

HEALTHY STREETS PILOT EVALUATION REPORT

October 2020



Executive Summary

Overview

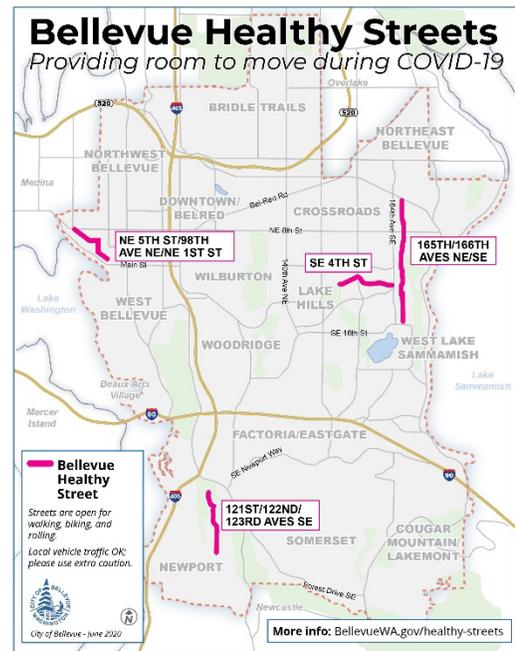
The Healthy Streets pilot was active from May 7 through October 2, 2020. It temporarily closed residential streets in four neighborhoods to non-local motor vehicle traffic to provide more room for people to move while physical distancing during the COVID-19 crisis. The pilot was inspired by similar efforts in communities across the country. It concluded in anticipation of seasonal maintenance and traffic control equipment needs. Based on community feedback, planning is underway for potential next steps, including redeployment, new seasonal programs, and infrastructure improvements.

Implementation

To expedite deployment, the pilot commenced without direct community input. Corridors were selected by considering utility for people walking, rolling, and bicycling, impacts to people driving, geographic distribution, and demographics. Residents along pilot corridors were informed via doorhangers (Phase 1) and mailed flyers (Phase 2), a project webpage, a news release (Phase 2), and social media posts. The pilot cost about \$20,000, which is expected to be reimbursed by federal COVID relief funds.

Evaluation

- Before-and-after video observation of the first two corridors found the proportion of people bicycling and walking increased relative to the proportion driving.
- Nearly two-thirds of questionnaire respondents reported using Healthy Streets at least once a day, and 93% used them at least once a week.
- A plurality of respondents agreed the pilot achieved all but one of its goals for all street users.
- Support for implementing more Healthy Streets was equally split (44% Yes / 44% No) and varies by neighborhood, how people used them, where they live relative to the corridors, age group, and gender identity.
- If Healthy Streets are redeployed, the extent and placement of traffic control devices should be reconsidered, and routine maintenance protocols should be established.



Overview

Purpose

The Transportation Department launched the [Healthy Streets pilot](#) in May 2020 as part of the city's response to the COVID-19 crisis. Consistent with the governor's "Stay Home, Stay Healthy" order, the Healthy Streets pilot temporarily closed residential streets to non-local motor vehicle traffic to provide more room for people to move while physical distancing. The governor's order specifically noted bike riding and dog walking among the activities people were allowed to participate in outside their homes; the Healthy Streets pilot sought to make it safer for residents to enjoy such activities. Local motor vehicle access for residents, deliveries, essential services, and on-street parking were maintained.

The goals of the Healthy Streets pilot included:

- Provide a safer space to walk/roll/bike in neighborhoods
- Make it easier to practice physical distancing while being active during the COVID-19 crisis
- Make it easier for people to reach local essential services
- Maintain local motor vehicle access for residents along the street
- Slow motor vehicle speeds along the street
- Maintain motor vehicle parking along the street

Inspired by similar efforts in other communities across the country, staff implemented the first two Healthy Streets in May 2020 after less than a month of planning and coordination. Following generally positive feedback, a second phase launched in June 2020, extending one of the original routes and adding two corridors in other neighborhoods.

Pilot Corridor Selection

Due to the nature of the pilot as a rapid response to the COVID-19 crisis, staff did not undertake a community engagement process to help identify which neighborhoods and streets should be designated as Healthy Streets. Instead, the primary factors staff considered when selecting the pilot corridors included identifying streets:

- with low motor vehicle traffic volumes
- are near other streets that drivers can use to avoid long detours
- are long enough to provide a good route for riding and walking
- lack sidewalks
- support convenient local access to parks and/or greenbelts
- connect to commercial centers that provide essential services.

Consideration was also given to geographic distribution and demographics, with an initial focus on areas with higher percentages of black, indigenous, and people of color (BIPOC) households, lower median incomes, and higher percentages of households without access to a motor vehicle. Based on these factors, eastern Bellevue was identified as an ideal area to launch the pilot.

Phase 1 included two corridors:

- **Lake Hills** – *SE 4th Street from the Lake Hills Greenbelt to 164th Avenue SE* – Provided connections to the Lake Hills Greenbelt and the Kelsey Creek Shopping Center via the Lake to Lake Trail.
- **Northeast Bellevue** – *165th/166th Avenue NE from NE 4th Street to Northup Way* – Provided a north-south route to support access to nearby Crossroads Park.

Phase 2 included one corridor extension and two new corridors:

- **East Bellevue** – *165th/166th Avenue, extending the original corridor south from NE 4th St to SE 14th Street* – Provided a north-south route that supported access to nearby Lake Hills Community Park and Weowna Park.
- **Northwest Bellevue** – *NE 5th Street/98th Avenue NE/NE 1st Street from NE 8th Street to 100th Avenue NE* – Provided connections to Downtown Park and supported access to nearby Meydenbauer Bay Park and other Downtown destinations.
- **Newport Hills** – *121st/122nd/123rd Avenues SE from SE 46th Place to SE 56th Street* – Provided a connection to the Coal Creek Natural Area and a north-south route supporting access to the nearby Newport Hills Shopping Center.

Implementation and Public Notice

Rapid deployment was prioritized to be responsive to the COVID-19 crisis. The City Council was notified of the pilot on the same day that final approval was received from the City Manager’s Office, public communications began the next day, and the Healthy Streets signage and barricades were in place three days later. The public was notified about Phase 1 through the following means:

- A [project webpage](#) was published;
- Email notifications were sent to East Bellevue Community Council and neighborhood liaisons;
- Doorhangers were distributed by a contractor to households along affected corridors;
- Social media posts were made to NextDoor, Twitter, and Facebook from Bellevue accounts announcing the launch.

Some residents informed staff that they felt insufficiently alerted to the changes made to their street during Phase 1. Based on this feedback, staff began public communications a full week in advance of Phase 2 implementation. The public was notified about Phase 2 through the following means:

- The project webpage was updated;
- Area-specific flyers were mailed to households along affected corridors (East Bellevue, Northwest Bellevue, Newport Hills)
- Email notifications were sent to East Bellevue Community Council and neighborhood liaisons;
- A news release was published on the City’s website;
- Social media posts were made to NextDoor, Twitter, and Facebook from Bellevue accounts.

Pilot Costs

This low-cost project relied primarily on temporary signage and barricades. In Phase 1, all barricades were borrowed from Streets, and all traffic control signs were rented from National Barricade. Outside of staff time, materials costs included renting and purchasing signage, printing supplemental corrugated plastic signs, and printing and distributing doorhangers. Together with traffic video data collection, the initial deployment cost under \$5,000.

For Phase 2, additional traffic control signs were purchased both for the new corridors and to replace all rental signs, additional corrugated plastic signs were printed, and flyers were printed and mailed to residents in the affected neighborhoods. In total, these materials cost about \$15,000.

The total project cost is estimated to be approximately \$20,000. These expenses are expected to be reimbursed through federal COVID relief funds.

Pilot Conclusion

The pilot was launched with an uncertain end date but associated with the governor's "Stay Home, Stay Healthy" order. When the pilot was being planned in April, the order was set to expire on May 31; however, the order had already been extended once while the state continued grappling with COVID-19, and there was reason to believe it may be extended again. Public communications noted that the Healthy Streets would remain pending further guidance on physical distancing from the Governor's Office and public health officials, or as directed by the city. Ultimately, because the traffic control devices were being borrowed from Streets Maintenance, the pilot would be required to conclude by the end of summer regardless of the circumstances with COVID-19 or community support, as no funding was available to replace all the signs and barricades.

The Healthy Street in Newport Hills was removed in early August due to generally negative community feedback and challenges maintaining the signs and barricades. Correspondence from the public indicated, and intermittent inspection confirmed, that the signs and barricades were repeatedly removed from the street after being maintained by City crews. The Healthy Streets pilot did not have the staff resources necessary to more actively maintain the signs and barricades, making that corridor untenable.

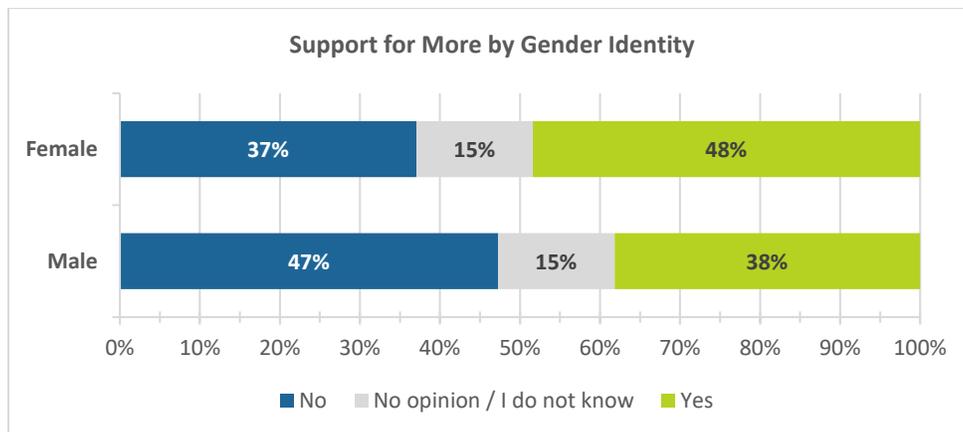
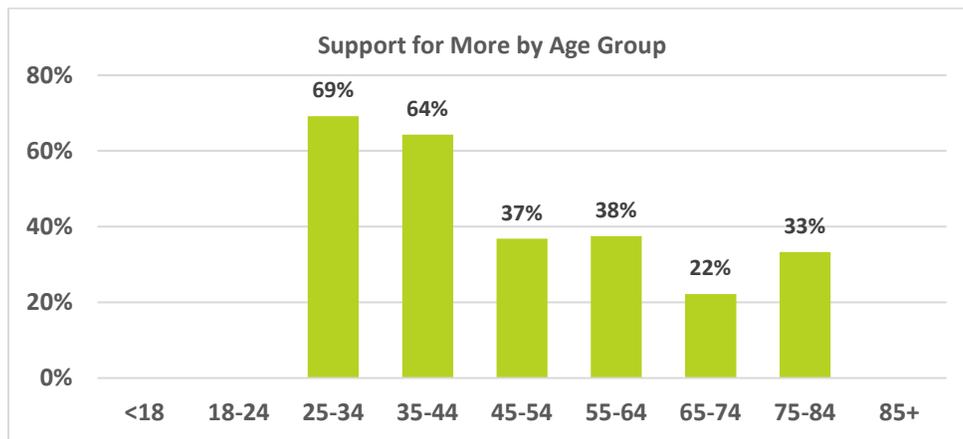
Community support for the three other Healthy Streets was more positive or mixed than for the Newport Hills corridor, and sign maintenance needs were less onerous. As such, these remained through the end of September and were removed in early October. All Healthy Streets were ultimately removed in anticipation of seasonal equipment and street maintenance needs.

Evaluation

Community Engagement

Although community engagement was not undertaken to inform the planning and implementation of the Healthy Streets pilot, an online questionnaire was prepared to understand public sentiment about the pilot. The questionnaire was available from the day the pilot began and remained available through its conclusion. The following are some key takeaways (see appendices for additional results):

- Nearly two-thirds (61%) of respondents use Healthy Streets at least once a day, and 93% use them at least once a week.
- A plurality of respondents agree the pilot achieved all but one of its goals; most do not feel Healthy Streets made it easier to reach local essential services.
- Support for implementing more Healthy Streets is equally split (44% Yes / 44% No), and the level of support varies by age group (generally more support among younger respondents) and gender identity (more support among people who identify as female).



Public Correspondence

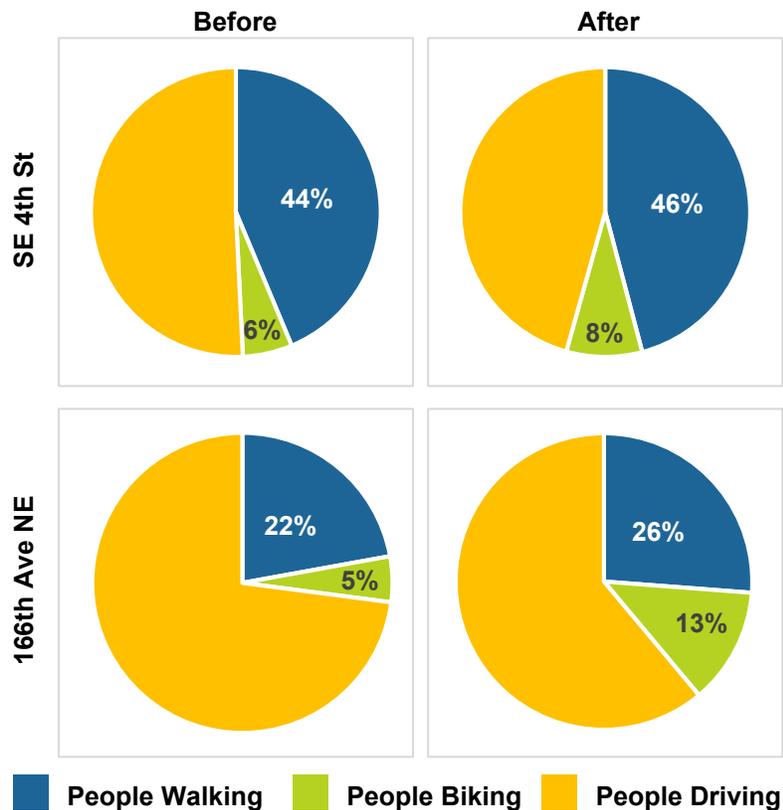
Staff received 61 emails and phone calls from 55 individuals. Staff also engaged with community members through comments and replies on its social media channels including NextDoor, Twitter, and Facebook. A summary of the comments received via these channels is presented in the appendices.

Video Observation

An on-call contractor (IDAX) was employed to collect before-and-after video recordings of one location along both Phase 1 corridors. Video was recorded for three days prior to (May 1–3) and three days following Healthy Streets implementation (May 8–10).

Both corridors exhibited an increase in the proportion of people bicycling and walking and a decrease in the proportion driving. The counts taken at 166th Ave NE and NE 8th St reflect a particularly significant change in the number of people bicycling—a 167% increase from 60 before to 160 after.

	User Counts					% of Total		
	User	Before	After	Change	% Change	Before	After	% Change
SE 4th St at 156th Ave SE	Ped	482	402	-80	-17%	43.7%	45.9%	+2.2%
	Bike	61	74	13	21%	5.5%	8.4%	+2.9%
	Auto	560	400	-160	-29%	50.8%	45.7%	-5.1%
166th Ave NE at NE 8th St	Ped	270	330	60	22%	22.1%	26.2%	+4.1%
	Bike	60	160	100	167%	4.9%	12.7%	+7.8%
	Auto	889	769	-120	-13%	72.9%	61.1%	-11.8%



Lessons Learned

Community Engagement

- Each neighborhood street is unique, and resident perspectives will vary regarding the utility and desirability of Healthy Streets.
- Residents want to be engaged in developing the program’s vision, selecting corridors, and influencing the design of their home streets. Though Bellevue does not have a robust street grid, so the number of corridors that may be suitable for Healthy Streets is limited, neighborhoods should be empowered to influence how their streets function consistent with City policies.

Traffic Control

- The footprint of signage and barriers was too large in several locations, creating sight obstructions and maneuverability obstacles for people driving.
- If Healthy Streets are redeployed using temporary traffic control, consider using smaller and/or fewer signs and barricades.
- The specific placement of traffic control devices should allow for adequate sight distance and/or roadway width so that people driving (for local access) can feel safe making turns from behind the barricades when proceeding slowly.

Maintenance

- Traffic control devices are periodically damaged, moved by residents, or otherwise displaced. Establish a robust, routine maintenance protocol that ensures the City can effectively monitor and correct such issues and promptly respond to resident reports of the same.
- Consider establishing a volunteer program that empowers residents to receive basic training on how to make minor adjustments to signs and barricades to return them to their proper position, reducing the burden on City maintenance staff.

Next Steps

The Transportation Department is currently considering three potential efforts that draw on lessons learned from the Healthy Streets pilot:

- Redeploy Healthy Streets along some corridors in spring or summer 2021.
- Develop a seasonal program that offers residents the opportunity to regularly recreate along their home streets, known in other cities as Play Streets.
- Implement pilot neighborhood greenways using low-cost materials, including pavement markings, signage, and quick-build traffic calming measures like paint and post traffic circles.

The planning and design of each of these efforts will include community engagement tailored to their respective purposes and issues. All will strive to elevate the voices of traditionally under-represented resident groups, including people of color, youth, elderly, and renters, to ensure that their unique perspectives are reflected in the resulting outcomes.

Appendices

Questionnaire Results Summary

Respondent Profile:

- **152 total respondents**, 93% of whom are Bellevue residents
- Nearly half (47%) of respondents live near a Healthy Street; about a quarter (28%) live on one.
- More than half (58%) of respondents have used a Healthy Street: 35 respondents used the Lake Hills corridor (43%), 34 used the East Bellevue corridor (42%), 18 used the Northwest Bellevue corridor (22%), and 13 used the Newport Hills Healthy Street (16%).
- Respondents were demographically not representative of the city, with 63% identifying as white/Caucasian, about 10% as something else, and 26% choosing not to say.

Respondent Use of Healthy Streets:

- Among respondents, walking was the most common activity along Healthy Streets (81%), followed by driving (45%), bicycling (28%), and scootering, skateboarding, other wheeling (12%).
- Nearly two-thirds (61%) used them at least once a day, and 93% used them at least once a week.
- The most common reasons why respondents had not used Healthy Streets were they do not think they are useful to them (34%) or they do not live near the corridors (32%). A quarter (26%) would like to use them but had not had the opportunity upon completing the questionnaire.
- Nearly half (45%) of respondents learned about the pilot from the in-street signs after they were deployed. A third (31%) learned of the pilot from other City sources, with Twitter (10%) and a local newspaper (9%) being the most common.

Pilot Achieved Most Goals:

- Overall, a plurality of respondents agreed that the Healthy Streets pilot achieved most of its goals: a safer environment for people walking, rolling, and bicycling (47%), space to physical distance during COVID-19 (46%), and maintaining motor vehicle access (52%) and parking (48%) while slowing driving speeds (45%). The only goal most respondents felt was not achieved was making it easier to reach essential services (52%).
- To what extent did respondents feel the goals of the Healthy Streets pilot were achieved?
 - *Providing a safer space to walk/roll/bike in neighborhoods*
 - **A plurality of respondents agree.** (47% agree or strongly agree, 42% disagree or strongly disagree)
 - *Making it easier to practice physical distancing while being active during the COVID-19 crisis*
 - **A plurality of respondents agree.** (46% agree or strongly agree, 36% disagree or strongly disagree)
 - *Making it easier for people to reach local essential services*
 - **Most respondents disagree—making this the least successfully achieved goal.** (52% disagree or strongly disagree, 28% are neutral)
 - *Maintaining local motor vehicle access for residents along the street*
 - **Most respondents agree—making this the most successfully achieved goal.** (52% agree or strongly agree, 34% disagree or strongly disagree)
 - *Slowing motor vehicle speeds along the street*
 - **A plurality of respondents agree.** (45% agree or strongly agree, 35% disagree or strongly disagree)
 - *Maintaining motor vehicle parking along the street*
 - **A plurality of respondents agree.** (48% agree or strongly agree, 33% are neutral [the highest neutral rating])

Split Support for More Healthy Streets:

- Respondents were split on whether they want more Healthy Streets (44% Yes / 44% No)
 - Residents who do not live near a Healthy Street are most supportive (74% Yes, n=27)
 - Residents who live on one of the Healthy Streets are most opposed (58% No, n=38)
 - Residents who live in a neighborhood nearby are relatively split (42% Yes / 47% No, n=62)
- Those who have used Healthy Streets are equally supportive of additional corridors (42% Yes / 42% No, n=77) as those who have not used a Healthy Street (47% Yes / 46% No, n=57).
- Support for more Healthy Streets is greatest among younger respondents and generally declines as respondents’ age increases, except for an uptick in the 75-84 age group.
- Support for more Healthy Streets is greater among respondents who identify as female (48% Yes / 37% No) than among those who identify as male (38% Yes / 47% No).
- When support for more Healthy Streets is considered by respondents’ neighborhood of residence, sample sizes are very small. However, some takeaways:
 - Respondents who reside in Newport Hills are strongly opposed (82% No, n=17).
 - Respondents who reside in NW Bellevue, Downtown, and West Bellevue are strongly supportive (73% Yes, n=22).
 - Respondents who reside in Lake Hills and Crossroads are more opposed than they are supportive (35% Yes / 49% No, n=55).

Write-In Themes:

Are there any specific streets that you would like designated as Healthy Streets? Which street(s) and where? (n=74)

Response Themes	Count	Response Themes Cont.	Count	Top 9 Suggestions	Count
Waste of Money	5	143rd/144th Ave SE	1	Downtown Neighborhood	4
Fewer/Zero	6	148th Ave	2	108th Ave SE	4
Not On My Street	2	153rd PI SE	1	100th Ave	3
Not In My Neighborhood	2	162nd Ave NE/SE	1	106th Ave	2
Signs Have Been Removed	1	163rd Ave SE	1	148th Ave	2
Avoid Collectors	1	165th/166th Ave	2	165th/166th Ave	2
No/None	18	168th PI NE	1	Bellevue Way	2
Happy With My Street	2	172nd PI NE	1	Lake Hills Blvd	2
All Local Streets	1	173rd Ave NE	1	SE Newport Way	2
Trail/Park Connections	1	Bellevue Way	2		
Outdoor Dining	1	Forest Dr	1		
All Neighborhoods	1	Lake Hills Blvd	2		
Bridle Trails Neighborhood	1	Lake Hills Connector	1		
Downtown Neighborhood	4	Lake to Lake Trail	1		
Eastgate Neighborhood	1	Newport Way	2		
Ardmore Neighborhood	1	NE 5th St	1		
Norwood Neighborhood	1	SE 8th St	1		
84th Ave	1	SE 29th St	1		
100th Ave	3	Richards Rd	1		
106th Ave	2	Somerset Dr SE	1		
104th Ave SE	1				
108th Ave NE	1				
108th Ave SE	4				
114th/118th Ave	1				
140th Ave NE	1				

In a few words, what do you like about Bellevue's Healthy Streets pilot? (n=105)

Response Themes	% of Respondents
Safer	17%
Less Car Traffic	10%
Less Speeding	6%
Prioritizes People	10%
Good for Walking	20%
Good for Biking	12%
Good for Community	5%
Good for Families/Children	7%
Good for Dog Walking	1%
Good for Health/Fitness	5%
Helps Physical Distancing	10%
Inexpensive	1%
Well Used	1%
Apply to All Neighborhood Streets	3%
Everything	1%
Make Permanent	2%
Concept/Intent	5%
Nothing	21%
Dislike (General)	7%
Unnecessary	6%
Waste of Money	4%
Annoying	4%
Wrong Street	3%
Unsafe	1%
Spillover Traffic Impacts	1%
Crowding	1%
No Prior Engagement	5%
Focus on Denser Areas	2%
Connect to Services	1%

Top 8 Positive Themes	%
Good for Walking	20%
Safer	17%
Good for Biking	12%
Less Car Traffic	10%
Helps Physical Distancing	10%
Prioritizes People	10%
Good for Families/Children	7%
Less Speeding	6%

Examples of comments submitted:

- "It feels safer to explore our neighborhood, less cars speeding through"
- "I like that you're trying things. Also appreciate the city has connectivity in mind in its plan."
- "I really like how there's a mix. Cars have had exclusive priority for too long."
- "It is really nice to see that our block is getting so much use. ❤️"
- "It's a relaxing spot in the middle of a busy neighborhood & encourages talking amongst neighbors."
- "Great way to be more welcoming to neighbors, traffic control, build community"
- "Kids can ride their bikes safely"
- "I feel safe biking with my kids in the street. More streets like this all over Bellevue. Thanks!"
- "I like it that you are trying to help people"
- "I think all neighborhood streets should be treated this way"
- "I wish we had more pedestrian zones even when COVID19 is gone. Close streets on weekends"
- "small step towards vision zero"
- "The cut through traffic from 164th has all but disappeared & has become a quiet neighborhood street!"
- "Nothing. My street has now become an arterial."
- "I don't. We paid for streets for motor vehicle use."

In a few words, what concerns do you have about Bellevue's Healthy Streets pilot? (n=113)

Response Themes	% of Respondents
Dislike (General)	11%
Unnecessary	16%
Unsafe	13%
Maneuvering	4%
Signs / Visibility	2%
Spillover Traffic Impacts	6%
Annoying	2%
Waste of Money	6%
Crowding	4%
Wrong Street	2%
Unsafely	4%
Inconvenient	1%
Speeding	5%
Too Much Traffic	1%
Not Enough People Prioritization	1%
No Increased Use	3%
Drivers Disregarding Signs	9%
No Engagement	3%
N/A	4%
None	12%
People are Walking	1%
People are Biking	1%
People Are Sitting in Street	1%
Need More	10%
Make Permanent	2%
Advertise it More	1%

Top 8 Negative Themes	%
Unnecessary	16%
Unsafe	13%
Dislike (General)	11%
Need More	10%
Drivers Disregarding Signs	9%
Spillover Traffic Impacts	6%
Waste of Money	6%
Speeding	5%

Examples of comments submitted:

- “Somewhat inconvenient but mainly there are cars still going too fast”
- “Closing 166th was completely unnecessary. It already had virtually no traffic.”
- “Very difficult and unsafe for local traffic to navigate around the maze of closure signs.”
- “Still too many cars and not enough priority for pedestrians”
- “Nervous about going around barrier into oncoming traffic...hard to see”
- “I'm concerned that cars will still use the streets for non-local purposes.”
- “We all would like no traffic - who chooses the 'lucky' ones?”
- “Redirects traffic to make other streets even worse!”
- “Signs don't do enough to slow cars, after 2 weeks they go back to normal speeds.”
- “I would like to see more streets included in this pilot”
- “It's pointless, residential is safe to play/bike with small children, drivers are careful always.”
- “That traffic moved to our street now and children's can't play outside safely”
- “People are blocking the road w/chairs and bikes”
- “Streets are for cars. Parks/trails are for people. We pay for both.”
- “The speed limit for automobile traffic should also be lowered to 20 or 15 mph on these streets.”
- “Worried about impermanence of infrastructure. Want to see chicanes/permanent structures to discourage autos”

Public Correspondence Summary

Email and Phone Correspondence

- Staff recorded 61 interactions via email (48) and phone calls (13) from 55 individuals.
 - A few individuals and households contacted staff on multiple occasions to express their opposition to the pilot. After controlling for these duplicates, comments via these channels were split between positive (13 / 21%) and negative (14 / 23%) feedback.
 - Following the September 28th news release announcing the conclusion of the Healthy Streets pilot, ten residents from various neighborhoods sent almost universally positive emails expressing gratitude for the pilot, disappointment that it was ending, and support for reintroducing the program.
 - Most interactions (52%) were expressing neither explicitly positive or negative sentiments about the pilot; rather, the individuals were seeking additional information about the pilot (e.g. which corridors, how long will it last), offering suggestions or making requests (e.g. signage adjustments), or informing staff about maintenance issues.
 - The Healthy Streets in Lake Hills (SE 4th St) and Newport Hills (121st/122nd/123rd) generated the most emails and calls. For the latter corridor, most correspondence related to signage placement and maintenance.

Sentiment/Purpose	Count	%
Positive	13	21%
Negative	16	26%
Inquisitive	11	18%
Suggestion	9	15%
Notice	5	8%
Request	1	2%
Survey Issue	1	2%
N/A	5	8%
Total	61	

Themes Recorded	Count	%
Sign Change	9	15%
Keep / Expand	8	13%
Thanks	7	11%
Unnecessary	7	11%
Safety Concern	6	10%
Safety Improvement	4	7%
No Notice	4	7%
Maneuvering	4	7%
Good Route	2	3%
Concept / Intent	2	3%
Waste of Money	2	3%
Maintenance	3	5%
Community	2	3%
Children	2	3%
Distancing Concern	1	2%
Unsightly	1	2%

Nearby Corridor	Positive		Negative		Other		Total
	#	%	#	%	#	%	
121st/122nd/123rd Ave SE	1	9%	3	27%	7	64%	11
165th/166th Ave	3	33%	0	0%	6	67%	9
NE 1st/5th St	3	38%	3	38%	2	25%	8
SE 4th St	4	25%	5	31%	7	44%	16

Social Media Posts

- Staff recorded 76 posts by 43 individuals on social media channels.
 - Most posts (60) were on NextDoor, including 33 on the same day by 18 individuals.
 - In one exchange between several residents on NextDoor, commenters discussed their differing perspectives on whether certain uses of the street are appropriate and desirable, with specific reference to a “chalk art plaza” created by children and parents lauded by some as beneficial to the community and opposed by others as a hazard.
 - Due to repeat posts by several individuals, the tallies presented below are less representative of general public opinion than the online questionnaire results, which had no known duplicates, or email and phone correspondence, which have few duplicates. Nevertheless, this reflects a somewhat more positive perspective than that conveyed via email and phone correspondence.
 - Unlike in email and phone correspondence, social media posts often did not include a clear indication of which Healthy Streets the author lives near, so no corridor-based counts are presented here.

Sentiment/Purpose	Count	%
Positive	33	43%
Negative	29	38%
Inquisitive	5	6%
Suggestion	3	4%
N/A	7	9%
Total	77	

Themes	Count	%
Support Concept	18	23%
Unnecessary	13	17%
Prioritizes People	13	17%
Inconvenient for Driving	9	12%
Keep / Expand	8	10%
Children	7	9%
Thanks	5	6%
Safer	5	6%
Waste of Money	5	6%
No Notice	5	6%
Unsafe	5	6%
Make Permanent	3	4%
Slower Traffic	3	4%
Maneuvering	3	4%
Less Traffic	2	3%
Needs Enforcement	2	3%
Sign Change	1	1%



정보 Information 情報
Información  معلومات
సమాచారం Информация
اطلاعات Thông Tin
सूचना 425-452-6800 資料

The City of Bellevue assures that no person shall on the grounds of race, color, national origin, or sex as provided by Title VI of the Civil Rights Act of 1964, and related statutes, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any City of Bellevue program or activity. Any person who believes his/her Title VI protection has been violated may file a complaint with the ADA/Title VI Administrator. For Title VI complaint forms and advice, please contact the ADA/Title VI Administrator at 425-452-6168.