE Spring Boulevard improvements between 120th and 124th avenues were completed in fall 2020

The process to update the TFP primarily involves the Transportation Commission providing guidance to staff on evaluation criteria and proposed projects. Candidate projects are ranked by technical staff from various city departments and prioritized in coordination with the Transportation Commission. The updated plan is then forwarded to the City Council for adoption.

The commission has been working through the draft 2022-2033 TFP. Public comment on the 70+ candidate projects will be accepted at a virtual online open house planned for early 2021. The Commission expects to formally transmit it to the Council in late 2021, for adoption in December.

Visit BellevueWA.gov/TFP for more information or contact Kristi Oosterveen, Transportation Department, at 425-452-4496 or koosterveen@bellevuewa.gov.

Transportation Facilities Plan

The city's Transportation Facilities Plan (TFP) identifies, over a 12-year horizon, priority improvements to roadways, intersections, bikeways and other transportation amenities. The Transportation Commission has been considering the draft 2022-2033 TFP in which 70+ candidate projects are now identified. Come late January, community input on the proposed projects will be accepted online. Input will be shared with the Commission as well as the City Council as the TFP heads toward adoption in late 2021. To learn more about the TFP and subscribe to receive updates, visit BellevueWA.gov/TFP.

3. Neighborhood News articles



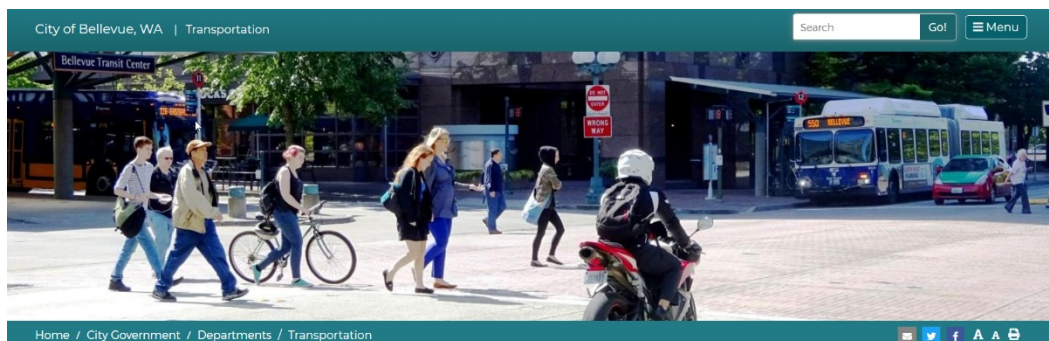


*Image from City of Bellevue

Take Part in the Online Open House!

Taking part in the [2022-2033 Transportation Facilities Plan Online Open House](#) from Jan 25 - Feb 15. Your feedback will help prioritize proposed transportation improvements in Bellevue.

OPEN HOUSE



Latest News

- [Share your thoughts about future transportation projects](#)
- [Traffic safety video](#)
- [Innovative traffic-cam monitoring project](#)
- [South Downtown I-405 Access Study](#)



5. City of Bellevue website: main Transportation Department page

TFP Survey and Online Interactive Web Map on Engaging Bellevue

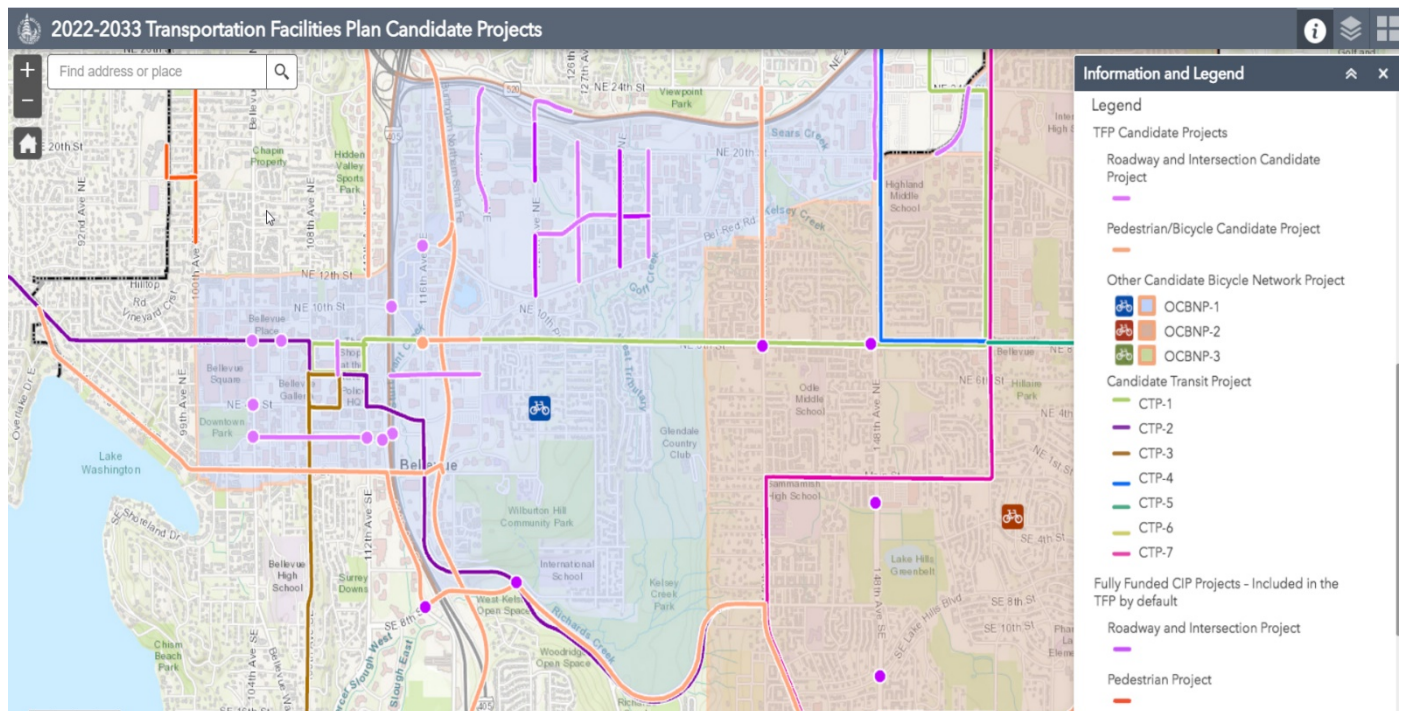
The survey and the interactive web map were listed together in outreach messaging and were available via the online engagement tool, *Engaging Bellevue*. This tool allowed us to tie these two diverse content elements in one delivery vehicle. The online survey and interactive web map allowed for a virtual presentation of information and opportunity for input that essentially was parallel what would have been experienced at an in-person open house event. The survey and web map were open for public input from January 25 – February 15, 2021.

382 unique visitors visited the *Engaging Bellevue* site. 106 visitors looked at the survey with 86 respondents. The survey, shown above on a feedback tab, asked key questions about the means in which respondents get around the city, as well as offered a place for any comments regarding transportation needs in Bellevue. See **Section D** of this report for the questions and results of the online survey.

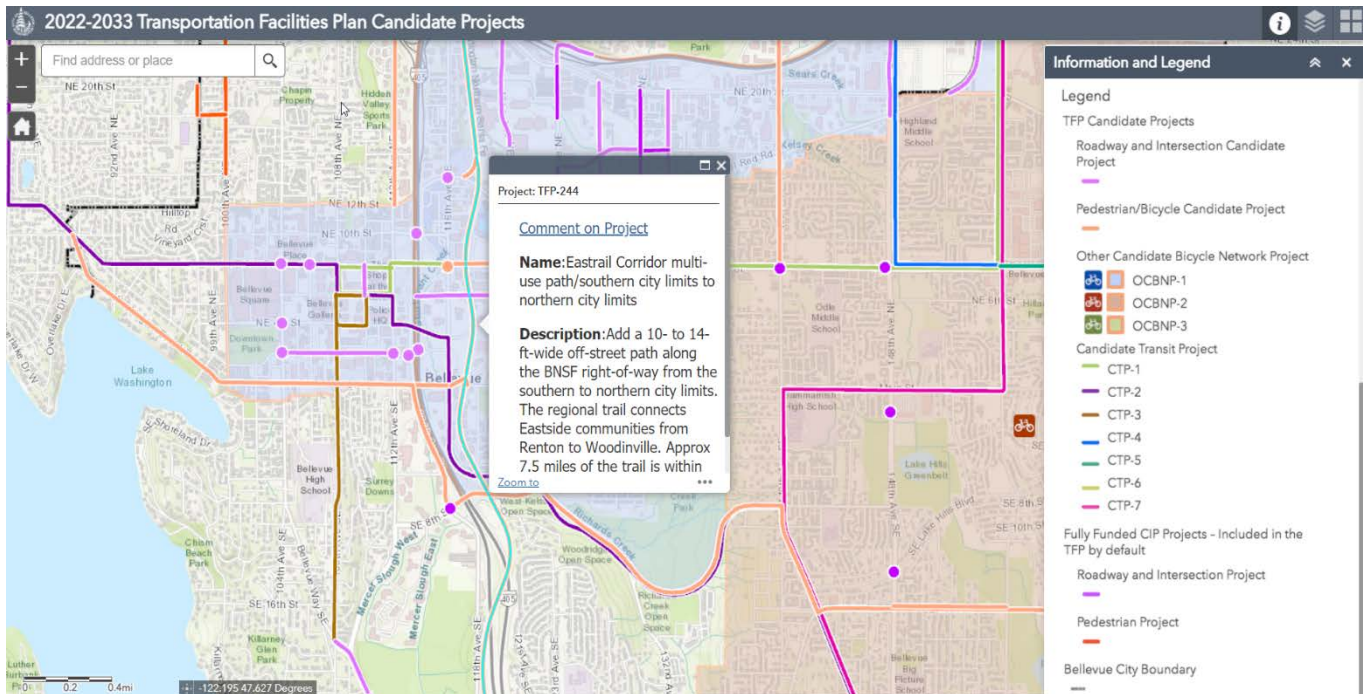
The interactive project web map provided a legend and information that showed candidate project types and what the symbols represented along with an opportunity for comment. Features included:

- Click on project to view details
- Ability to directly indicate if they believed the City should invest in the project within the next 12 years (the TFP timeframe) with a Yes, No or No Opinion option
- Option to provide further comment

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



Interactive Project Web Map



Information about the project

2022-2033 Transportation Facilities Plan Feedback

Please provide feedback on this project

Project

Short answer text

Should the city invest in this project in the next 12 years? *

☐ Yes

☐ No

☐ No Opinion

Comments

Long answer text

The web map interface for public comments.

Section B: Project comments from the Interactive Web Map

Project	Project Name, Location and Limits	Should the city invest in this project in the next 12 years? Yes/No/No Opinion	Comments
Current fully funded 2021-2027 Capital Investment Program (CIP) plan projects - automatically included in the 2022-2033 TFP			
TFP-215	NE Spring Blvd (Zone 4)/130th to 132nd Avenues NE		Supports many options in a more safe environment - walking, biking, etc.
TFP-218	130th Avenue NE/NE 20th Street to NE Bel-Red Road		This project is long overdo - walkers (my family included) have been and are currently are unsafe walking through this area
CR-3	NE 8th Street/140th Avenue NE		Good idea, but how long will the receiving lane be before the merge? If it's short like the one at 140th and Bel-Red, please consider lengthening it because that's a problematic merge since it is so short.
CR-4	148th Avenue SE - Kelsey Creek Shopping Center		Please make sure that this reduces pedestrian travel time from the south too.
CR-4	148th Avenue SE - Kelsey Creek Shopping Center		Consider the traffic flow issues that may arise due to proximity to intersection at Main and 148th...I do not really support this, especially if it would impede traffic flow by causing issues with the intersection just to the north. Honestly, it's a little cumbersome to go southbound if you're turning out of the shopping center at this driveway, but it's not really worth the capital investment to create a new intersection (at ~\$1-2M...?) just to make it so people can turn out of the shopping center easier and save 30 seconds??? Maybe 1 minute? if people complain about this, there are other ways out of the shopping center that may be faster to get going southbound...
CR-5	Lake Hills Blvd/148th Avenue SE		Pedestrian improvements are needed at this intersection so that kids walking from the nearby school can safely make it to the Boys & Girls club and other facilities on the east side of 148th.
CR-5	Lake Hills Blvd/148th Avenue SE		I support this project, even though the survey/mapping tool does not have an option to say "Yes I support" like the other projects do...Can someone check that?
CR-5	Lake Hills Blvd/148th Avenue SE		Is there a visual available of what the "new and improved" intersection will look like? I can be reached at mtwlists@gmail.com. Thanks! :)
NS-5	NE 40th Street/140th Avenue NE to the 14500 block		This is greatly needed! Many people already walk on the narrow shoulders here.
NS-5	NE 40th Street/140th Avenue NE to the 14500 block		Need safe bike connection on NE 40th St from 140th Ave NE to Microsoft/Overlake Transit Center. Consider a trail-like bike/ped design instead of a traditional sidewalk, similar to 140th Ave NE from NE 40th St up to the Redmond border. This would provide a pleasant (non-freeway) bike route to light rail for my commute to Downtown Bellevue.
NS-5	NE 40th Street/140th Avenue NE to the 14500 block		Why not both sides this street has plenty of space? Also some chicanes in the road space from the sidewalk construction could provided much needed traffic calming.
OCRP-2	SE 8th Street / 114th Avenue SE		Consider removing the widening potion of this project. A bike connection here is important though.
OCRP-2	SE 8th Street / 114th Avenue SE		This is sorely needed.
Candidate Projects in numerical order			
TFP-173	108th/112th Avenue NE/ north city limit to NE 12th Street	Yes	This project adds a key connection from the 520 Trail to neighborhoods and downtown.
TFP-190	NE 2nd Street/Bellevue Way to 112th Avenue NE	No	Please do NOT widen NE 2nd - it is currently quite nice to walk and bike on as it is quiet, safe, and vehicle speeds and volumes are low. Widening will ruin this environment and discourage people from using nonmotorized transportation.
TFP-190	NE 2nd Street/Bellevue Way to 112th Avenue NE	No	Please stop excessively widening downtown streets.
TFP-190	NE 2nd Street/Bellevue Way to 112th Avenue NE	No	Have it financed by the new development. Increase impact fees if needed.
TFP-190	NE 2nd Street/Bellevue Way to 112th Avenue NE	Yes	With Amazon having a larger presence in the Downtown Bellevue area, we need more lanes to account for their buses and rideshare vehicles. They have clogged up NE 106th in the area around their one building.
TFP-193	NE 10th Street at I-405	No Opinion	
TFP-193	NE 10th Street at I-405	Yes	
TFP-193	NE 10th Street at I-405	No	Wait until after the pandemic ends before committing to this. Traffic patterns may make these kinds of large highway projects less useful.
TFP-195	150th Avenue SE/SE 37th Street/I-90 off-ramp	Yes	We desperately need this project!!! For the synergy it will provide with the extended S-bound right turn pocket at 150th Ave SE/Newport Way (already constructed), as demonstrated by Transp. Dept staff in a presentation to the Transp. Commission; to reduce the typical 20 minute wait during rush-hour to get to 150th at the E-bound I-90 off-ramp by increasing capacity with a 2nd R-turn lane; and to improve S-bound 150th traffic conditions, by increasing capacity with the 3rd S-bound lane. This project is the highest priority in the Eastgate/Factoria area and should be added back into the queue as the next project for the Congestion Relief Levy or as the 1st project in the TFP to be implemented!!
TFP-197	NE 2nd Street Extension and I-405 interchange	No	We do not need more overpasses on 405. The focus should be on making access better for transit, not cars. The cost of this project relative to the benefits is much too high.
TFP-211	NE 6th Street Extension	Yes	General-purpose traffic should not be allowed
TFP-211	NE 6th Street Extension	Yes	Good project! Contributes to a well-connected downtown street grid.
TFP-211	NE 6th Street Extension	No	
TFP-211	NE 6th Street Extension	Yes	

TFP-211	NE 6th Street Extension	Yes	
TFP-211	NE 6th Street Extension	No	
TFP-217	124th Avenue NE at SR 520	Yes	
TFP-217	124th Avenue NE at SR 520	No	There are already enough access ramps to Eastbound 520 - we don't need more trees cut down, or more concrete.
TFP-222	Bellevue Way/NE 4th Street	Yes	
TFP-222	Bellevue Way/NE 4th Street	Yes	This is immediately needed since Amazon is moving into the Downtown core.
TFP-222	Bellevue Way/NE 4th Street	No	Only do this if Bellevue Square will be paying for it. Getting people into and out of the mall faster is a very low priority for me.
TFP-232	164th Avenue NE/SE-NE 18th Street to SE 14th Street	No	Would rather see roundabout conversions of the NE 8th and Northup Way stoplights on 164th NE. If there's a desire to portray 164th as a bicycle corridor, put a multi-use trail on the east side of the roadway.
TFP-232	164th Avenue NE/SE-NE 18th Street to SE 14th Street	Yes	
TFP-232	164th Avenue NE/SE-NE 18th Street to SE 14th Street	No	Why make bike lanes so elaborate? Can't they just be painted on the road? That seems to work fine in Europe.
TFP-232	164th Avenue NE/SE-NE 18th Street to SE 14th Street	Yes	Bike shoulders are a pretty poor investment. There are two schools in this neighborhood that would benefit greatly by adding bike/ped access more approachable. School pickup/drop off make this area scary for valuable users this could change with the right kind of investments.
TFP-232	164th Avenue NE/SE-NE 18th Street to SE 14th Street	Yes	provide better safety for bikers
TFP-234	Main Street/100th Avenue to 116th Avenue	Yes	Good east-west connections for walking and biking are sorely needed in downtown, especially over I-405.
TFP-234	Main Street/100th Avenue to 116th Avenue	Yes	
TFP-234	Main Street/100th Avenue to 116th Avenue	Yes	
TFP-234	Main Street/100th Avenue to 116th Avenue	Yes	I think all the roads in downtown need to be made one-way. Adding bike lanes is welcome but ultimately I think getting rid of two-way streets will be safer and faster for everyone using any mode of transportation.
TFP-234	Main Street/100th Avenue to 116th Avenue	Yes	
TFP-243	Mountains to Sound Greenway/142nd Place SE to Lakemont Boulevard	Yes	The Mountains to Sound Greenway Trail is a key connector between Seattle and Bellevue and provides both access for commuters and recreational cyclists. However the current trail lacks a connection through Bellevue. Completing this missing link will create a complete loop around Lake Washington including Eastrail, the 520 trail, the Burke Gilman trail and the Cross Kirkland Connector. An incredible opportunity that should not be missed!
TFP-244	Eastrail Corridor multi-use path/southern city limits to northern city limits	Yes	The Eastrail Corridor is seeing greater use ever since the the old railroad line was taken out. It would be great to have a multi use path with reduced dust pollution. During the dry months bicyclists produce large amounts of dust that hinder the enjoyment of pedestrians on the path. In the current form scooters are unable to utilize the path with compressed gravel and dirt being too difficult for many riders. Increased width would be greatly appreciated and some consideration of marked lanes for bikes/scooters versus pedestrians should be considered for safety. Posted speed limits on the Cross Kirkland Corridor portion of the trail are rarely observed by bicyclists in my experience so possible methods to slow riders should be considered.
TFP-244	Eastrail Corridor multi-use path/southern city limits to northern city limits	Yes	Completion of the Eastrail project, including bridges over I-90 and I-405, will be a great improvement over what we have currently.
TFP-244	Eastrail Corridor multi-use path/southern city limits to northern city limits	Yes	
TFP-244	Eastrail Corridor multi-use path/southern city limits to northern city limits	Yes	Rails to trails have created the best bike routes on the east side and should be prioritized. They are flat, wide and usually separate from cars
TFP-244	Eastrail Corridor multi-use path/southern city limits to northern city limits	Yes	Please prioritize this one.
TFP-244	Eastrail Corridor multi-use path/southern city limits to northern city limits	Yes	Please make sure that the crossings are done well from both a pedestrian and vehicular standpoint
TFP-244	Eastrail Corridor multi-use path/southern city limits to northern city limits	Yes	I would like to see the design of this corridor include "rail banking" to allow for the future addition of regional commuter rail in a shared multi-modal facility.
TFP-244	Eastrail Corridor multi-use path/southern city limits to northern city limits	Yes	This project will be a gem for the city. Already the existing pathway is packed with people on sunny days. I would use it as a commuting corridor, too.
TFP-244	Eastrail Corridor multi-use path/southern city limits to northern city limits	Yes	Completing Eastrail and connecting it to cross-city bike and pedestrian routes would be my absolute highest priority. During the pandemic, many of us have gotten out of our cars and we want to keep getting around that way once we're back to a more normal world. Please speed up building these connections if you can!

TFP-244	Eastrail Corridor multi-use path/southern city limits to northern city limits	Yes	The Eastrail project will transform connectivity and access to active transportation for Eastside communities! This project should be completed as soon as possible!
TFP-244	Eastrail Corridor multi-use path/southern city limits to northern city limits	Yes	This additional parking would support greater trail use for bikers, walkers, and other users
TFP-245	140th Avenue NE/NE 24th Street to NE 8th Street	Yes	Get the bicycle traffic off-street here â€” 140th is far too high-traffic, with far too many turning locations on the west side of the street, to favor on-road bicycle lanes. A multi-use trail on the east side of 140th makes sense.
TFP-245	140th Avenue NE/NE 24th Street to NE 8th Street	Yes	Please do this!
TFP-245	140th Avenue NE/NE 24th Street to NE 8th Street	Yes	
TFP-245	140th Avenue NE/NE 24th Street to NE 8th Street	Yes	Please extend the bike/ped trail (and/or add a bike lane) to fill the gap in the bike network on 140th Ave NE between NE 40th St and SR-520. This is a pleasant route that I use to commute by bicycle from Redmond (Grass Lawn neighborhood) to Downtown Bellevue, and I wish the safe trail that exists north of NE 40th St continued all the way to SR-520 and continued to the future east-west bike route through Spring District, so I could have a full non-freeway-adjacent (healthier air) bike route to work.
TFP-245	140th Avenue NE/NE 24th Street to NE 8th Street	Yes	
TFP-245	140th Avenue NE/NE 24th Street to NE 8th Street	Yes	I strongly support the paved off-street path that connects to the 520 trail.
TFP-245	140th Avenue NE/NE 24th Street to NE 8th Street	Yes	Bellevue should complete as many projects as are needed to create a safe, accessible all-ages-and-abilities bicycle network connecting existing facilities to important destinations. This project is one piece of that network and should be completed.
TFP-245	140th Avenue NE/NE 24th Street to NE 8th Street	Yes	provides better safety for bikers
TFP-249	Wilburton/NE 8th Street Station Access Improvements	Yes	Lots of pedestrians and lots of cars â€” enough that grade-separated pedestrian crossings of NE 8th and probably also 116th NE (whether bridge or tunnel) are warranted.
TFP-249	Wilburton/NE 8th Street Station Access Improvements	Yes	
TFP-250	148th Avenue NE Master Plan improvements at Bel-Red Road, NE 20th Street, and NE 24th Street	Yes	
TFP-250	148th Avenue NE Master Plan improvements at Bel-Red Road, NE 20th Street, and NE 24th Street	No	The road here is already 7 lanes wide. Why add dedicate more space to cars... make this area more pedestrian friendly with all the shops, transit, and living spaces in this urban village.
TFP-251	Coal Creek Parkway/124th Avenue SE to the southern city limits	No	Narrowing the roadway is problematic given how curvy and hilly this arterial is. Coal Creek Pkwy does badly need safety work, but this project description is not persuasive as a mitigation. Can a project be conceived that would make meaningful progress on sight distance problems?
TFP-251	Coal Creek Parkway/124th Avenue SE to the southern city limits	Yes	Existing bike lanes are unsafe, especially on curves.
TFP-251	Coal Creek Parkway/124th Avenue SE to the southern city limits	Yes	Please coordinate with Newcastle on this type of improvement
TFP-251	Coal Creek Parkway/124th Avenue SE to the southern city limits	No	I would rather see the speed limit on Coal Creek Pkwy lowered to 35 mph and the bike lanes be restriped to double lines to increase safety at a reasonable cost.
TFP-251	Coal Creek Parkway/124th Avenue SE to the southern city limits	Yes	This would be great, as long as the "path" described is paved and suitable for use by bikes or pedestrians.
TFP-251	Coal Creek Parkway/124th Avenue SE to the southern city limits	Yes	This project would add another key connection in the Eastside's growing bicycle network.
TFP-252	Bellevue College Connection: Kelsey Creek Rd/ Snoqualmie River Road/142nd Pl SE from 145th Place SE to SE 36th St	Yes	This will make transit and biking so much better! For the nonmotorized connection, please consider connecting the multi-use bike trail directly north/south from Kelsey Creek Rd to 144th Ave SE. Compared to the existing route, this would be almost 800 feet shorter, avoids 25 feet of elevation gain, avoids the relatively busy intersection at SE 24th Pl/145th Pl SE, and is generally a much more comfortable street to walk/bike on.
TFP-252	Bellevue College Connection: Kelsey Creek Rd/ Snoqualmie River Road/142nd Pl SE from 145th Place SE to SE 36th St	Yes	Pre-covid myself and handful of my co-workers working in the Sunset North complex would walk on this road every day at lunch break. A paved path to replace meandering wood chip path would be excellent.
TFP-254	Bel-Red Road/NE 20th Street to NE 24th Street	No Opinion	On-street bike lanes would not be safe considering traffic speeds/volumes, and with the curves motorists would be likely to cross into them. Please consider off-street facilities here.
TFP-254	Bel-Red Road/NE 20th Street to NE 24th Street	Yes	
TFP-254	Bel-Red Road/NE 20th Street to NE 24th Street	No	Unless adding bike lanes to this stretch of roadway is to be part of a comprehensive bike route network, it should not be funded. Discontinuous bike lanes do not promote safety or improve transportation.

TFP-254	Bel-Red Road/NE 20th Street to NE 24th Street	No	While appreciate bike lanes where every they are placed. This area has too much traffic at too high a speed to simply place a bike lane in the same road space. This is near a middle school that is completely inaccessible by bicycle. Lets add off street bike/ped trails in this area so that kids could ride their bike to school unaccompanied.
TFP-257	West Lake Sammamish Parkway/"South Central" & "Central" segment (phases 3 & 4)	Yes	It is soooooo long overdue, it is shameful. It certainly feels like the city is prioritizing downtown and forgetting about the east side. The majority of west lake Sammamish has not been re-paved in nearly 50 years. It is dangerous for both motorists and pedestrians.
TFP-257	West Lake Sammamish Parkway/"South Central" & "Central" segment (phases 3 & 4)	Yes	
TFP-257	West Lake Sammamish Parkway/"South Central" & "Central" segment (phases 3 & 4)	Yes	This is something that should have been completed 30 years ago, and much sooner than "in the next 12 years". This is a heavily used corridor for cyclists as well as local residential pedestrians and the automotive traffic makes the current situation hazardous for all. Vehicles are frequently parked in the "bike path" regardless of the no-parking signs and are rarely ticketed. The road is bumpy if not worn out, and the bike path is as well.
TFP-257	West Lake Sammamish Parkway/"South Central" & "Central" segment (phases 3 & 4)	Yes	This section of the Parkway is in horrible condition. Unsafe for cars, pedestrians and hikers that park along the side of this Pkwy. Poor drainage systems that flood and overgrown landscape. The Redmond section of this Pkwy is in much better shape...
TFP-257	West Lake Sammamish Parkway/"South Central" & "Central" segment (phases 3 & 4)	Yes	We need to complete the middle portions of these projects. It is very dangerous to walk on the Parkway. We will have completed sections and an uncompleted section in between, this is a huge safety hazard. We have to walk in very busy traffic with distracted drivers swerving into the current path. It is a half a mile to get to an improved path and the Parkway is the only way to get there. Do it sooner rather than later before we have more bike and pedestrian injuries.
TFP-257	West Lake Sammamish Parkway/"South Central" & "Central" segment (phases 3 & 4)	Yes	The east side shoulder clearly needs updating. The West side multipurpose trail needs clear no parking signalization.
TFP-257	West Lake Sammamish Parkway/"South Central" & "Central" segment (phases 3 & 4)	Yes	Please get this prioritized! A very needed project
TFP-257	West Lake Sammamish Parkway/"South Central" & "Central" segment (phases 3 & 4)	Yes	Either all of WLSP get upgraded, or none of it should. These "random" sections make no sense. The section that's being worked on now does not even go from one through street to the next. It goes from Northup north to nowhere. Who will enjoy this? I cannot even get there safely and I live one block west of it.
TFP-257	West Lake Sammamish Parkway/"South Central" & "Central" segment (phases 3 & 4)	Yes	This corridor is a critical link to employment and commerce centers in Redmond. Biking northbound is currently very unsafe, given the road quality and alignment.
TFP-257	West Lake Sammamish Parkway/"South Central" & "Central" segment (phases 3 & 4)	Yes	This is a heavily-used bicycle corridor, with some of the most dangerous to ride sections on a "bicycle route" in Bellevue. Absolutely this needs investment - perhaps my highest priority project on the map. How long has it been - 20 years? since the City designated this project as a priority.
TFP-257	West Lake Sammamish Parkway/"South Central" & "Central" segment (phases 3 & 4)	Yes	area safety is greatly limited at present for walkers and bikers
TFP-260	120th Avenue NE (Stage 4)/NE 16th Street and to Northup Way	Yes	
TFP-260	120th Avenue NE (Stage 4)/NE 16th Street and to Northup Way	No	This segment does not need more than 1 lane in each direction. This only serves local traffic and Spring District/thru traffic from *west* on Northup (which is only 1 lane in each direction), so the amount of potential traffic seems limited. For traffic from SR520 or from the east on Northup, the soon-to-be-widened 124th Ave NE is faster and more direct. Prefer fewer lanes to make for a safer, quieter environment for pedestrians.
TFP-260	120th Avenue NE (Stage 4)/NE 16th Street and to Northup Way	No	Bike lanes should only be added as part of a connected bike network. Discontinuous bike lane segments do not promote safety or efficiency.
TFP-260	120th Avenue NE (Stage 4)/NE 16th Street and to Northup Way	Yes	due to the expanded growth in the area
TFP-267	West Lake Sammamish Parkway/"North" segment; (phase 5)	Yes	Like TFP-257 this project should have been done 30 years ago, and definitely well before "the next 12 years". W.Lake Sammamish is a heavily used cycling and pedestrian corridor, not to mention a fairly heavily used through-way for commuters between Bellevue and Redmond.
TFP-267	West Lake Sammamish Parkway/"North" segment; (phase 5)	Yes	It seems rather pointless to have the upgrading of WLSP done in so many phases, with the various sections not adjacent to each other. The section that is currently being worked on goes from Northup to nowhere. It does not even connect to the next through street. What is the point? Who will use it? Either scrap the entire project or fund the entire project and get it done.
TFP-267	West Lake Sammamish Parkway/"North" segment; (phase 5)	Yes	Hopefully well before 12 years. We've been waiting 20 years already.....

TFP-267	West Lake Sammamish Parkway/"North" segment; (phase 5)	Yes	<p>The Bellevue portion of West Lake Sammamish Parkway requires at least a specific timeline for phases 2,3 & 5 construction.</p> <p>For context:</p> <p>As land prices have doubled over the past decade many homes in the area have been rebuilt or remodeled resulting in excessive wear from large vehicles.</p> <p>The abundance of trees along the parkway is beautiful and adds to the features that distinguish neighborhoods in the area. However, some neighborhoods have no controls on tree maintenance resulting in trees with degraded root connections on sloped areas. When branches or entire trees fall during storms the parkway can be blocked and leads to power outages due to overhead wiring prior to development of current neighborhoods. Conversely some trees have been illegally cut or topped resulting in excessive erosion of sensitive areas leading to the parkway.</p> <p>There have been several landslides over the past decade one of which took out a section of the northbound lanes approximately half a mile south of Northup Way. Another shut down the parkway temporarily due to negligence of a private homeowner.</p> <p>The roadway is currently very lightly used due to the current pandemic and ongoing phase 4 construction. Prior to the pandemic the parkway experienced two rush hour periods of congestion. Between 8-9am traffic heading northbound from I-90 carried commuters towards the Microsoft campus. In the evening traffic heading southbound backed up from the dual roundabouts at I-90 all the way back to Northup way (4 miles). Transit times during this time period were an additional 30mins above normal. Outside of rush hour periods when traffic was not congested there were daily incidents of cars going 50+ mph.</p> <p>The safety issues identified here will not be solved by the parkway redevelopment but should be considered as additional phases are prioritized. The neighborhoods in the area are home to families of young children that attend the four elementary schools and several private facilities for young children Vasa, Sambica, FIS, plus the sole community convenience store located in the most congested portion of the parkway. Phase 1 completed in 2013 and the entire portion located in Redmond have expanded the parkway to allow for dedicated bike/pedestrian lanes. Phase 4 is a step towards completion but also points to the obvious gaps in pedestrian and bike safety in the corridor. Also the lack of any public transit except for the 888 route dedicated for high school students shows that the parkway continues to be planned in a car centric mentality. Hopefully the extension of services such as Crossroads Connect will lead to greater accessibility to Rapid Ride transit and the eventual opening of light rail for residents in the surrounding neighborhoods however neither will address commuters who treat the parkway as a cut through route due to regional congestion elsewhere.</p> <p>Prioritizing the parkway as part of a regional transit plan will help our neighborhood deal with the growth our region is fortunate to have. Municipal funding options are at historically low interest rates and the excessive rise in unemployment due to the pandemic could be offset by infrastructure projects at this critical time before the problem of increasing congestion gets out of hand. I would like to think that there is time to be patient but the lack of a defined timeline is not acceptable in light of excessive delays.</p>
TFP-267		Yes	
TFP-267		Yes	
TFP-267	West Lake Sammamish Parkway/"North" segment; (phase 5)	Yes	
TFP-267	West Lake Sammamish Parkway/"North" segment; (phase 5)	Yes	Please. It is well overdue.
TFP-267	West Lake Sammamish Parkway/"North" segment; (phase 5)	Yes	Please -- we've been waiting for this for years!
TFP-267	West Lake Sammamish Parkway/"North" segment; (phase 5)	Yes	Please do it sooner than later. Its already delayed by many years!
TFP-267	West Lake Sammamish Parkway/"North" segment; (phase 5)	Yes	Yes. Please prioritize it for this year.
TFP-267	West Lake Sammamish Parkway/"North" segment; (phase 5)	Yes	
TFP-267	West Lake Sammamish Parkway/"North" segment; (phase 5)	Yes	
TFP-267	West Lake Sammamish Parkway/"North" segment; (phase 5)	Yes	
TFP-267	West Lake Sammamish Parkway/"North" segment; (phase 5)	Yes	
TFP-267	West Lake Sammamish Parkway/"North" segment; (phase 5)	Yes	
TFP-267	West Lake Sammamish Parkway/"North" segment; (phase 5)	No Opinion	Without a description of what it is, how can I possibly make a decision??

TFP-267	West Lake Sammamish Parkway/"North" segment; (phase 5)	Yes	
TFP-267	West Lake Sammamish Parkway/"North" segment; (phase 5)	Yes	The trees should be trimmed and clear up in both sides of the West Lake Sammamish Parkway due to damage resulting in heavy storms in past years. Last for a long time, the constructions should have a series of deadlines
TFP-267	West Lake Sammamish Parkway/"North" segment; (phase 5)	Yes	
TFP-267	West Lake Sammamish Parkway/"North" segment; (phase 5)	Yes	
TFP-267	West Lake Sammamish Parkway/"North" segment; (phase 5)	Yes	
TFP-267	West Lake Sammamish Parkway/"North" segment; (phase 5)	Yes	
TFP-267	West Lake Sammamish Parkway/"North" segment; (phase 5)	Yes	
TFP-267	West Lake Sammamish Parkway/"North" segment; (phase 5)	Yes	
TFP-267	West Lake Sammamish Parkway/"North" segment; (phase 5)	Yes	We have been waiting over 8 years for this to be done. The thump, thump, thump of the tires on W Lk Sammamish parkway is getting very annoying. Doug Chatfield & Kea Rehn. 1410 187th Ave NE, Bellevue.
TFP-267	West Lake Sammamish Parkway/"North" segment; (phase 5)	Yes	area safety is greatly limited at present for walkers and bikers
TFP-268	Bellevue Way HOV lane/107th Ave SE Segment B: Winters House to 112th Ave SE & Segment C: 112th to 108th Avenues SE	Yes	Bellevue Way SE is essentially a highway on-ramp. It's a dangerous and hostile place to walk or bike. We need to create better multimodal infrastructure in this area. It's a bit shameful that the pedestrian "detour" for Bellevue Way SE right now requires climbing and descending a ~70 foot hill as you detour through Enatai. This is basically an admission from Bellevue that we don't actually want people walking anywhere near that street.
TFP-270	Spring Blvd (Zone 3) - 124th Ave NE to 130th Ave NE	Yes	<p>This segment does *NOT* need 2 vehicle lanes in each direction - Northup directly to the north already has 5 lanes, as does Bel-Red directly to the south, and neither of these roads are ever even close to capacity. An unnecessary wide, fast arterial will ruin the pedestrian environment in Bel-Red. Please reduce the scope of this project to no more than 1 vehicle lane in each direction, if not 0 - a fully nonmotorized plaza would be a huge placemaking asset. Motor vehicles can easily detour to Bel-Red/Northup.</p> <p>That said, this link is extremely important for the bike network, being the ONLY good east-west route in central Bellevue. Northup and Bel-Red are way too fast and dangerous to bike on, and everything else further north or south is too hilly for most riders (including the 520 trail).</p>
TFP-270	Spring Blvd (Zone 3) - 124th Ave NE to 130th Ave NE	Yes	creates greater multimodal user access in what will soon be a more congested area
TFP-271	Coal Creek Parkway/120th Ave SE - I-405 - 119th Ave SE	Yes	Glad to see this proposal â€” highly desirable to have roundabouts at this interchange instead of the current glut of stoplights.
TFP-271	Coal Creek Parkway/120th Ave SE - I-405 - 119th Ave SE	Yes	Something needs to be done for the PM Peak hour
TFP-271	Coal Creek Parkway/120th Ave SE - I-405 - 119th Ave SE	Yes	This set of intersections is a nightmare - even when traffic is light. Making it into roundabouts would relieve some of the pressure that backs up onto I-405, which backs up onto I-90.
TFP-272	NE 12th St / 116th Ave NE	Yes	
TFP-272	NE 12th St / 116th Ave NE	Yes	
TFP-273	Lakemont Blvd/Forest Dr	Yes	Why a traffic signal instead of a roundabout here?
TFP-273	Lakemont Blvd/Forest Dr	Yes	This is definitely needed
CTPL-2	NE 24th St/164th Ave NE to 172nd Ave NE	Yes	With 2 schools nearby and NE 24th Street having become an access road to Microsoft campus from WLSP, turn lanes would be good.
OCBP-1	NE 8th Street/116th Ave to 120th Ave	Yes	It is crucial that Bellevue improve access to transit by walking and biking. Bellevue's transit needs cannot be met by park and ride usage.
OCBP-2	Eastrail Connection at Main Street	Yes	
OCBP-2	Eastrail Connection at Main Street	Yes	The more access points to Eastrail, the better. This location would be excellent.
OCBP-3	Lake to Lake Trail Corridor (EW-3)	Yes	This is a challenging project due to topography--it's hard to expect an average cyclist or pedestrian to want to use this route because it's challenging to get up it, so it's hard to support this project as being part of the Lake-to-Lake Trail; however, I don't see another better option, so I support it out of a lack of other options and a desire to have a good east-west pedestrian connection to Downtown. Please make it safe, as that's a dicey section of road.
OCBP-3	Lake to Lake Trail Corridor (EW-3)	Yes	Very important for bike commuters and recreationalists
OCBP-3	Lake to Lake Trail Corridor (EW-3)	Yes	Please also provide parking at certain points; I have to drive to this route (same for Eastrail)
OCBP-3	Lake to Lake Trail Corridor (EW-3)	Yes	I would like to see WB Lake Hills Connector be modified to improve bike safety. Options are 1) Improving the existing sidewalk to allow bikes to travel safely separated from cars or 2) Converting one existing traffic lane into a protected bike lane and lowering the speed limit for cars to 35 mph.
OCBP-3	Lake to Lake Trail Corridor (EW-3)	Yes	The lack of lighting on Lake Hills Connector makes me less inclined to use it. I'd love to see it be a safer place to bike and walk. Glad to see this project on the menu

OCBP-3	Lake to Lake Trail Corridor (EW-3)	Yes	More bike lanes, please!
OCBP-3	Lake to Lake Trail Corridor (EW-3)	Yes	Very important for bicycle and pedestrian access to the new light rail station at East Main.
OCBP-3	Lake to Lake Trail Corridor (EW-3)	Yes	It is important for Bellevue to build a complete bicycle network connecting existing facilities to destinations without interruption. This project is a crucial piece of that network connecting points west to downtown.
OCBNP-1	Growth Corridor Bicycle Network	Yes	
OCBNP-1	Growth Corridor Bicycle Network	Yes	Downtown Bellevue is still greatly lacking in bicycle infrastructure. Crossing 405 on NE 8th street is the most stressful experience.
OCBNP-1	Growth Corridor Bicycle Network	Yes	
OCBNP-1	Growth Corridor Bicycle Network	Yes	It is imperative that there be a safe bike route between downtown and Crossroads
OCBNP-1	Growth Corridor Bicycle Network	Yes	As a bicycle rider, this is the area that I would use most often. It is sorely needed as the biking infrastructure is seriously lacking. Please make this a high priority.
OCBNP-1	Growth Corridor Bicycle Network	Yes	Bellevue should have safe all ages and abilities bicycle facilities in and around downtown, and key transit locations like light rail stations and the Bellevue Transit Center.
OCBNP-1	Growth Corridor Bicycle Network	Yes	This is a wonderful regional resource - more people/areas need to have access
OCBNP-2	East Bellevue Bicycle Network	Yes	
OCBNP-2	East Bellevue Bicycle Network	Yes	
OCBNP-2	East Bellevue Bicycle Network	Yes	Don't make this overly complicated or expensive. The key will be to educate drivers who want to turn to look for bikers and pedestrians.
OCBNP-2	East Bellevue Bicycle Network	Yes	This would be an excellent use of city dollars since it covers areas of high residential density with many transit riders. Having more bike access routes would help people get to the transit options, or even to get around by bicycle alone.
OCBNP-2	East Bellevue Bicycle Network	Yes	Bellevue should have a complete bicycle network in all neighborhoods to provide equitable access to active and sustainable transportation options.
OCBNP-2	East Bellevue Bicycle Network	Yes	equitable access needs to be provided for this great resource
OCBNP-3	South Bellevue Bicycle Network	Yes	
OCBNP-3	South Bellevue Bicycle Network	Yes	
OCBNP-3	South Bellevue Bicycle Network	Yes	I think it is very important to add bicycle routes and support in the Eastgate, Factoria, and Newport areas and less important in the Somerset, Cougar Mountain/Lakemont areas. Funding should be prioritized to the more densely populated areas. I think that Factoria and Eastgate, if the right infrastructure were put in place, would be an ideal place to live if someone could not afford a car, because of the transit available. Single-family areas like Somerset, Cougar Mtn/Lakemont should be split off as a separate project, which I would not support.
OCBNP-3	South Bellevue Bicycle Network	Yes	Bellevue should have a complete bicycle network in all neighborhoods to provide equitable access to active and sustainable transportation options.
CTP-1	Downtown – Crossroads Transit Connection	Yes	On NE 8th between 108th NE and 124th NE, RapidRide B is a ridiculous slog. Consider having RapidRide avoid this cluster and follow NE 12th between 108th and 124th instead.
CTP-1	Downtown – Crossroads Transit Connection	Yes	Where can I park to take the bus from Crossroads to downtown? There are no buses near where I live.
CTP-1	Downtown – Crossroads Transit Connection	Yes	
CTP-1	Downtown – Crossroads Transit Connection	Yes	Better transit access between Crossroads and downtown is worthwhile for transportation equity for those without cars. I support enhancing the Rapid Ride corridors.
CTP-2	Downtown – Eastgate Transit Connection	Yes	More projects like this!
CTP-2	Downtown – Eastgate Transit Connection	Yes	Better transit stops would help
CTP-2	Downtown – Eastgate Transit Connection	Yes	If this is expected to increase mass transit ridership and thus take private cars off the road, go for it!
CTP-2	Downtown – Eastgate Transit Connection	Yes	Connecting neighborhood centers of commerce with efficient and safe green transportation options enhances the sense of community and reduces the dependence on single-occupant vehicle trips.
CTP-3	Downtown – Factoria Transit Connection	Yes	Connecting neighborhood centers of commerce with efficient and safe green transportation options enhances the sense of community and reduces the dependence on single-occupant vehicle trips.
CTP-3	Downtown – Factoria Transit Connection	Yes	
CTP-3	Downtown – Factoria Transit Connection	Yes	I would appreciate the ability to get from Eastgate into downtown Bellevue by transit quickly. Right now it seems as if it takes as long to get to downtown Bellevue as it takes to get to downtown Seattle.
CTP-4	Crossroads – Overlake Transit Connection	Yes	
CTP-5	Crossroads – Eastgate Transit Connection	Yes	
CTP-5	Crossroads – Eastgate Transit Connection	No	

CTP-6	Eastgate – Factoria Transit Connection	Yes	Connecting neighborhood centers of commerce with efficient and safe green transportation options enhances the sense of community and reduces the dependence on single-occupant vehicle trips.
CTP-6	Eastgate – Factoria Transit Connection	Yes	Better bike connections are needed through this area. Bikes must be strongly encouraged to avoid Factoria Blvd and use the alternate route along 124th Ave SE through better use of wayfinding signs and painted green crosswalks and street markings. The speed limit on 124th Ave SE needs to be lowered to 25 mph for bike safety.
CTP-7	Eastgate – Overlake Transit Connection	Yes	we need to make transit work better.
CTP-7	Eastgate – Overlake Transit Connection	Yes	What types of improvements are being considered for transit speed and reliability? This corridor is heavily congested during peak hours and is experiencing a very high degree of growth in Bellevue and north through Redmond. This area was predicted to fail City congestion standards in the last TFP. The City of Bellevue was considering a joint study of this corridor last year. Is there a joint study taking place to consider both Bellevue and Redmond impacts to this corridor? Bruce Whittaker 1924 160th Ave NE Bellevue
Interactive map glitch did not record specific TFP number associated to feedback below			
{TFPNo}		Yes	
{TFPNo}		Yes	
{TFPNo}		Yes	
{TFPNo}		Yes	Please prioritize frequent bus connections at East Link stations.
{TFPNo}		Yes	
{TFPNo}		Yes	
{TFPNo}		Yes	Long overdue â€” please prioritize this.

Section C: Additional Comments

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

1. Alex Smith, Walter Scott, Kevin Wallace and Stan Baty, July 24, 2020
2. Captain Midnight, January 26th via *Engaging Bellevue*
3. David F. Plummer, February 7th
4. Karen Strudwick, February 16th*

These three communications appear on the following pages.

*Ms. Strudwick's feedback was allowed after the comment period had completed due to the fact that she had contacted staff during the commenting period needing accommodation. Staff provided Ms. Strudwick with the candidate project list, in a compatible format, and gave her additional time to provide her feedback. Staff will make note of needed changes to the process, in the future, to ensure we have proper accommodations in place for all to provide feedback.

Section C: Additional Comments

1. Alex Smith, Walter Scott, Kevin Wallace and Stan Baty,
July 24, 2020

July 24, 2020

Bellevue Transportation Commission
Brad Miyake, City Manager
Andrew Singelakis, Transportation Department Director
City of Bellevue
P. O. Box 90012
Bellevue, WA 98009

**RE: Request for Addition of Traffic Signal at NE 2nd Street / 114th Avenue NE
Intersection into Transportation Facilities Plan and Capital Investment
Program**

Dear Transportation Commission, Mr. Miyake and Mr. Singelakis:

The undersigned are owners of the properties adjacent to 114th Ave. NE and north of NE 2nd Street. We write to request the City amend the current 2019-2030 Transportation Facilities Plan¹ (“TFP”) and 2019-2025 Capital Investment Program (“CIP”) for the design and construction of capacity improvements to the intersection of NE 2nd Street and 114th Avenue NE and including it in the 2021-2033 TFP and 2021-2028 CIP (hereafter, the “Project”). This request is urgent because the property owners on both sides of the intersection are currently moving forward with redevelopment plans, and if the need to improve this intersection is not considered now, the City may not be able to fix the problem after these properties redevelop.

We engaged Transportation Engineering NW (“TENW”) to review the NE 2nd & 114th Avenue NE intersection under the new zoning adopted in 2017 to implement the Downtown Livability Update, and in light of the five major development projects that will feed into the intersection when they redevelop. TENW has confirmed that the intersection cannot accommodate planned growth along the 114th Avenue corridor without some form of improved traffic control. Please refer to the attached December 4, 2019 114th Avenue Corridor - North of NE 2nd Street Daily Trip Generation Summary prepared by TENW.

After reviewing multiple options for the Project, and considering proposed developments, planned pedestrian / bicycle facilities² and physical constraints, TENW believes the most appropriate

¹ As adopted by the City Council on July 15, 2019 through Resolution No. 9637.

² The City’s adopted 2009 Pedestrian & Bicycle Transportation Plan contains two high priority projects in the 114th Avenue NE corridor. **B-127-E / B-127-W – 114th Ave NE (Frontage Road) NE 6th St to SE 8th St** – would respectively

Add a 5 foot-wide bike lane on the east side [and west side] of 114th Avenue NE (Frontage Road), from NE 6th Street to SE 8th Street. Implement mid-block connections through redevelopment and complete a 10 foot connection along the north side of the NE 6th Street HOV ramp. Preserve opportunities for an off-street multi-purpose pathway between NE 6th Street and SE 8th Street in the event the facilities are displaced by future improvements to I-405. Improvements in this segment are constrained by I-405 to the east and an existing stream channel to the west. Component of priority bike corridor; NS-2: Lake Washington Loop Trail.

Through the Design Review pre-application process for several Coalition members, the City has confirmed that a single multipurpose pathway along the west side of 114th Avenue NE meets the purpose and intent of these two projects.

treatment for the intersection of 114th Ave NE/NE 2nd Street and the proposed multimodal path crossing is a fully actuated traffic signal. The signal would ensure a safe crossing for pedestrians and bikes at this location and allow for optimal access for large service trucks accessing properties from 114th Ave NE. In our conversation with City staff on May 28, staff indicated the signalization option may have the least impact on the abutting private properties (100 & 200 112th Avenue NE). The combination of the preservation of existing property boundaries, in concert with the aforementioned performance and safety benefits, further affirms the fully actuated traffic signal as the preferred option.

We propose that the Project be funded and built through a combination of a Local Improvement District (“LID”) and impact fees collected in conjunction with redevelopment of properties along the 114th Avenue corridor that contribute traffic to the intersection. Accordingly, except for the dedication of impact fees that might otherwise go to another project, the new traffic signal would have no financial impact to the CIP. Without an identified project in the TFP, the onus of financing and constructing the facility may fall on the first Coalition member to receive a permit, placing an enormous burden on one user of the 114th Avenue NE corridor instead of sharing the cost and ensuring the facility is funded and constructed in a timely manner.

As noted on page three of the TFP, “. . . it is crucial that the City frequently update existing and projected land use data; the existing and planned transportation network; and the analysis that documents the associated, cumulative impacts.” At present, there are multiple projects along the 114th Avenue corridor in various stages of the City’s entitlement process. There are also three projects listed in TFP Table 3. 2019-2030, Transportation Facilities Plan Projects and Allocations, that will provide for improved connectivity from Bellevue Way to 112th Avenue NE along NE 2nd Street³ that will both impact this intersection and be further leveraged by the proposed traffic signal. We believe it is imperative to update “the existing and planned transportation network” for these projects immediately to ensure coordinated and timely development can occur.

Pages 8 and 9 of the TFP provide the following Roadway and Intersection project criteria for selecting and ranking CIP projects (with weighting in parentheses):

Roadway/Intersection TFP Project Scoring Criteria

- ***Safety*** (vehicular, pedestrian, bicycle - 30%)


³ **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, consistent with the Main Street & NE 2nd Street Design Report (2009). The funding allocation is a placeholder that may be used to advance project pre-design or support early implementation. Project implementation will be coordinated with approved and potential future private development in the immediate vicinity.

TFP-216 - 112th Avenue NE/NE 2nd Street: This project will add dual southbound to eastbound left-turn lanes, and a northbound to eastbound right-turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity. (Operation of the second southbound left-turn lane will not be active until the receiving lane is in place on NE 2nd Street.)

TFP-225 - Bellevue Way/NE 2nd Street: This project will add a northbound to eastbound right-turn lane and create a second southbound to eastbound left turn lane by converting an existing through lane, subject to further analysis. Project implementation will be coordinated with potential future private development in the immediate vicinity. (Operation of the second southbound left-turn lane will not be active until the receiving lane is in place on NE 2nd Street.)

- **Level of Service** (i.e., congestion management - 20%)
- **Transit** (improving service, facilities and/or access - 20%)
- **Non-Motorized** (serving key locations and populations, providing connected facilities - 20%)
- **Plan Consistency & Outside Funding** (Integration with local and regional plans, likelihood of attracting non-local funds - 10%)

The Project meets these criteria. As noted above, the proposed traffic signal will provide a safe and continuous multipurpose pedestrian / bicycle connection, improve the level of service and not burden the City's transportation budget as it will be developer-funded through an LID or impact fees (or a combination thereof). We urge you to act now. Please include the Project in the next update to the TFP and the CIP.

DocuSigned by:

BD53D84E369240C
Alex Smith
700 112th LLC

DocuSigned by:

BC48A2CC48CB434
Walter Scott
Legacy Commercial

DocuSigned by:

BF7216AA9DA547C...
Kevin Wallace
Wallace/Scott Limited Partnership

DocuSigned by:

9CDC612EB469439
Stan Baty
BSOP2 LLC

Attachments: December 4, 2019 114th Avenue Corridor - North of NE 2nd Street Daily Trip Generation Summary prepared by TENW

cc: Ryan Miller, City of Bellevue
Molly Johnson, City of Bellevue
Brian Franklin, PMF Investments
Mon Wig, Wig Properties

114th Avenue Corridor - North of NE 2nd Street Daily Trip Generation Summary

Land Use	Size	Units ¹	ITE LUC ²	Distribution ³		Trips Generated	
				In	Out	In	Out
Proposed Uses							
<u>Office</u>	2,455,000	GFA	710	50%	50%	11,956	11,956
						11,956	11,956
<u>Retail</u>	54,500	GFA	826/820	50%	50%	1,028	1,029
Bellevue Trip Reduction (Passby) ⁵	34%					-349	-350
						679	679
<u>Hotel</u>	275	Rooms	310	50%	50%	755	755
						755	755
<u>Apartment</u>	275	Units	222	50%	50%	284	285
						284	285
<u>Quality Restaurant</u>	10,000	GFA	931	50%	50%	419	419
Bellevue Trip Reduction (Passby) ⁵	44%					-185	-184
						234	235
Net Proposed Uses Trip Generation =						13,908	13,910
							27,818

¹ DU = Dwelling Units, GFA = Gross Floor Area.

² Land Use Code from ITE 10th Edition Trip Generation Manual, updated 2017.

³ Entering/exiting splits are based on ITE Trip Generation.

⁴ Daily rate for Multi-Family is ITE rate adjusted for Downtown reductions based on the Impact Fee program (75%). This accounts for increased non-veh. mode split opportunities in downtown.

⁵ Daily Bellevue trip reduction is based on the Bellevue Impact Fee Program and account for passby trips for the associated uses.

Planning-Level Trip Distribution to 114th **4,172** **4,173** **8,345**

114th Avenue Corridor - North of NE 2nd Street AM Peak Hour Trip Generation Summary

Land Use	Size	Units ¹	ITE LUC ²	Distribution ³		Trip Rate	Trips Generated		
				In	Out		In	Out	Total
Proposed Uses									
<u>Office</u>	2,455,000	GFA	710	86%	14%	0.83	1,753	285	2,038
							1,753	285	2,038
<u>Retail</u>	54,500	GFA	826/820	62%	38%	0.94	32	19	51
Bellevue Trip Reduction (Passby) ⁵	34%						-11	-6	-17
							21	13	34
<u>Hotel</u>	275	Rooms	310	39%	61%	0.39	42	65	107
							42	65	107
<u>Apartments</u>	275	Units	222	12%	88%	0.21	7	51	58
							7	51	58
<u>Quality Restaurant</u>	10,000	GFA	931	55%	45%	0.73	4	3	7
Bellevue Trip Reduction (Passby) ⁵	44%						-2	-1	-3
							2	2	4
Net Proposed Uses Trip Generation =							1,825	416	2,241

¹ DU = Dwelling Units, GFA = Gross Floor Area.

² Land Use Code from ITE 10th Edition Trip Generation Manual, updated 2017.

³ Entering/exiting splits are based on ITE Trip Generation.

⁴ AM rate for Multi-Family is ITE rate adjusted for Downtown reductions based on the Impact Fee program (75%). This accounts for increased non-veh. mode split opportunities in downtown.

5 AM peak hour⁵ Bellevue trip reductions are based on the Bellevue Impact Fee Program and account for passby trips for the associated uses.

**114th Avenue Corridor - North of NE 2nd Street
PM Peak Hour Trip Generation Summary**

Land Use	Size	Units ¹	ITE LUC ²	Distribution ³		Trip Rate ⁴⁵	Trips Generated		
				In	Out		In	Out	Total
Proposed Uses									
Office	2,455,000	GFA	710	16%	84%	0.87	342	1,794	2,136
							342	1,794	2,136
Retail	54,500	GFA	826/820	48%	52%	2.45	64	70	134
							64	70	134
Hotel	275	Rooms	310	51%	49%	0.33	46	45	91
							46	45	91
Apartments	275	Units	222	70%	30%	0.41	79	34	113
							79	34	113
Quality Restaurant	10,000	GFA	931	67%	33%	4.19	28	14	42
							28	14	42
Net Proposed Uses Trip Generation =							559	1,957	2,516

¹ DU = Dwelling Units, GFA = Gross Floor Area.

² Land Use Code from ITE 10th Edition Trip Generation Manual, updated 2017.

³ Entering/exiting splits are based on ITE Trip Generation.

⁴ PM peak hour trip rates are based on City of Bellevue Impact Fee Program Rates. The recently published 10th Edition has a lower rate for Office in dense, multiurban locations, which downtown Bellevue

⁵ PM peak hour Bellevue trip reductions are based on the Bellevue Impact Fee Program and account for passby trips for the associated uses.

Planning-Level Trip Distribution to 114th	168	587	755
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Section C: Additional Comments

2. Captain Midnight, January 26, via *Engaging Bellevue*

Captain Midnight, January 26th
Engaging Bellevue online question

Date of contribution	Q&A Question	Contributor Details	Admin Response Details	
		Login (Screen name)	Response Type	Admin Response
Jan 26 21 11:19:19 am	1. Are the project costs the life cycle costs for the project, i.e., do they include all acquisition, ownership and retirement costs? 2. What cost year are the project costs expressed in? 3. How do I obtain copies of the cost estimate information for each project (information that shows property acquisition costs, design, construction, maintenance, retirement, construction schedule, etc.?	Captain Midnight	Public Answer	Hi Captain Midnight - Cost figures for the Preliminary Transportation Facilities Plan (TFP) projects are under development. When complete, the project costs that are reflected in the TFP will either be a sum of design, right-of-way and construction costs or a placeholder for a portion of the previously mentioned elements. If you would like more information, please contact the staff listed as contacts for this process. Thank you.

Section C: Additional Comments

3. David F. Plummer, February 7

From: [Plummer David F.](#)
To: [TransportationTFP](#)
Cc: [Council; onebellevue@googlegroups.com](#); [Times Editor; Robertson, Jennifer S.; TransportationCommission; Oosterveen, Kristi; TFP@bellevuewa.gov; Singelakis, Andrew; Ingram, Mike; Miller, Eric](#)
Subject: Comments on Proposed Bellevue 2022-2033 Transportation Facilities Plan
Date: Sunday, February 07, 2021 2:27:46 PM
Attachments: [Bellevue TFP, Table TFP-1, 2022-2033.docx](#)
[Bellevue Transportation Project LCC Summary, Table T-6 .xlsx](#)

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Hello to Bellevue Transportation Department!

Reference: Bellevue Candidate Transportation Projects List for the 2022-2033 TFP

The City released an email dated 25 January 2021 soliciting participation in a 5-question online open house/survey concerning City transportation projects listed in the reference document. The projects are briefly described in the list; if you want more information on them, you have to visit the City's 2020-2025 Transportation Improvement Program document and the City's adopted 2021-2027 operating and CIP budget. The list should be rejected in its entirety as the following information is necessary to evaluate the projects on the list, and should be provided as part of the TFP or in separate documents:

1. The project's life cycle cost broken into acquisition (planning, design, right of way acquisition, construction), ownership (O&M), and retirement costs;
2. The identification of the sources of the funds necessary to pay for the life cycle costs; this breakdown should identify the general tax sources (property, B&O, sales, etc.), long term debt sources (TIFIA loan, general obligation bonds, etc.), Federal grants, State grants, private donations, and any other sources;
3. The transportation impact fees to be collected for each project;
4. The planning and milestone schedule for each project; and
5. The primary measures of merit used to evaluate the effectiveness of the project.

The format of the TFP should be changed to include a lot more information so that interested persons can better understand what the Transportation Department is proposing to do with all our money over the next 10 years. I've attached a Word file that provides a couple of pages with some comments on some of the proposed Bel-Red projects; an example of a more useful format for the TFP is shown in the attached Excel file.

Cheers,

David F. Plummer

Bellevue, WA

Table TFP-1. Comments On 2022-2033 Bellevue Transportation Facilities Projects

<u>TFP #</u>	<u>Name/Location</u>	<u>Comments</u>
TFP-173	108/112th Ave. NE	Delete this project until the local bicycle users form an LID to pay for the project.
TFP-210	124th Ave. NE, To Northup Way NE, NE Spring Blvd to NE 18th St.	Delete this project and all CoB funding; this project should be funded and constructed by nearby property owners who are the primary beneficiaries of the project; no public benefits will result from this project.
TFP-213	124th Ave. NE, NE12th St. to NE Spring Blvd.	Delete this project and all CoB funding; this project should be funded and constructed by nearby property owners who are the primary beneficiaries of the project; no public benefits will result from this project.
TFP-215	NE Spring Blvd., 130th to 132nd Aves NE	Delete this project and all CoB funding; this project should be funded and constructed by nearby property owners who are the primary beneficiaries of the project; bicycle improvements should be funded by a bicycle riders LID.
TFP-217	124th Ave. at Hwy 520	Delete the project until the project beneficiaries are identified, and they agree to pay for any pre-design, early implementation, and their share of project costs. Delete all CoB funding for these activities.
TFP-218	130th Ave. NE, NE 20th St. to Bel-Red Road	Delete this project and all CoB funding; this project should be funded and constructed by nearby property owners who are the primary beneficiaries of the project; bicycle

improvements should be funded
by a bicycle riders LID.

TFP-244	East Side Trail	Delay this project until a King County plan, similar to the 1935 WPA can be developed to provide employment for County homeless persons who could be employed for work on this project.
TFP-245	140th Ave. NE 8th to NE 24th St.	Delete this project and any possible CoB funding; this project should be funded by a bicycle riders LID.
TFP-250	Improvements to 148th Ave. NE	Delete this project and all associated CoB funding until a coordinated LID is developed and approved by all nearby property owners who are the primary beneficiaries of the proposed improvements.
TFP-260	120th Ave. NE Stage 4	Delete this project until the nearby property owners form an LID to pay for the proposed improvements.
TFP-263	Improvement to 148th Ave. NE	Delete this project; the proposed changes Are totally unnecessary.
TFP-265	124th Ave., NE 18th To Northup Way	Delete this project and all CoB funding; this project should be funded and constructed by nearby property owners who are the primary beneficiaries of the project; no public benefits will result from this project.
TFP-269	124th Ave. NE, NE 8th to NE 12th	Delete this project and all CoB funding; this project should be funded and constructed by nearby property owners who are the primary beneficiaries of the project; no public

benefits will result from this project.

TFP-270

Spring Blvd., 124th
Ave. NE to 138th Ave.

Delete this project and all CoB
funding; this project should be funded
and constructed by nearby property
owners who are the primary
beneficiaries of the project; no public
benefits will result from this project.

**Table T-6. Example Bellevue Transportation Projects Life Cycle Cost Summary,
1000s of YoE \$s**

7-Feb-21 7-Feb-21

TIP Ref. No	CIP #	TIP #	Name/Description	Life Cycle Cost, 1000s YoE \$s			Total	Project Acquisition Schedule (Note 7)	Project Ownership Years	Acquisition Funding Source, 1000\$s							Ownrshp Fund Source	Retirement Fund Source
				Acquisition	30-Year Ownership	Retirement/ Reconstruct.				CoB Tax/Bond Revenues	REIT	Transp. Impact Fees	State/Federal Loans/Grants	Donation	Transp. Funding	Total		
7	R-156	-	ITS System	4,921	2,995	1,500	9,416	2017-2025	2026-2055	1,520	3,657	?	?	?	?	5,177		
9	R-166	210	124th Ave., Spring Blvd. to Ichigo Way NE	30,840	18,767	30,000	79,607	2019-2021	2021-2050	7,563	8,198	4,213	3,725	9,491	50	33,240		
10	R-169	213	124th Ave., NE 12th to NE Spring Blvd.	25,085	15,265	15,000	55,350	2020-2021	2022-2051	1,393	108		18,248		336	20,085		
11	R-170	218	130th Ave. NE, Bel-Red Road to NE 20th St.	26,700	16,248	30,000	72,948	2020-2022	2023-2052	131	250		25,538		912	26,831		
12	R-172	209	NE Spring Blvd., 116th to 120th Ave. NE	33,432	20,344	40,000	93,776	2019-2020	2021-2050	10,580		9,280	7,218		6354	33,432		
13	R-173	259	NE Spring Blvd. 120th NE to 124th Ave. NE	18,346	6,897	25,000	50,243	2018-2020	2021-2050	975		617	14,954	1,756	44	18,346		
16	R-183	256	W. Lake Samm. Prkwy Improvements	8,000	609	10,000	18,609	2019-2020	2020-2049	7,000	998					7,998		
28	R-202	246	150th Ave. SE Intersection Imprvmts	2,500	811	3,000	6,311	2019	2020-2049	2,500						2,500		
32	W/B-78	243	Mtns to Snd Greenway Factoria to Lakemont	26,900	811	30,000	57,711	2019-2024	2025-2054	5,000 ?	1600 ?		18,000 ?		1500 ?	26,100		
34	W/B-83	266	Mtns to Snd Greenway I-405 to 132nd Ave. SE	17,600	609	20,000	38,209	2020-2024	2025-2054	2,198	722		14,000		636	17,556		
NB! Values shown for TFP item numbers 13 through 34 are for illustration only.																		
Totals				194,324	83,356	204,500	482,180			33,860	13,933	14,110	61,903	11,247	8332	191,265		

Source: CoB 2021-2026 TIP; CIP summaries from approved 2019-2020 budget; and author.

- Notes: 1. Ownership costs were estimated to be about 1.5 % of the acquisition cost per year, and were escalated over the ownership period at 1.5% per year.
2. Acquisition costs include all planning, analyses, design, EIS-prep., construction, etc., costs.
3. Ownership costs include all maintenance and repair and other costs of maintaining the asset in a serviceable condition.
4. Retirement/reconstruction costs: author's guesstimate.
5. Project schedule/years assumed by author.
6. Ownership costs do not include TIFIA loan interest.
7. See Appendix for more detailed acquisition schedule

**Table T-6A. Bellevue Transportation Projects Ownership Costs,
YoE \$s**

Ownership Cost Escalation

7-Feb-21

ESC Rate =2%/Yr

	R-156 Acq. Cost	O&M/Year	R-166 Acq. Cost	O&M/Year	R-169 Acq. Cost	O&M/Year	R-170 Acq. Cost	O&M/Year	R-170 Acq. Cost	O&M/Year
1	4,921,000	73,815	30,840,000	462,600	25,085,000	376,275	26,700,000	400,500	33,432,000	501,480
2		75,291		471,852		383,801		408,510		511,510
3		76,797		481,289		391,477		416,680		521,740
4		78,333		490,915		399,306		425,014		532,175
5		79,900		500,733		407,292		433,514		542,818
6		81,498		510,748		415,438		442,184		553,674
7		83,128		520,963		423,747		451,028		564,748
8		84,790		531,382		432,222		460,049		576,043
9		86,486		542,010		440,866		469,250		587,564
10		88,216		552,850		449,683		478,635		599,315
11		89,980		563,907		458,677		488,207		611,301
12		91,780		575,185		467,851		497,971		623,527
13		93,615		586,689		477,208		507,931		635,998
14		95,488		598,422		486,752		518,089		648,718
15		97,397		610,391		496,487		528,451		661,692
16		99,345		622,599		506,417		539,020		674,926
17		101,332		635,051		516,545		549,801		688,425
18		103,359		647,752		526,876		560,797		702,193
19		105,426		660,707		537,413		572,013		716,237
20		107,535		673,921		548,162		583,453		730,562
21		109,685		687,399		559,125		595,122		745,173
22		111,879		701,147		570,307		607,024		760,076
23		114,116		715,170		581,714		619,165		775,278
24		116,399		729,474		593,348		631,548		790,783
25		118,727		744,063		605,215		644,179		806,599
26		121,101		758,944		617,319		657,063		822,731
27		123,523		774,123		629,665		670,204		839,186
28		125,994		789,606		642,259		683,608		855,969
29		128,514		805,398		655,104		697,280		873,089
30		131,084		821,506		668,206		711,226		890,551
Total		2,994,533		18,766,793		15,264,754		16,247,516		20,344,080

Section C: Additional Comments

4. Karen Strudwick, February 16

From: [Karen Strudwick](#)
To: [TransportationTFP](#)
Subject: RE: Alternate version of TFP interactive map?
Date: Friday, February 19, 2021 6:58:42 PM

[EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

Kristi:

Thanks again for your time and effort in creating an accessible version of the Bellevue Transportation Facilities Plan. After reviewing it, I have to say how astonished I continue to be at how big and busy Bellevue has grown. That's not a bad thing as long as planning takes an inclusive approach and new facilities are built according to principles of universal design. From what I read in the plan, Bellevue generally continues to pursue those goals. I was pleased to see how much attention was being paid to adding or improving sidewalks, trails, and intersections for pedestrians.

As those improvements are made, I would like to ask the decision-makers to consider the following suggestions for making our city's sidewalks and streets safer for everyone, including people like me with varying levels of vision loss who travel with a white cane or guide dog:

--Roundabouts.

The plan listed several of these but didn't specify details regarding pedestrian access. While a roundabout may be an optimal method of managing heavy traffic, it presents a nightmarish flow of non-stop vehicles to someone with vision loss. To get from one side of the roundabout to the other, I have to cross multiple streets feeding into the circle. Please consider adding crosswalks with a flashing light and an audible signal to alert drivers --who always seem nervous and agitated when they encounter a roundabout--to the presence of pedestrians. A tactile guidance strip embedded or "pasted" to the crosswalk pavement also would be very helpful.

--Mid-block pedestrian crossings.

These can be very handy, particularly around some of Bellevue's "superblocks." However, they should be built with not only a flashing light (or even proper traffic light) but an audible signal.

Such signals, by the way, serve a double purpose. First, they help the pedestrian with vision loss to double-check on what their ears should already be telling them about the traffic flow and, thus, judge when it is safe to cross. Second, the quiet little beep that these signals emit when they are not in use helps people like me find the pole and crosswalk in the first place.

--"Fake" sidewalks.

Over the years, the city has been doing a great job of upgrading sidewalks and intersections in more densely populated and high-traffic areas, such as the immediate area around Crossroads Mall where I live. In general, those seem to be the areas that the plan is focused on. This is not unreasonable,

given the city's push toward higher density. However, it means that if someone like me tries to go for a walk just a couple of blocks outside of that area, we run into problems.

Those areas are the older single-family neighborhoods where there are usually no sidewalks unless a new structure has been built, requiring the owner to put in a sidewalk.

One example is N.E. 6th Street between 148th and 164th Avenues N.E. There are a few strips of paved sidewalk but otherwise the pedestrian must walk on the street. In some places I am aware that there is a white line painted along one side of the street--what I call a 'fake' sidewalk. I can't see the line so my dog and I hug the edge of the properties we pass by, hoping the traffic will respect that white line.

In some places, such as along the east side of 156th Avenue N.E. south of N.E. 6th Street, vehicles routinely park in this area. This leaves me and my dog with a choice of either stepping into a lane with moving traffic to get around the vehicle, or stepping onto private property where there may be a culvert, or turning back and trying to find some other route.

I know the city can't install sidewalks everywhere but it would make Bellevue much more walkable if those tactile guidance strips could be laid alongside those white lines. Then we would know if we had accidentally strayed too close to the edge of a "fake" sidewalk.

By the way, these tactile strips would be very helpful to people with vision loss in other areas in either your domain or sphere of influence, such as large open spaces at transit centers, at very wide driveways, and even on the large flat pavement from which various pathways angle out in Crossroads Park, just east of the community center.

--Transportation and housing for seniors

Although there are still many areas in Bellevue that are difficult to access, I consider myself fortunate to be living in one that is not—Crossroads. But I know of seniors who live in some of those less accessible neighborhoods and feel trapped. Older people may currently drive but know that in a few short years they may not. They want to remain in Bellevue where they have built up community but they can't find housing near shopping and public transit. They can't "age in place" in their longtime home because it has too many steps and is not viable without a car. Rambler-style homes, if you can find one that is affordable, may be closer to "villages" like Crossroads but are just far enough from bus lines and on "Fake" sidewalk streets to make them unviable for seniors. New, high-density townhouses are tall and skinny; more steps. Older condos often are in buildings with no elevators.

The TFP mentions reviewing certain transportation corridors in Bellevue with a view to making them more efficient. That has to be done to support the tax base of workers, and I get it. But what about other people, those who helped to build up Bellevue in the first place? I believe that Metro, perhaps in conjunction with the city, is testing out a new "mini" bus service to and from Crossroads to some of the hard-to-reach neighborhoods. Can the city work with partners on other innovative approaches like that in other areas of Bellevue as well?

Thank you for taking the time to listen to me. I hope you will consider my suggestions, which are all

offered with great fondness and respect for our city and the people who take care of it.

Sincerely,
Karen Strudwick

From: TransportationTFP <TransportationTFP@bellevuewa.gov>
Sent: Tuesday, February 16, 2021 5:11 PM
To: Karen Strudwick <cablehut@hotmail.com>
Subject: RE: Alternate version of TFP interactive map?

Hi Karen,

Again, I apologize for my delay. It was more difficult the transfer the project list into Word than I thought. I am attaching the list that was on the online open house website that you were not able to use. I was not able to add columns for your "Yes, No, No Opinion" or comments without messing up the formatting, so please feel free to do whatever you would need to do to provide comments and opinions on the projects. If you'd like to have a phone call with me to go through the list, please let me know your availability and I will do my best to accommodate it.

If I can have your feedback by next Monday, that would be terrific.

Thank you again for wanting to participate in the process...Kristi

From: Karen Strudwick <cablehut@hotmail.com>
Sent: Thursday, February 11, 2021 8:00 PM
To: TransportationTFP <TransportationTFP@bellevuewa.gov>
Subject: RE: Alternate version of TFP interactive map?

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Kristi,

Thank you very much for taking the time to look into this matter and for your offer of help.

For me, the ideal format would be in Microsoft Word. I'm sorry to give you so much extra bother and can only promise to give you as much salient feedback as possible to those parts of the plan most relevant to me and possibly other people with vision loss in the community (Although I hasten to add that I am in no way any sort of spokesperson for such folks). Let me know your deadline for my response and I will make every effort to review the information and return my comments by

then.

Thanks again. I look forward to hearing from you.

Karen

From: TransportationTFP <TransportationTFP@bellevuewa.gov>

Sent: Thursday, February 11, 2021 6:01 PM

To: Karen Strudwick <cablehut@hotmail.com>

Subject: RE: Alternate version of TFP interactive map?

Good evening Karen,

Thank you for wanting to give feedback on our update to the Transportation Facilities Plan (TFP). I am sorry our interactive map doesn't work with your screen reader.

I would love for you to give us feedback on our candidate project list and want to know the best way I can provide that opportunity to you. I consulted with Blayne Amson, who I understand you know, about what options I might be able to give you and he thought the best way would be for me to explain to you what I have and see what we might be able to get to work best for you.

Our candidate project list is formatted in an Excel format with the project number, project location and project description. I can add additional columns to that for you to let us know your opinion as to whether or not we should fund the project in the next 12 years (the timeframe of the TFP) and a comments section too. I understand from Blayne that Excel can also be problematic for screen readers, so I can try and reformat it into Word but it might take me a bit longer to get it to you. I know the comment period for the TFP ends on Monday, but I

have no problem extending it in order to receive your feedback.

I would also be happy to talk to you about the list over the phone, but feel if you can review it yourself first then it might help with any questions. I am out of the office, after today, until Tuesday morning but will be checking my emails periodically and will work on whatever accommodation might work best for you when I return to the office.

Thank you for your interest in providing feedback. I appreciate it.

Best Regards,

Kristi Oosterveen
City of Bellevue – Transportation

From: Karen Strudwick <bluehut@hotmail.com>
Sent: Wednesday, February 10, 2021 12:09 PM
To: TransportationTFP <TransportationTFP@bellevuewa.gov>
Subject: Alternate version of TFP interactive map?

[EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

Hello, Kristi.

Carol Ross kindly notified me about the city's virtual open house on its Transportation Facility Plan. It seems that current information about the projects is displayed through an interactive map. Since this map is not particularly friendly to my screen reader, I wondered if you would have that information in an alternate format, such as a Word document.

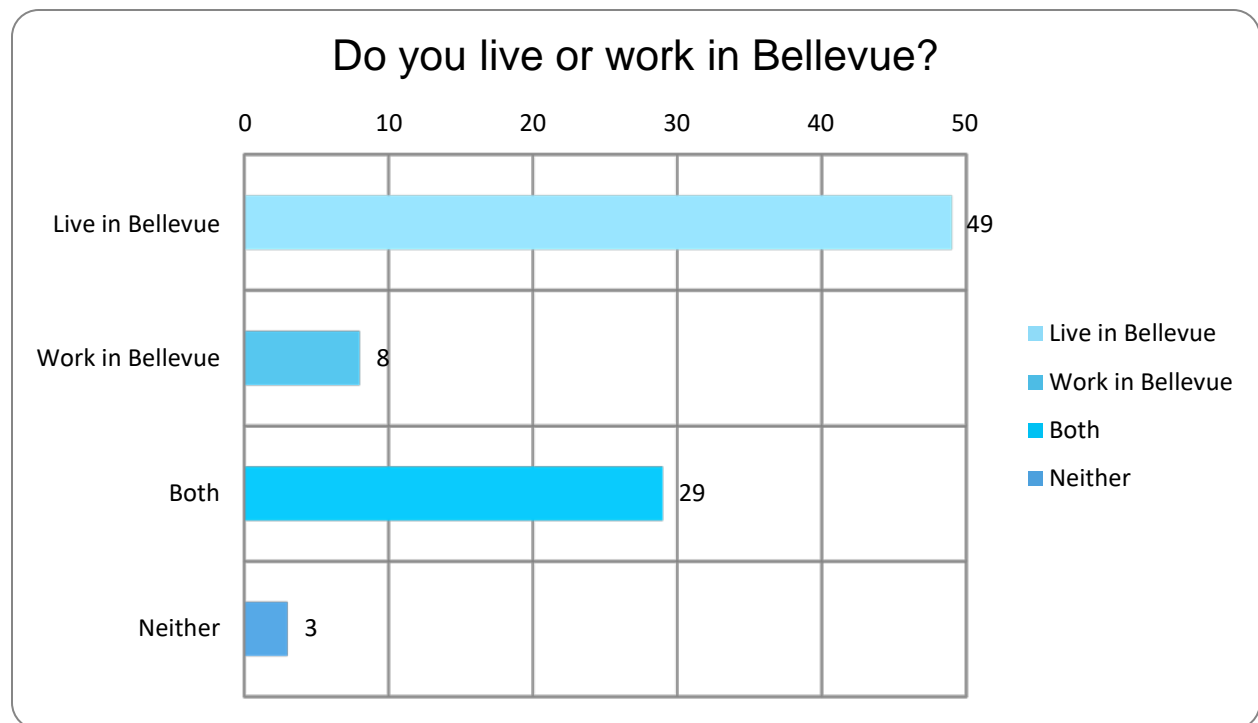
I did try following various links on the transportation department's website to various plans and presentations related to the TFP in an effort to glean what I could. But, honestly, I didn't get too far with that approach.

As a pedestrian and transit user who is blind and navigates Bellevue with the help of a Guide Dog, I would love to learn more about Bellevue's plans and to offer feedback from my perspective. So, if you can point me to more accessible content, I'd really appreciate it.

Kind regards,
Karen Strudwick

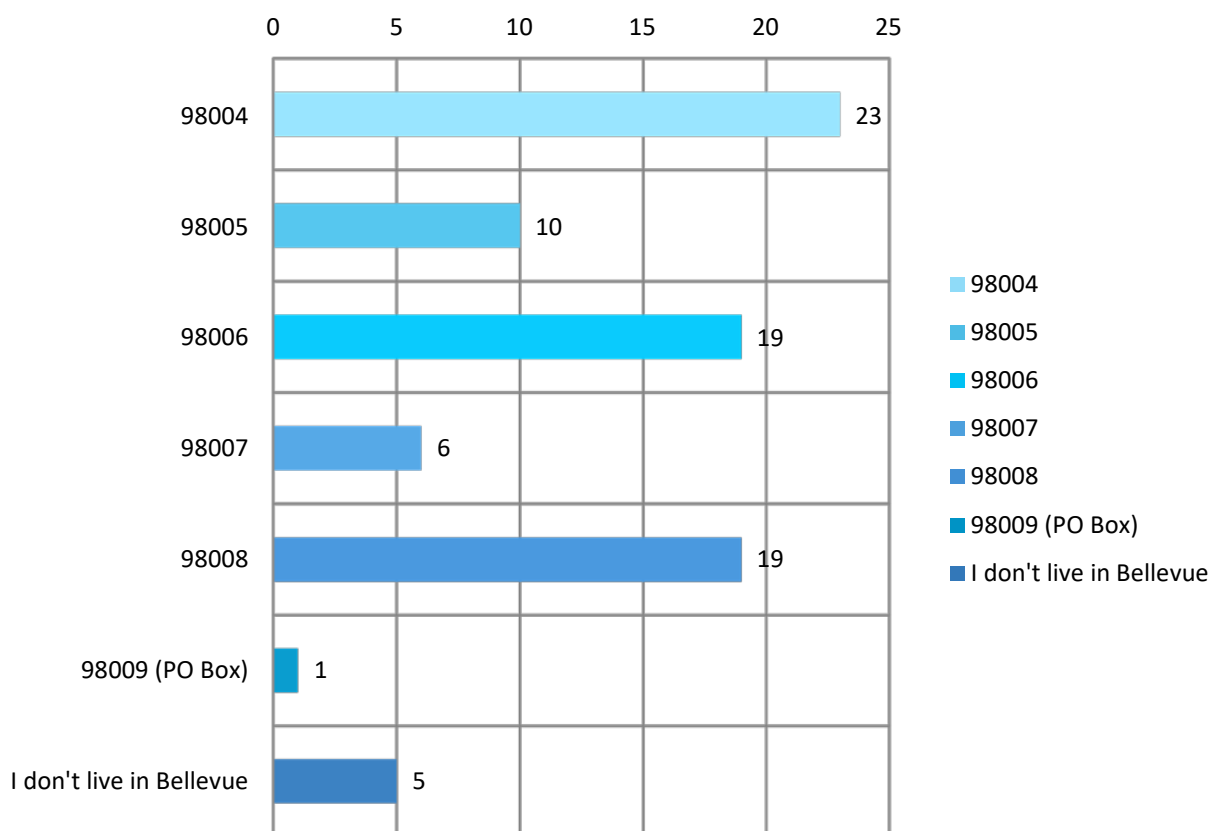
Section D: Online Survey Results from *Engaging Bellevue*

The following are the questions and responses received from the online survey that was available via *Engaging Bellevue*.



Do you live or work in Bellevue?	
Live in Bellevue	49
Work in Bellevue	8
Both	29
Neither	3

Zip Codes of those who live in Bellevue

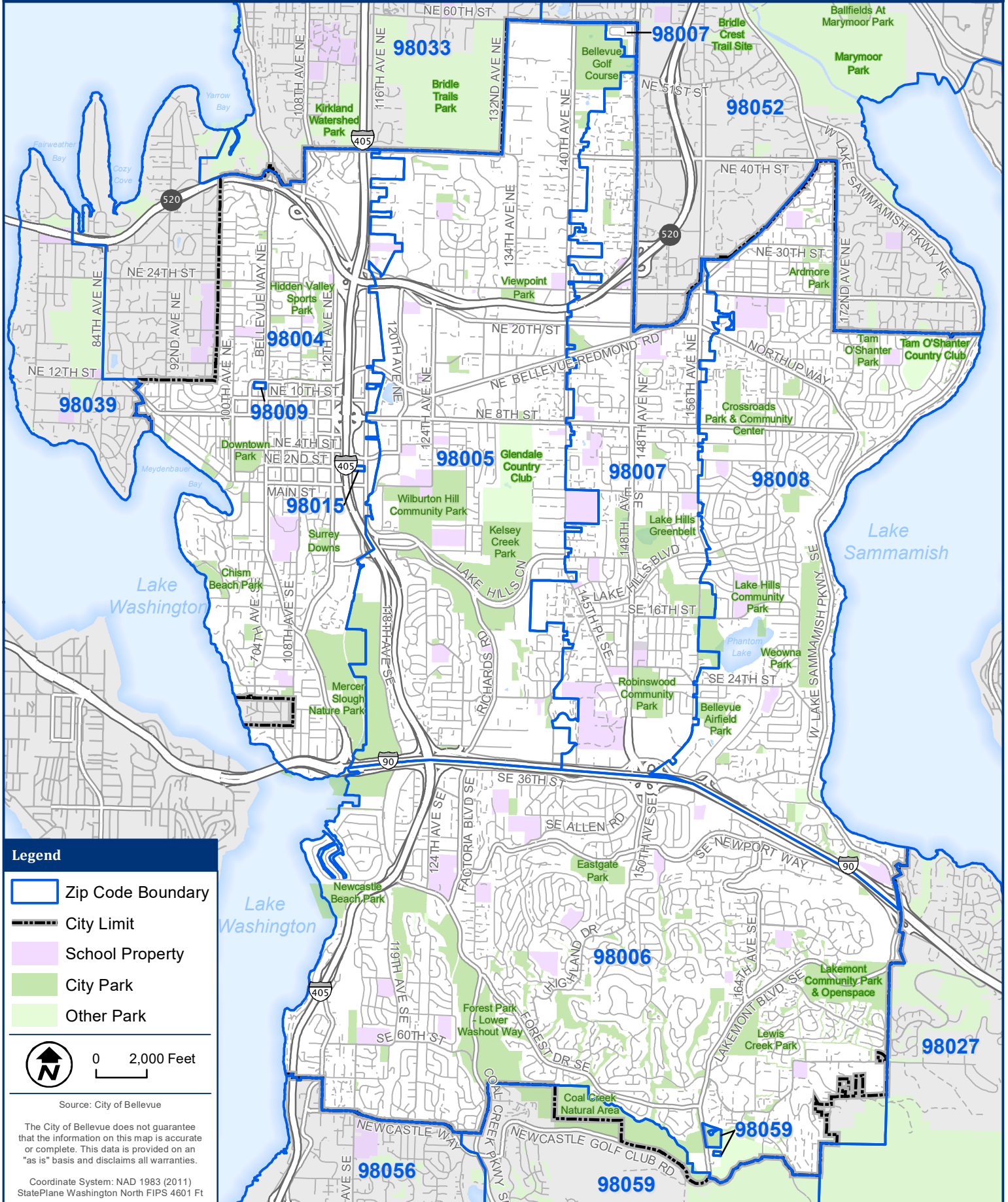


If you LIVE in Bellevue, please select your zip code	
98004	23
98005	10
98006	19
98007	6
98008	19
98009 (PO Box)	1
I don't live in Bellevue	5

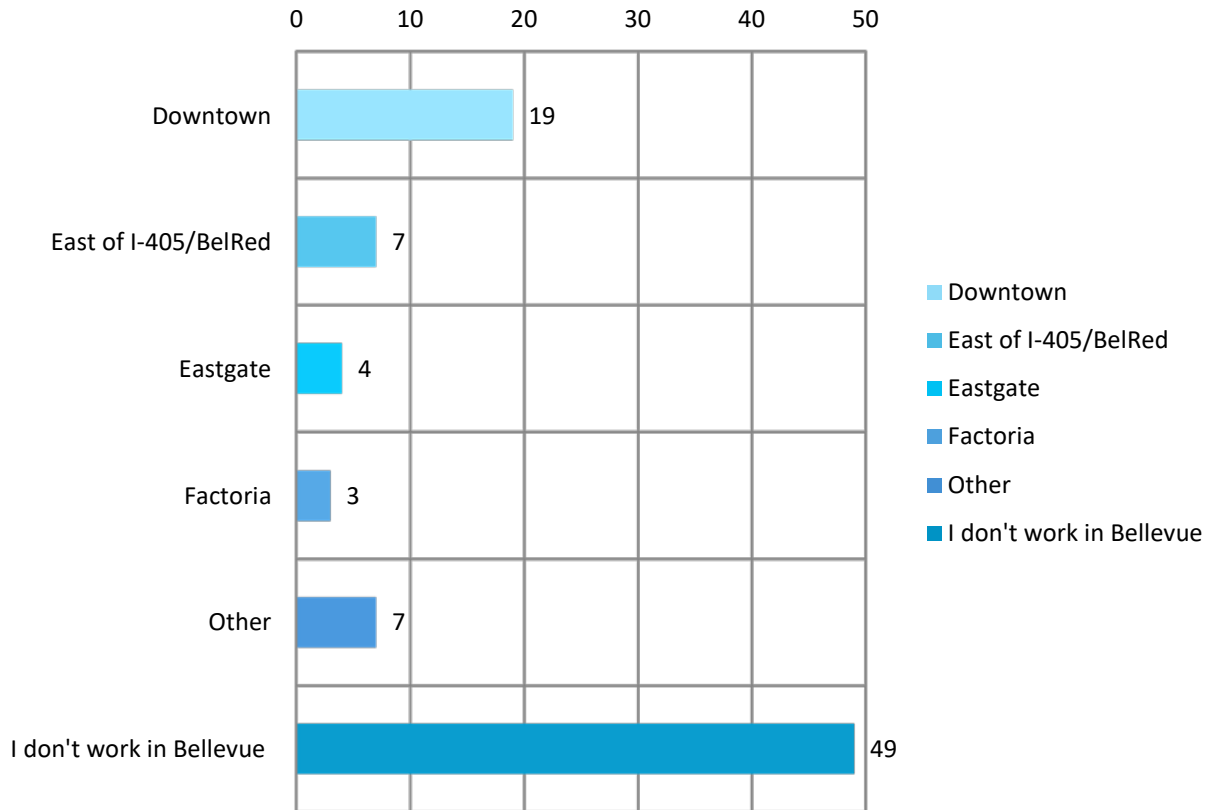
See next page for map
showing Bellevue ZIP code
areas.

Zip Codes

This map provide to supplement responses to place of residence question on page 43.



Area of Bellevue where you primarily work

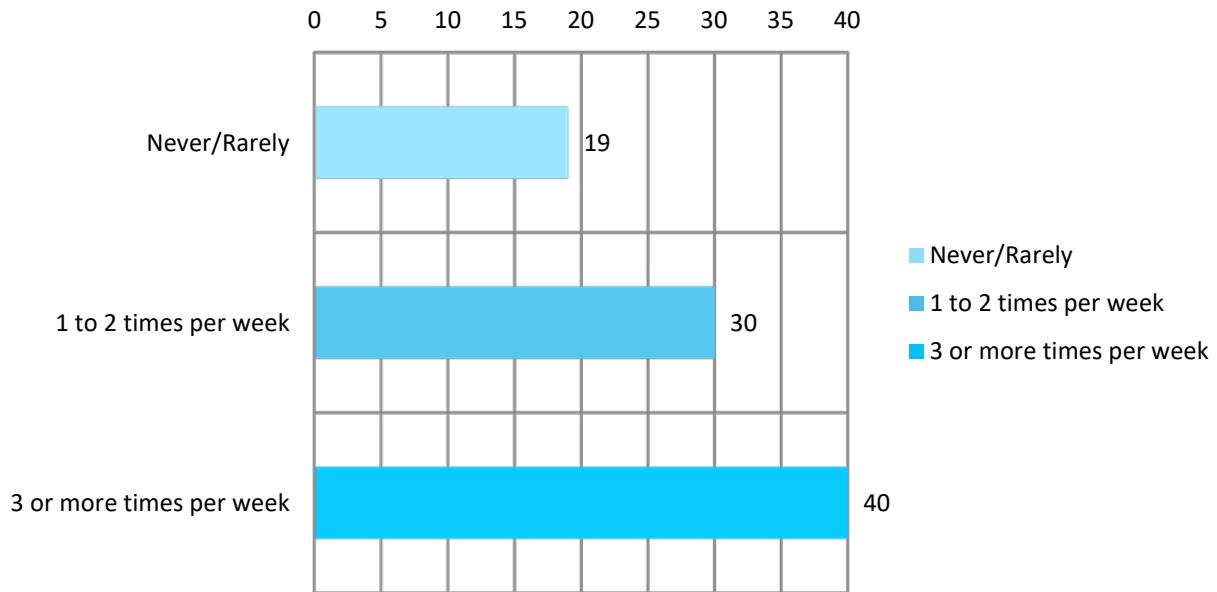


If you WORK in Bellevue, please select where you primarily work. If you are currently working from home due to the COVID-19 pandemic, please select where would you typically work.

Downtown	19
East of I-405/BelRed	7
Eastgate	4
Facteria	3
Other	7
I don't work in Bellevue	49

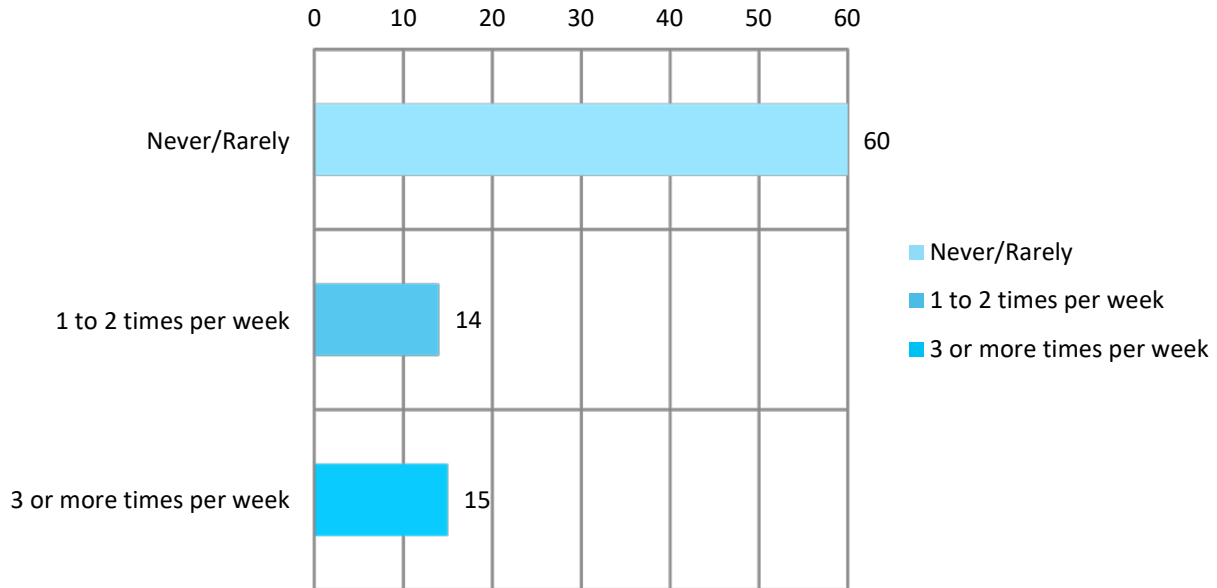
What ways do you travel (walk, bike, transit, drive, other) in Bellevue and how often? If your pattern has been affected by COVID, please respond with your “normal, pre-COVID” use pattern.

How often do you walk to get around Bellevue?



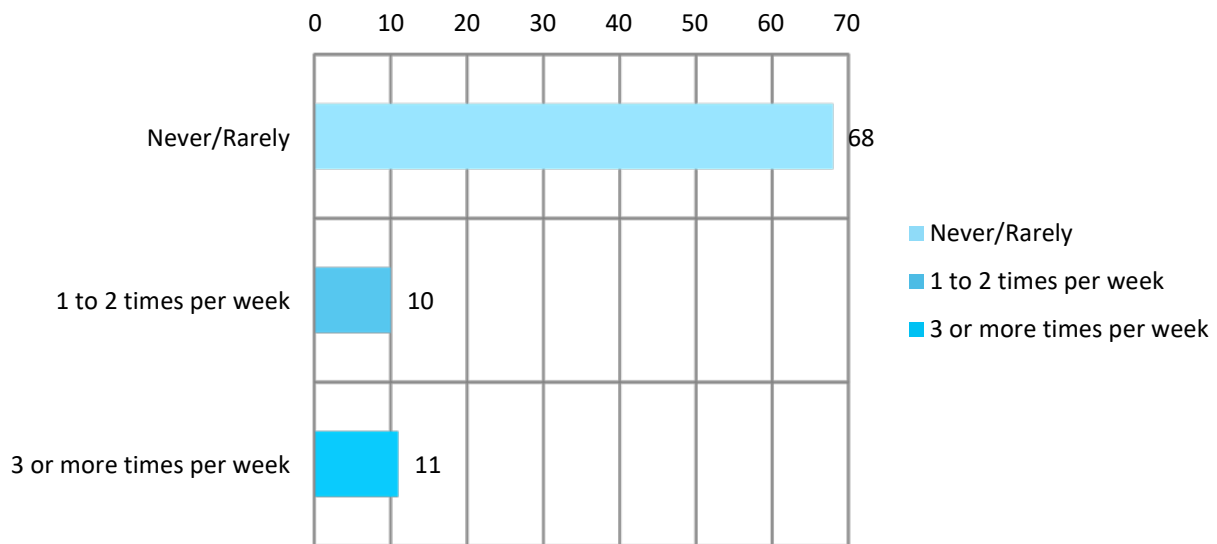
How often do you WALK to get around Bellevue?	
Never/Rarely	19
1 to 2 times per week	30
3 or more times per week	40

How often do you bike to get around Bellevue?



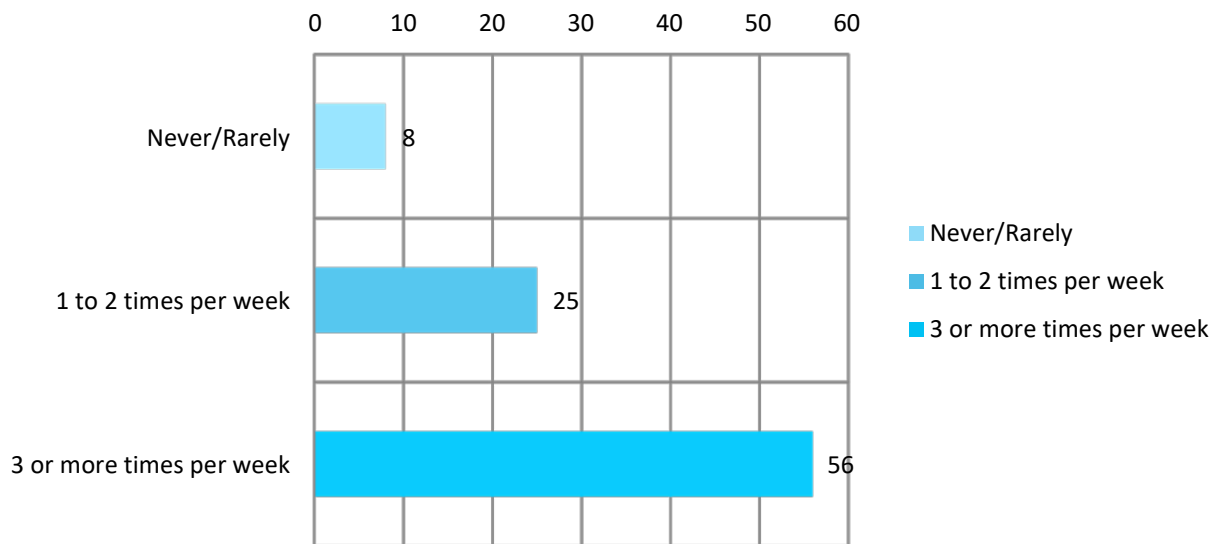
How often do you BIKE to get around Bellevue?	
Never/Rarely	60
1 to 2 times per week	14
3 or more times per week	15

How often do you take transit to get around Bellevue?

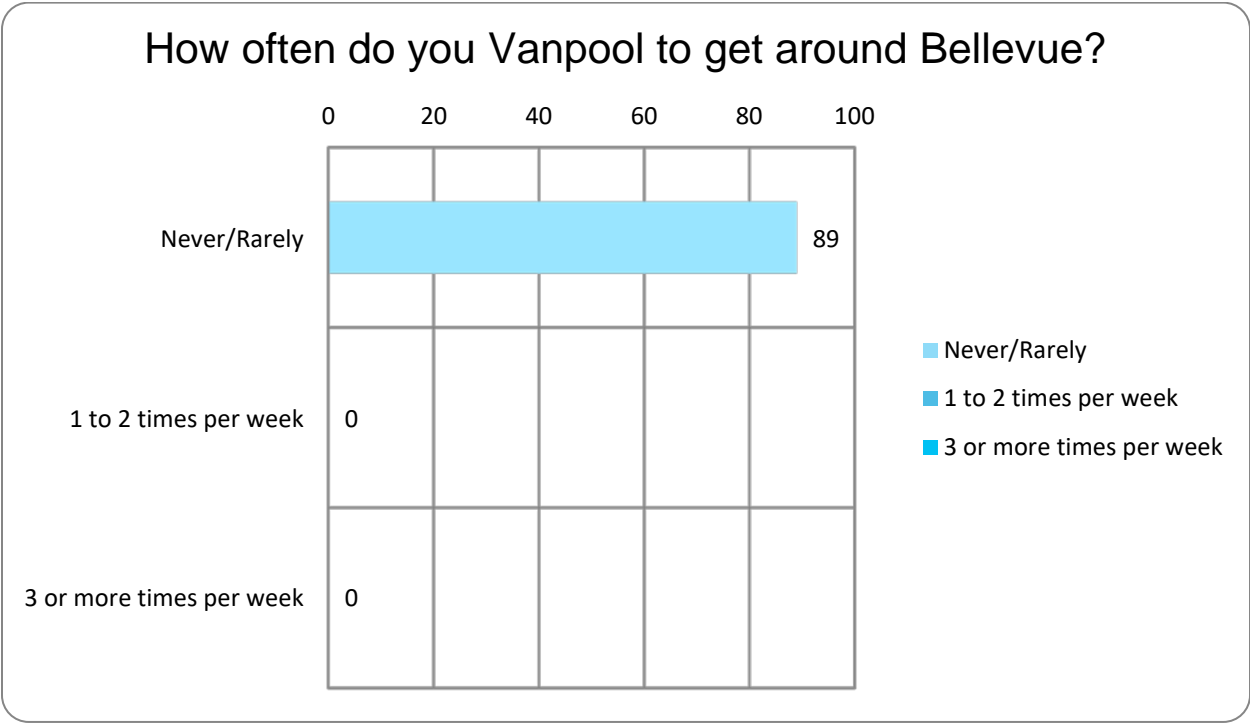


How often do you take TRANSIT (e.g. bus) to get around Bellevue?	
Never/Rarely	68
1 to 2 times per week	10
3 or more times per week	11

How often do you drive your personal vehicle to get around Bellevue?

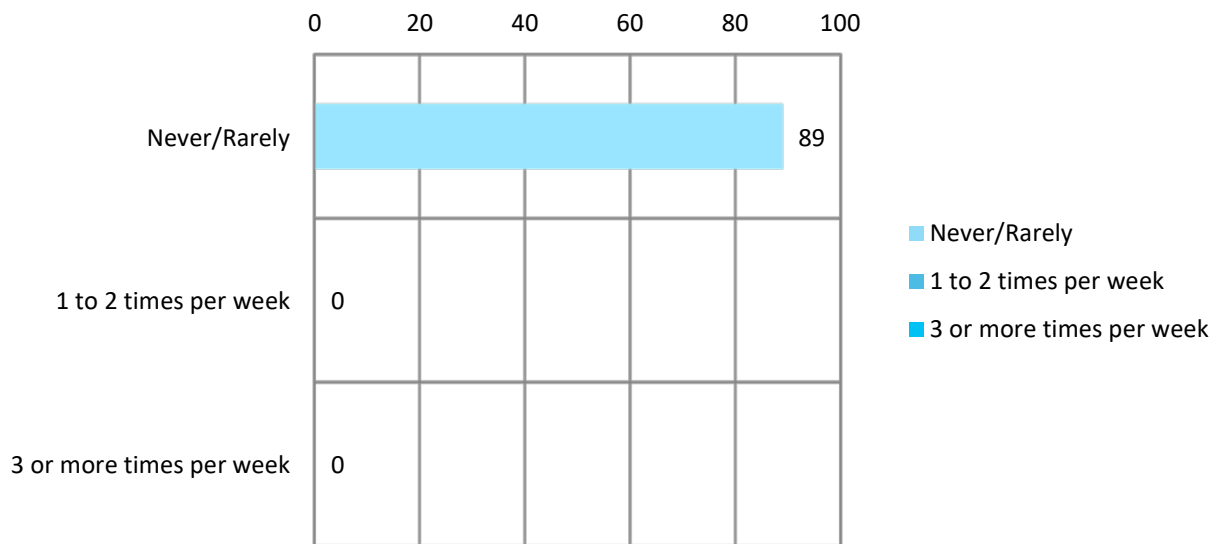


How often do you DRIVE your personal vehicle to get around Bellevue?	
Never/Rarely	8
1 to 2 times per week	25
3 or more times per week	56



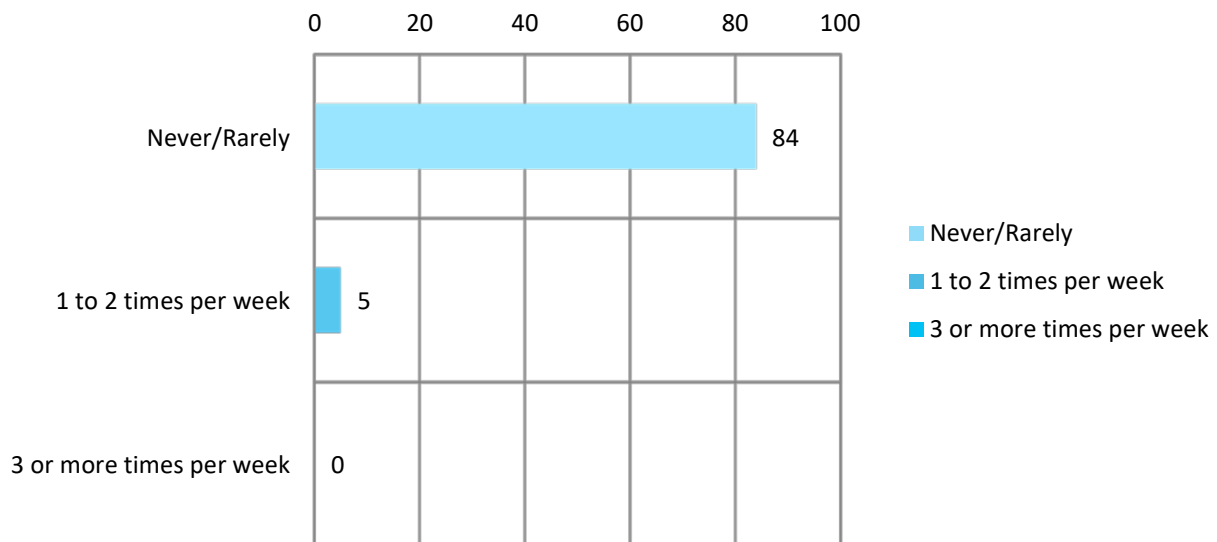
How often do you VANPOOL to get around Bellevue?	
Never/Rarely	89
1 to 2 times per week	0
3 or more times per week	0

How often do you use your personal wheelchair to get around Bellevue?



How often do you use your personal WHEELCHAIR to get around Bellevue?	
Never/Rarely	89
1 to 2 times per week	0
3 or more times per week	0

How often do you ride for hire to get around Bellevue?



How often do you RIDE FOR HIRE (e.g. taxi, Uber, Lyft) to get around Bellevue?

Never/Rarely	84
1 to 2 times per week	5
3 or more times per week	0

Do you have any additional comments regarding transportation needs in Bellevue?

There needs to be more vehicular traffic improvements and LESS bike lane improvements. I do NOT think we want to become Seattle or Portland that has created created costly bicycle infrastructure that only benefit a small biking population AND has hurt passenger and transit due to vehicle lanes being converted to bicycle lanes. Better balance on this is needed

East Bellevue will need access to Lightrail when completed. Projects for improving transit years from now must consider that light rail will be preferred if we can get to it.

A lot of streets don't have sidewalks (e.g., 173rd Ave NE), so Bellevue is only quasi-walkable.

I would sometimes take the bus, except the routes and timing are not convenient.

Dedicated bike paths/trails are great currently and any expansion would be a good choice.

Walking/biking/transit are still not convenient or pleasant for most trips due to very autocentric roadway and intersection design in most areas in and around downtown. Excited for East Link to arrive!

Comments provided are impacted by COVID and stay-at-home efforts.

I take Expedia Shuttle to work in Seattle when we're not all working from home. I used to work 3 miles from home. It would have taken me an hour and a half to take the bus. The system needs improvement. Bellevue is the perfect town for PRT (personal rapid transit). The footprint is tiny, it's completely flexible, the cars have shrunk since Morgantown to the size of a people mover, the stations can go inside buildings - you spread it out enough and we don't need cars.

Build out the Eastrail please.

As a pedestrian, I have had several close calls with inattentive/negligent drivers in downtown Bellevue. I don't know what the solution is, but it can be scary (especially after dark) to walk through intersections

We need to continue to expand and improve roads.

Does Bellevue have a Vision Zero goal? Speed limits seem excessively high, including in residential areas. Pedestrians always seem to take a back seat to vehicles, whether in signal timing, narrow sidewalks not buffered by arterials, or a complete lack of sidewalks. I would like to see this changed.

Bellevue could do a better job for those with disabilities.

I am retired and am able to walk to meet many of my needs in downtown Bellevue. After covid I would like to use my bike and public transit for errands around town.

Need a smoother and slightly wider bridge crossing Mercer Slough near I-90, and need better traffic management around Factoria. Eastbound on-ramps to I-90 and westbound off-ramps from I-90 in Factoria would help a lot, too. Light rail access from Factoria would definitely help to reduce car traffic in

Please make it easier to walk around the City by filling in gaps in the sidewalk on major streets, particularly in Downtown. It can also take a very long time for the traffic signals to turn to a walking signal during some times of the day, even when there isn't much traffic. This is annoying and encourages jaywalking. Overall, I think the transportation system in the City is great, however.

Am concerned about the potential choke points near the downtown QFC as the all of the high rise apartments and condos are built. Also, delivery & postal trucks block a full lane when they park on street to deliver inside apt buildings on NE10th; they should be ticketed and developers should be required to build turn offs for delivery vehicles.

During the Covid situation, the sidewalk on 164th Ave NE north of NE 24th ST is too narrow and only on one side forcing people to walk in the busy road. The kind of thing that causes people to decide not to walk or take unnecessary risks.

It would be nice to have safer walking paths across I-405 at NE 8th Street and NE 4th Street

Please expand sidewalks and crosswalks into more neighborhoods. Too many streets don't have sidewalks or even shoulders, and where there are curves, turns, or overgrown vegetation, it is

More sidewalks for safer walking.

Do you have any additional comments regarding transportation needs in Bellevue?

Bellevue was built for cars! It's often a hostile place to walk or bike. Our streets are wide and our speed limits are high. Level of Service should be less important than Quality of Life.

I can't believe you want to build a new highway access ramp for I-405--where will all the cars go when they get off the highway? Are you also going to knock down the mall and widen Bellevue Way?

I live in Redmond, right next to Bellevue. I prefer biking/walking/transit but sometimes drive in when there is not a convenient route by other options.

Thank you for engaging the community on this effort. I do not see an intersection improvement project for the intersection of SE 8th and 144th PL SE/145th Ave SE, which is unfortunate because it was the site of a pedestrian death about 1.5 years ago. It is a challenging intersection due to the topography of the westbound lane coming up the hill (causing low-visibility, which is dangerous when mixed with speed), but it seems that there could/should be some effort to improve the safety of this intersection. Given Bellevue's Vision Zero program, it seems that the City would want to match up safety projects with their TFP so that we can reduce pedestrian deaths/injuries. Please reconsider this intersection and ask the traffic engineering team to evaluate whether or not it warrants some kind of improvement, such

I bike through Bellevue a lot. Currently, bike routes are disjointed but getting better.

no additional comments

When there is snow in Downtown Bellevue walking (it's far too dangerous to drive, especially on the side streets) becomes very hazardous, especially when trying to cross Bellevue Way (esp to/from

I support multimodal transportation but please keep our topography, weather and demographics in mind. Cars will continue to play an important role in Bellevue. Please plan accordingly. We need to have ample parking near public transit hubs, and at commercial/retail places. Our residential streets should not become parking lots. Don't turn our beautiful city into Seattle!!!

Bus system is not convenient and would require taking two buses to get from home to downtown and maybe a 3rd bus to get to work so it is not feasible. Traffic is terrible and takes almost 1/2 hour to get

Would cycle more if it felt safer

I really miss the NE 12th St pedestrian overpass. :(

Please slow development until traffic catches up

More bike lanes and pedestrian access will be appreciated.

I would like safer bike lanes to travel through Bridle Trails on 140th Ave NE and/or 132nd Ave NE, from the Bellevue border at NE 60th St down to the 520 trail and future Bel-Red East-West bike trail. I commute by bike from Redmond to Downtown Bellevue, and this is much more pleasant than next to the freeway, but I wish it were safer. To complete the network I would love to have a safe bike route on NE 40th St between Microsoft/Overlake Transit Center light rail and 140th Ave NE (ideally all the way through to 132nd Ave NE, but that's just a dream). Bridle Trails is a great regional resource for pleasant bike commuting, and it would be wonderful to make it safer for my daily commute and so I

An integrated network of bike and transit routes along with safe bike and walking routes is needed to ween people away from their single-occupant vehicle car trips.

Do you have any additional comments regarding transportation needs in Bellevue?

Most streets in Bellevue are well maintained which makes deprioritization of the Bellevue portion of West Lake Sammamish an obvious outlier. The initial phase from I-90 was completed in 2013 then it took 8 years for the "next" phase which was out of order due to emergency maintenance needs. There have been several landslides over the past decade due to improper reinforcement of the hillside on both public as well as some private property. It is time to prioritize the full completion of the Bellevue portion to catch up the to investments made by Redmond over the past decade.

Real estate prices have doubled in the past decade along with a corresponding increase in property taxes. There is limited transit service on the Bellevue portion of the parkway only the 888 serves the area specifically for HS students. Future expansion of transit such as Crossroads Connect would be a great initial investment in public transit for the area. The need for transit in the region is well known. Pre-pandemic traffic from commuters heading northbound in the morning and southbound at night resulted in 45min+ travel times likely from commuters cutting through the neighborhood to reach the Microsoft Redmond campus. Microsoft is making investments in private transit service yet the traffic from solo drivers continues to exceed capacity of the parkway.

I would prioritize sidewalks and roads over bike lanes. Bikes exclude the elderly and physically

Prior to COVID, I only drive to work by myself in a car once every two to three weeks. The rest of the time I take the King Co Metro Bus.

Need more responsive pedestrian crosswalk signals; Need crosswalk at Lake Hills Connector and 134th Ave SE (with lights) to get to bus stop

The addition of "bike-only" signals does a disservice to both motorist and cyclists by creating two sets of rules. Cyclists are bound by the rules of the road, and should ride that way. I've never had issues as a cyclist when I ride predictably, signal and obey the rules of the road. On the other hand, I've seen motorists start moving when a "cycle" light turned green, and a cyclist wait, blocking traffic when a vehicle light turns green. In both cases, the participants weren't happy with each other.

I guess my point is that you have two different transportation modes using the same corridor. To try and regulate them separately is counter-productive, expensive and creates new points of confusion and potential conflict.

Marked paths are fine, but just having a shoulder on all roads as part of the original construction, or

The new bike lanes and ped/bike paths have made for a safer commute into downtown. The new path in the Spring District gave me a route to bypass NE 12th between 120th and 116th streets which is the most dangerous section of my commute. Thanks for looking out for peds/bikes

more secure access to crossing I-405 from Bellevue superblock to let's say "whole food"?

Continue the Vision Zero efforts. Lower speed limits, especially in Downtown; improve walking and

Please don't assume that everyone who is driving their personal vehicle, has an alternative choice.

There are many of us with disabilities and many seniors, for whom riding a bike and walking significant distances is not possible and for whom taking the bus is dangerous (jerkiness of bus = fall = broken

I'm an older person (60) who bought an electric bike in 2019. This has completely changed my ability to get around without my car, as I no longer have to worry about the hills. Biking would be my preferred mode of transportation if there were more protected bike lanes. I'm not comfortable riding on roadways with crazy car drivers... sharrows scare the heck out of me. I love the bike routes that are available;

108th Ave bike lanes downtown have dramatically improved my commute

Please make our streets more walkable and livable. Neighborhoods should be built for humans, not

Downtown Bellevue needs to be made safer and more welcoming to people walking or biking, especially to/from the transit center and the new light rail station. I face long wait times at intersections, not enough time to cross, cars blocking the crosswalks and other safety issues while walking

Do you have any additional comments regarding transportation needs in Bellevue?

A robust transit plan would make me much more likely to use public transportation

I am disappointed to see many transit and bike projects, but very few pedestrian projects among the candidates on the ArcGIS map. Please complete the missing segments of sidewalk along the west side of 150th Avenue SE from SE 38th Street to SE Newport Way. The lack of sidewalk places an undue burden on pedestrians and those in wheelchairs trying to walk up 150th. Additionally, the bus stops all along 150th going up and over Somerset have all been closed, placing people at increased safety risk who now must walk up and over the hill instead of riding the bus.

I used to walk to get around Bellevue a lot more in previous years, but not so much in the last 2 - 3

Need sidewalks on 130th Ave NE between NE20th and Bellevue Redmond Road.

Section E: Summary of the Budget Survey

The Transportation Commission received a briefing at their December 10, 2020 meeting on the transportation-related elements of the 2020 Bellevue Budget Survey. The following pages are excerpted from Bellevue Budget Survey report and were included as an attachment to the staff memo for the Commission meeting. The full 2020 Bellevue Budget Survey report is posted on the city website at, <https://bellevuewa.gov/city-government/departments/finance/budget-and-performance/performance-reports/budget-survey>

Figure 8: Importance of City Services

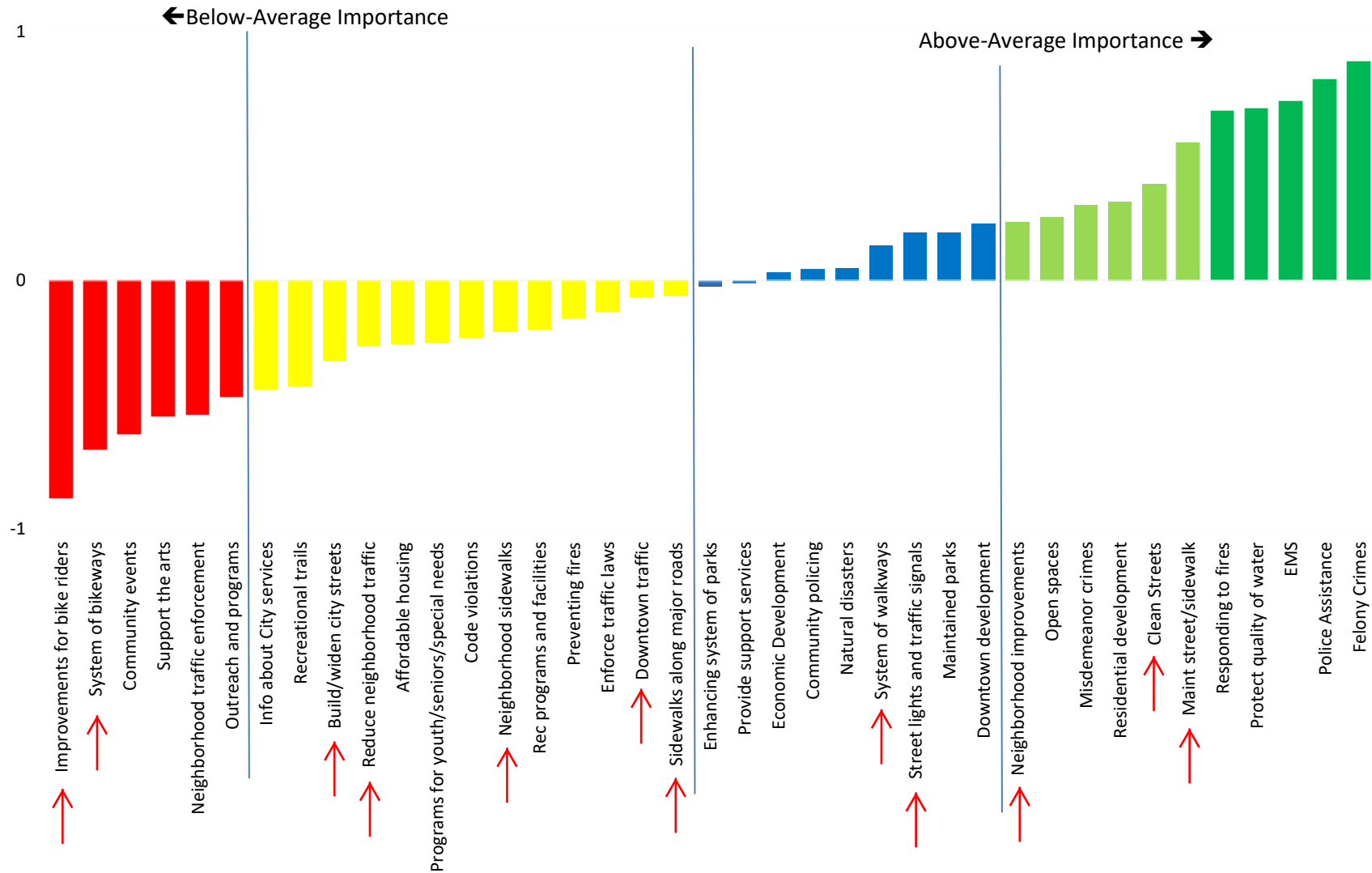
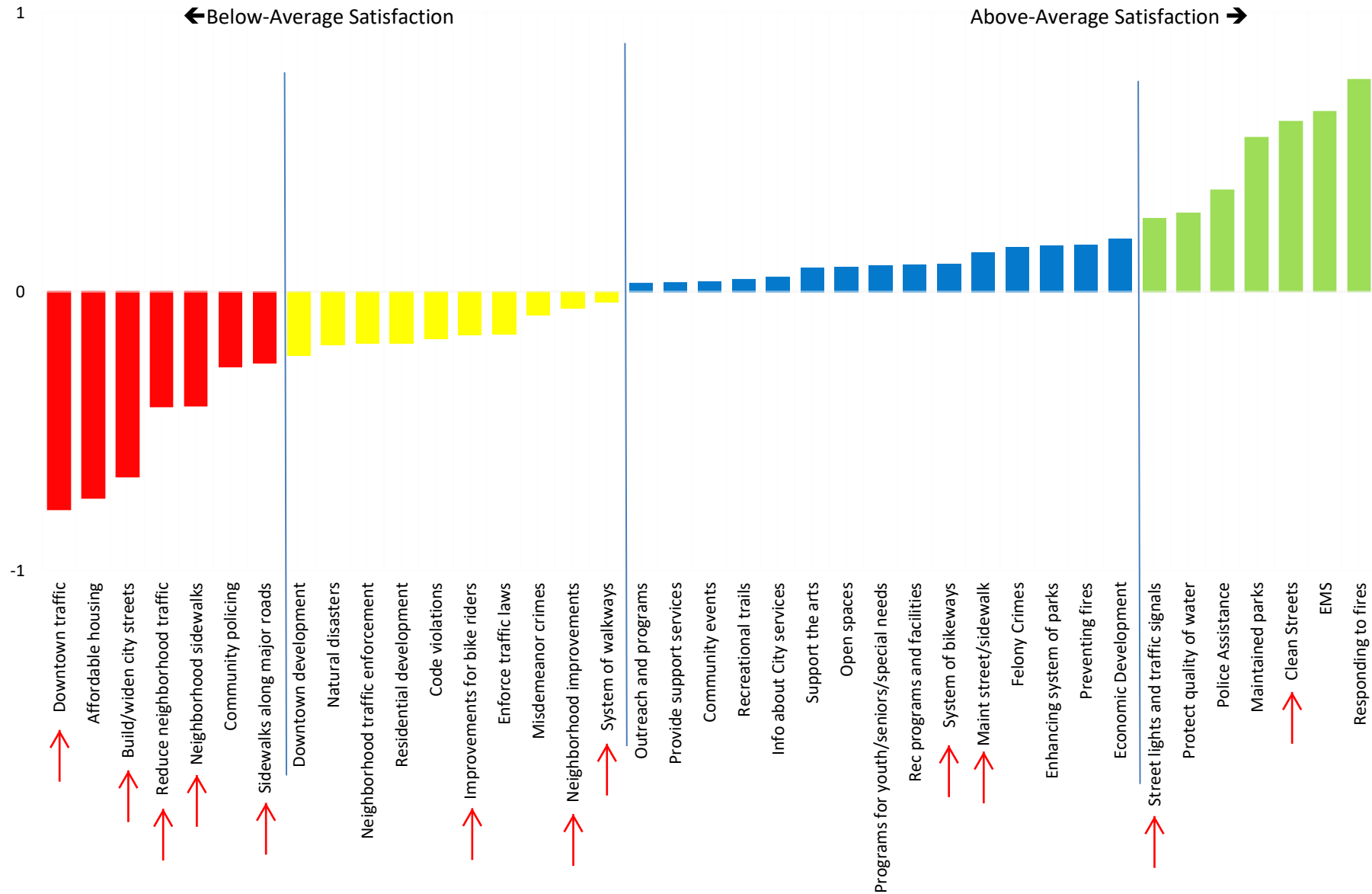


Figure 9: Satisfaction with City Services

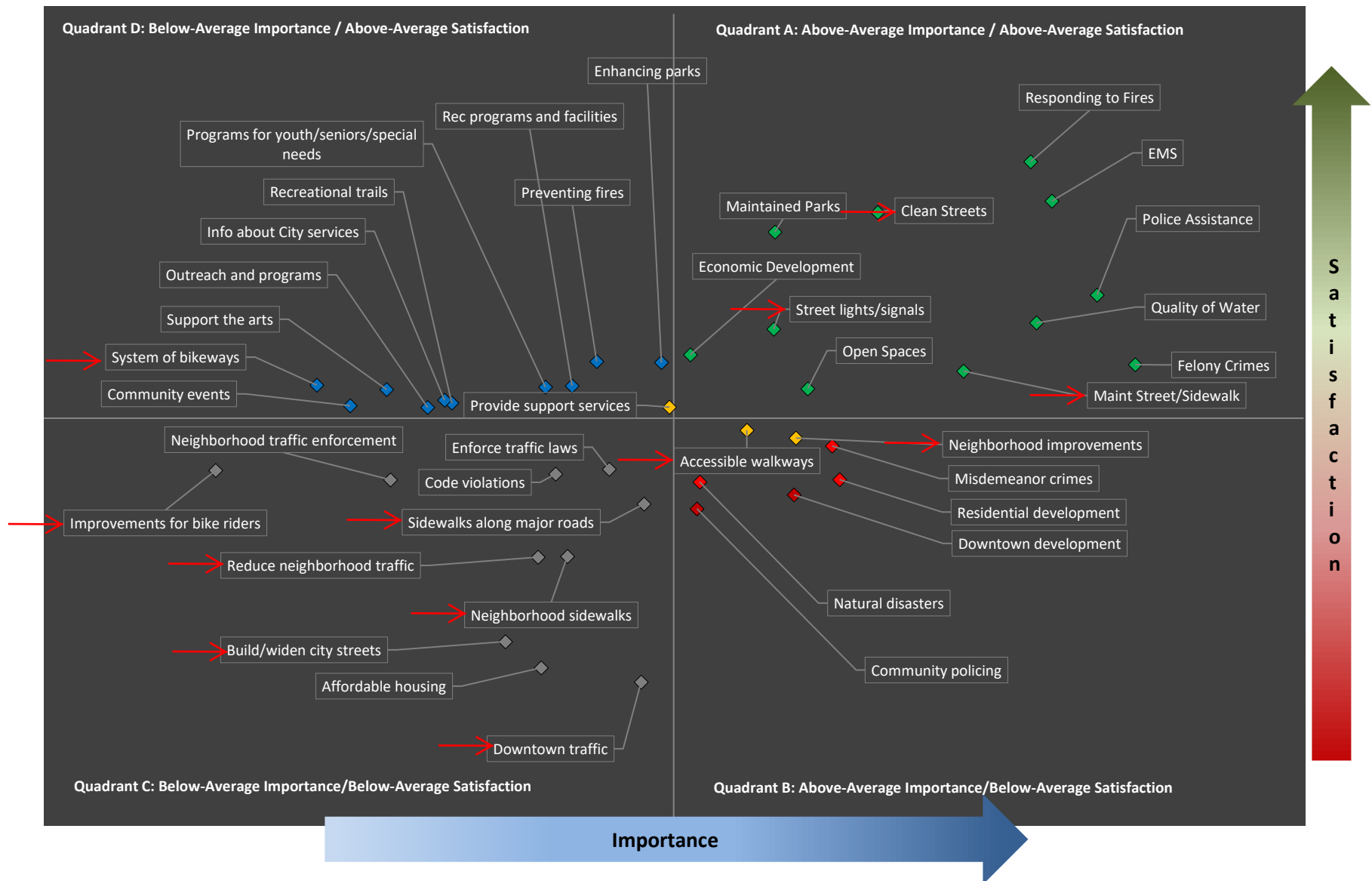


QUADRANT ANALYSIS

As in previous years, a quadrant analysis was done to identify how best to allocate resources across these services based on what is most important to residents and their relative satisfaction with city services. Overall, most services have similar ratings to the previous surveys.

- **Quadrant A—Above-Average Importance/Above-Average Satisfaction:** This quadrant contains those elements of service that are of above-average importance and for which current perceptions of service are also above-average. This quadrant represents Bellevue’s greatest strengths in terms of service delivery. Current levels of service should be maintained for all attributes in this quadrant. Particular attention should be paid to:
 - Maintaining streets and sidewalks, and felony crimes—these are both relatively important. While they are still above-average satisfaction ratings, they are two of the lowest-scoring attributes in this quadrant.
- **Quadrant B—Above-Average Importance/Below-Average Satisfaction:** This quadrant also contains those elements of service that are of above-average importance, but below-average in satisfaction. These elements of service should be considered potential problem areas, and resources should be allocated for improvements to improve resident satisfaction:
 - Neighborhood improvements—while importance has increased from 2018 to 2020, satisfaction has not.
- **Quadrant C—Below-Average Importance/Below-Average Satisfaction:** This quadrant contains elements of service for which current perceptions of service are below-average. These elements of services are less important, however, than those in Quadrant B and should be considered secondary problem areas. If additional resources are available, they should be allocated to the items in this quadrant.
 - Downtown traffic—this has bounced back and forth between Quadrant B and Quadrant C over the years. However, it has consistently been the lowest-scoring attribute in terms of satisfaction.
 - Affordable housing—This attribute has the second lowest satisfaction of all attributes overall.
- **Quadrant D—Below-Average Importance/Above-Average Satisfaction:** This quadrant contains those elements of service for which current perceptions of service are above-average but that are less important to citizens. Like Quadrant A, this quadrant also represents Bellevue’s strengths. These elements are somewhat less important, however, than the strengths noted in Quadrant A. No additional resources should be allocated to items in this area.

Figure 10: Quadrant Analysis



Key: ◆ = Strengths—maintain resources; ◆ = Potential weaknesses—allocate resources; ◆ = Areas to monitor; ◆ = Secondary weaknesses—allocate resources if available; ◆ = Strengths—monitor key findings

Figure 11: Quadrant Analysis – Key Changes from 2018 to 2020

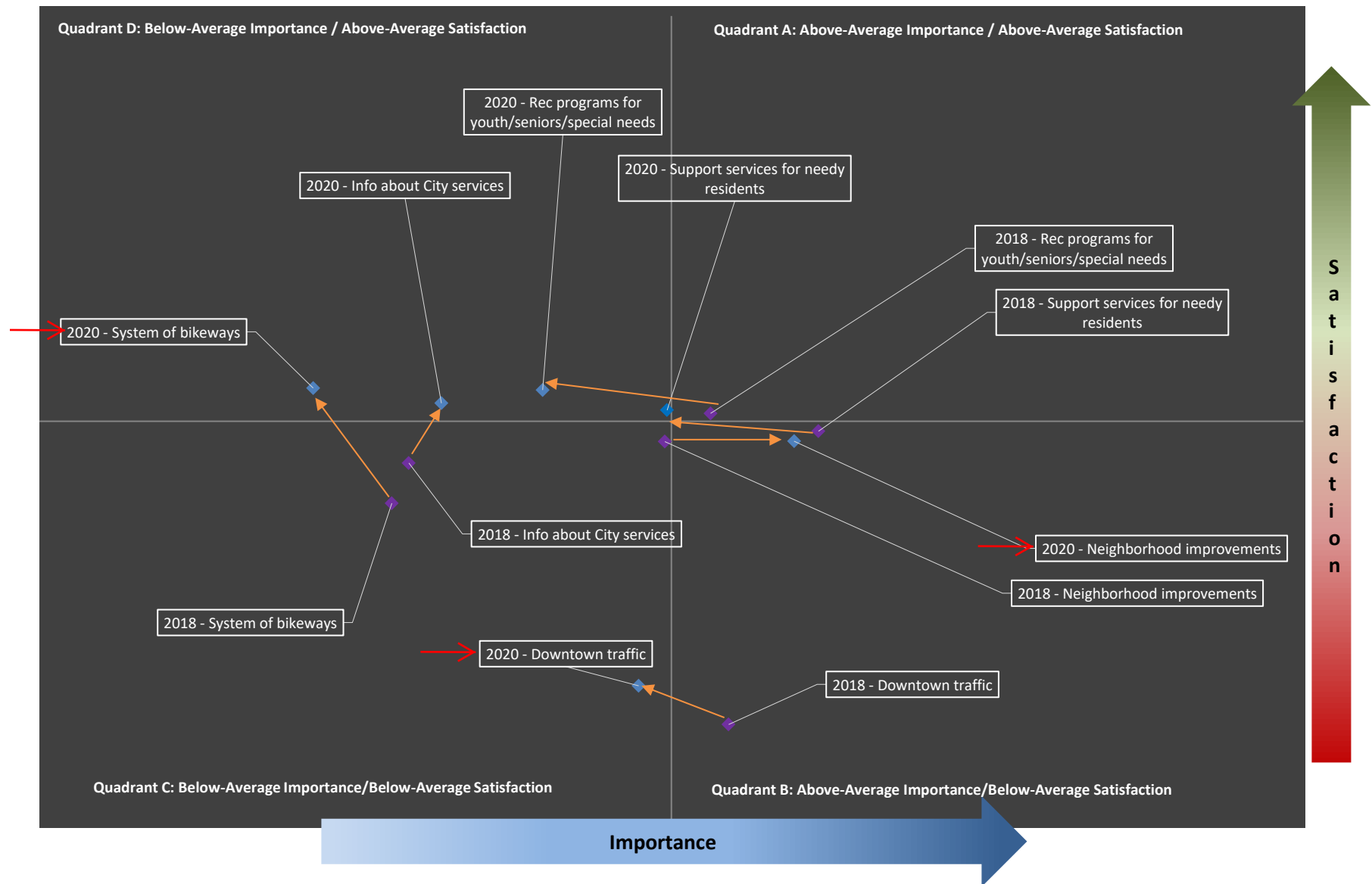


Table 13: Quadrant Analysis Key

Phrase	Question Text
Rec programs and facilities	Providing recreation programs and facilities for individuals to lead healthy and active lifestyles
Maintained parks	Ensuring clean and well-maintained parks and park facilities
Enhancing system of parks	Enhancing its system of parks as the community grows
Open spaces	Preserving open spaces and natural areas
Protect quality of water	Protecting the quality of water in Bellevue's lakes and streams
Recreational trails	Expanding the system of recreational trails
Enforce traffic laws	Reducing traffic accidents through enforcing traffic laws
Build/widen city streets	Building or widening City streets and roads to help ease traffic congestion
Reduce neighborhood traffic	Reducing traffic problems in residential neighborhoods
Downtown traffic	Reducing traffic problems in downtown Bellevue
Streetlights and traffic signals	Maintaining streetlights and traffic signals
Neighborhood traffic enforcement	Providing police traffic enforcement in residential neighborhoods
Preventing fires	Preventing fires through public education and safety inspections
Responding to fires	Responding to fires
EMS	Providing emergency medical services such as Medic One
Natural disasters	Preparing for natural disasters, such as earthquakes and major storms
Affordable housing	Promoting affordable housing for City residents
Info about City services	Making it easy to get information about City services and programs
Programs for youth/seniors/special needs	Providing recreation programs for youth, seniors, and residents with special needs
Community events	Sponsoring community festivals and events
Provide support services	Providing support services for residents in need
Support the arts	Supporting the arts
Outreach and programs	Providing outreach and programs to give neighborhoods better access to City services
Neighborhood improvements	Neighborhood improvements, such as sidewalks and crosswalks
Maint street/sidewalk	Maintaining existing streets and sidewalks
Neighborhood sidewalks	Building additional neighborhood sidewalks
Sidewalks along major roads	Building additional sidewalks along major roads
Improvements for bike riders	Making improvements for bicycle riders
Clean Streets	Keeping Bellevue streets clean
System of walkways	Connecting people to where they want to go through an adequate and accessible system of walkways
System of bikeways	Connecting people to where they want to go through an adequate system of bikeways
Code violations	Responding to citizens' complaints about code violations, like illegal housing additions or junk vehicles
Community policing	Community policing
Police Assistance	Responding to citizen calls for police assistance
Felony Crimes	Investigating and solving felony crimes
Misdemeanor crimes	Prosecuting misdemeanor and gross misdemeanor crimes committed in Bellevue
Residential development	Managing Bellevue's residential development through planning and zoning
Downtown development	Managing development in downtown Bellevue through planning and zoning
Economic Development	Promoting jobs and economic development

BUDGET PRIORITIES

Over the years, Bellevue has used different question formats to identify what should be the city's priorities for budgeting. In 2020, a new approach was used. Called partial ranking, respondents were asked three questions:

- Below is a list of eight broad budget areas. Please indicate which of these you feel should be prioritized in the city's budget. Respondents checked all that they felt should be a priority.
- Of those you selected, which is the **MOST** important to you personally?
- Of those items you did **not** select, which do you feel is the **LEAST** important to you personally?

Q-method analysis is then used to compute ratio-scaled rankings for the eight budget areas—the sum of the rankings is 100, and it is possible to determine the actual distance between rankings (e.g., a ranking of 15 is three times more important than a ranking of 5).

Residents clearly feel that keeping the community safe by preparing and responding to emergencies timely and effectively is the most important priority for the city's budget.

This is followed by maintaining a well-balance mix of urban environment with natural neighborhoods and open spaces and improving transportation and related services.

The least important budget priority is being an active leader in the region and attracting residents / visitors through amenities and activities.

Figure 12: Overall Budget Priorities



Q-Methodology analysis Base: All respondents (n2020=458)

SPECIAL TOPICS

TRAFFIC AND CONGESTION

Working with regional agencies to improve local and regional transit services within and coming into Bellevue continues to be the preferred way to managing increased traffic congestion—80% of Bellevue residents agree with this solution, while only 10% disagree.

Encouraging people to choose alternative transportation modes is the second most preferred solution—77% of Bellevue residents agree with this solution, while only 12% disagree.

Working with the State DOT to widen highways receives modest support, with two out of three residents agreeing this is a solution. However, only 36% strongly agree this is a preferred way to manage congestion.

Widening major city roads is the least preferred way to manage increased traffic congestion—59% agree that this is a solution, while 28% disagree.

Note, scales changed in 2020, so comparisons to previous years are not performed.

Table 14: Preferred Ways to Manage Increased Traffic Congestion

	2020
Work with Regional Agencies to Improve Transit Service	
Strongly Agree	46%
Somewhat Agree	34%
Neither Agree nor Disagree	10%
Disagree	10%
Mean Score	7.63
Encourage People to Choose Alternative Transportation Modes	
Strongly Agree	45%
Somewhat Agree	33%
Neither Agree nor Disagree	10%
Disagree	12%
Mean Score	7.48
Work with the State to Widen Highways	
Strongly Agree	36%
Somewhat Agree	30%
Neither Agree nor Disagree	14%
Disagree	20%
Mean Score	6.76
Widen Major City Roads	
Strongly Agree	24%
Somewhat Agree	35%
Neither Agree nor Disagree	13%
Disagree	28%
Mean Score	6.05

Q56—In order to deal with increase traffic congestion, the city should...
 Results based on an 11-point Likert scale ranging from 0 (low) to 10 (high)
 Base: All respondents (n = 458)