



PUBLIC OUTREACH SUMMARY

DATE: January 31, 2023

TO: Darcy Akers | City of Bellevue

FROM: Dongmei Lin and Brian Chandler | DKS Associates

SUBJECT: City of Bellevue Pedestrian Signal Operations Guidelines

Project #21053-008

INTRODUCTION

As part of the Pedestrian Signal Operations Guidelines study, the City of Bellevue conducted public outreach efforts to gather feedback from the community on their experience walking and driving through traffic signals in Bellevue as it relates to pedestrian signal operations and safety.

The public outreach efforts included two primary activities conducted by the consultant team: 1) an online questionnaire that solicited feedback on a set of questions, and 2) a virtual public focus group session that included in-depth discussions of relevant topics.

The City of Bellevue staff conducted the following efforts to advertise the online questionnaire:

- The questionnaire was highlighted on EngagingBellevue.com homepage
- Outreach via social media channels including Twitter, Nextdoor and Facebook
- Neighborhood News article, released in November 2022
- Eastside Easy Rider Collaborative (EERC) meeting on November 29, 2022
- Mini City Hall in November 2022: poster and translated paper copies

This memorandum summarizes the feedback the consultant team received from both the online questionnaire and the public focus group session.

ONLINE QUESTIONNAIRE

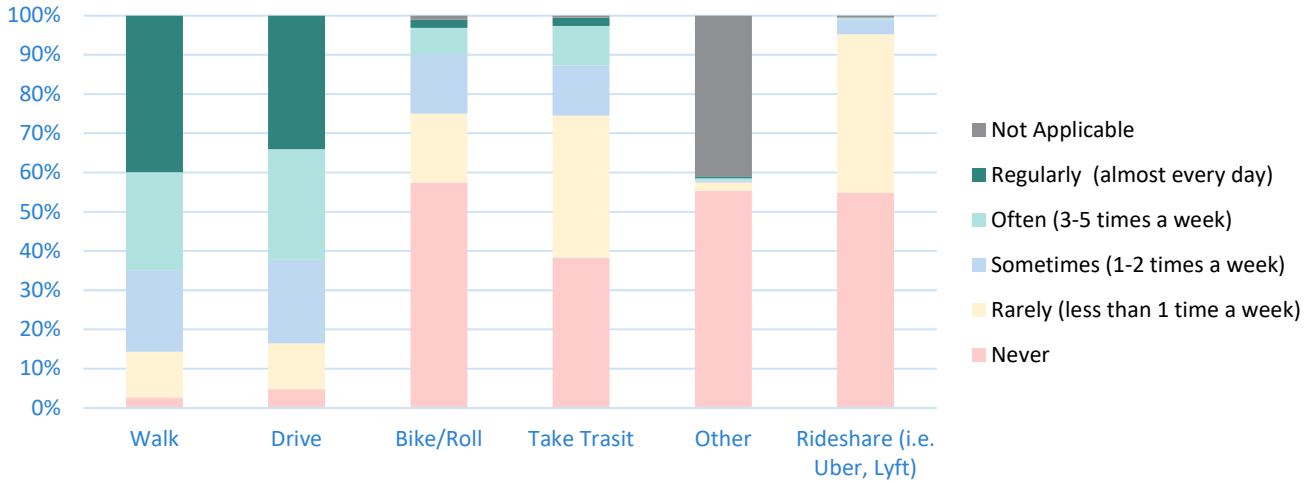
The City of Bellevue hosted an online questionnaire on its public engagement platform, Engaging Bellevue, from October 25, 2022 through December 5, 2022. This page was viewed 409 times. The survey received a total of 188 individual responses. The Engaging Bellevue site included links to

translated copies of the survey into the seven most commonly used languages in Bellevue. Responses to the survey questions are summarized below.

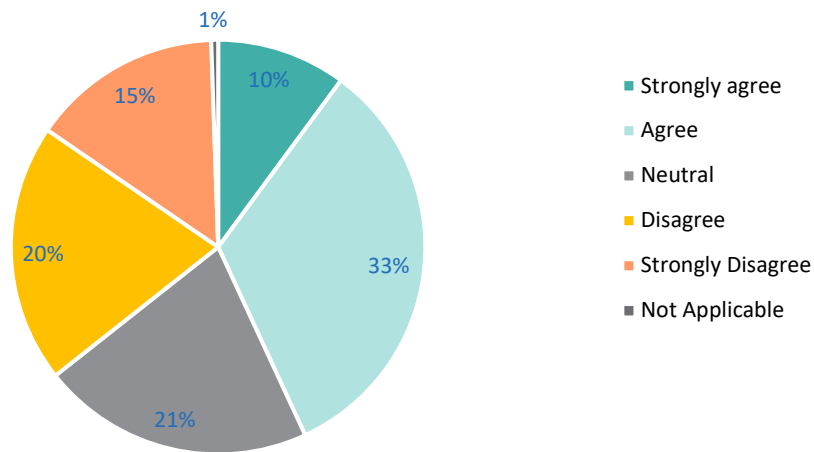
SUMMARY OF SURVEY RESPONSES

The following charts show the summary of responses for Questions 1 through 12, regarding mode choices, reasonable wait times, and signal operations features.

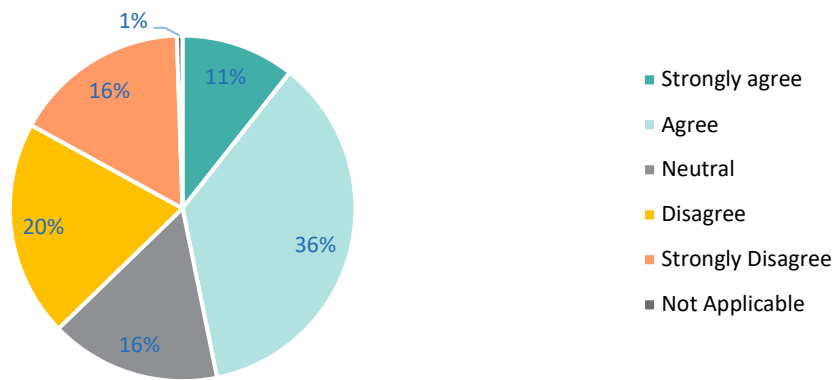
Q1: How often do you travel in Bellevue using the following travel modes?



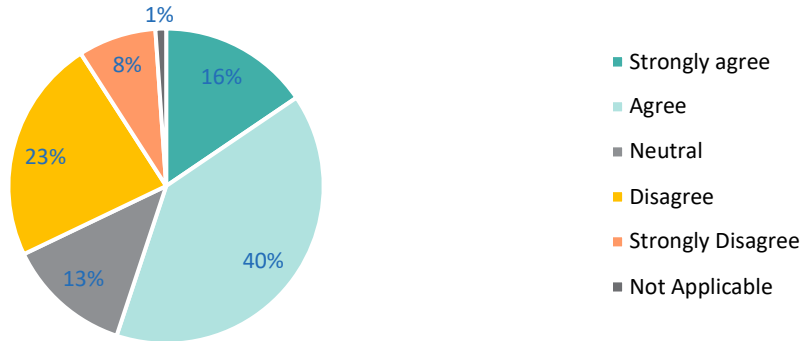
Q2: I feel safe crossing the street at signalized intersections.



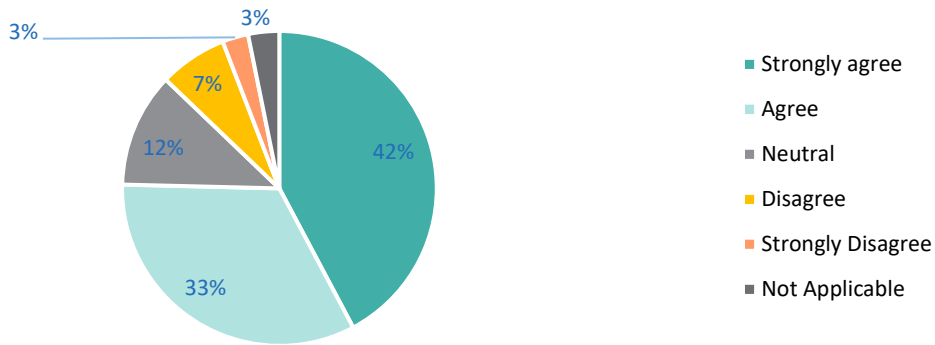
Q3: I feel like I receive the "WALK" indication within a reasonable amount of time.



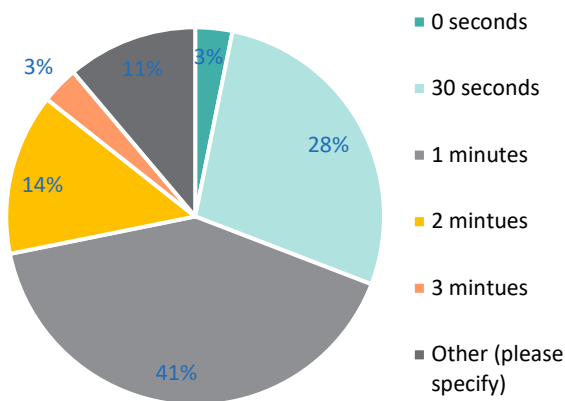
Q4: I feel like the total time provided during the “WALK” and flashing “DON'T WALK” indications (with a countdown) offers enough time for me to cross the street at signalized intersections.



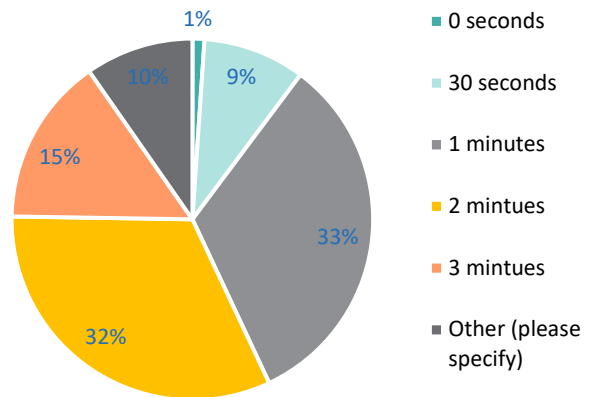
Q5: As a driver or other mode user, I am okay with a longer wait time to provide more time for pedestrians to cross the street at signalized intersections.



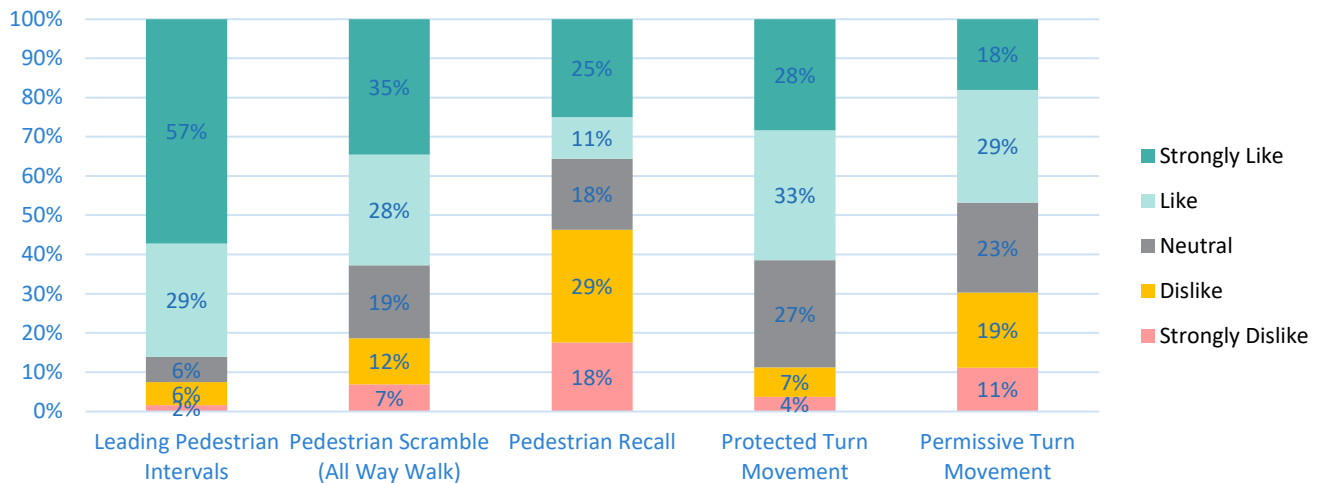
Q6: As a pedestrian, what is a reasonable wait time for a “WALK” indication?



Q7: As a driver, what is a reasonable wait time for a green light?



Q8-12: Signal Operations Features



KEY TAKEAWAYS FROM THE ONLINE QUESTIONNAIRE

Based on the responses, the consultant team summarized the key takeaways from questions 1 through 12 of the online questionnaire.

MODE CHOICES

- The majority of the respondents (122, 65%) walk in the City of Bellevue regularly (almost every day) or often (3-5 times a week). Five (3%) never walk and 22 (12%) rarely walk. Of those who regularly or often walk:
 - 57% regularly or often drive, 7% never drive
 - 16% regularly or often take transit
 - 10% regularly or often bike
- The majority of the respondents (117, 62%) drive regularly or often. Of those who regularly or often drive:
 - 59% regularly or often walk, 3% never walk
- 19 (10%) take transit regularly or often. Of those who regularly or often take transit:
 - 85% regularly or often walk
- 17 (9%) bike or roll regularly or often
- Of those who lived in apartments and multifamily housing, 76% walk regularly or often and 51% drive regularly or often
- Of those who were born in 1960s or earlier, 63% walk regularly or often
- The mode choice results indicate that the survey respondents have sufficient experiences as a pedestrian and a driver travelling in the city and would provide the perspectives from different views.

“I FEEL...” STATEMENTS (Q2-5)

- The survey showed mixed opinions about the perceived safety of crossing signalized intersections as pedestrians, with 43% strongly agree or agree, 35% disagree or strongly disagree, and 20% neutral.
 - Overall, 10% strongly agree and 33% agree (21% neutral)
 - Of those who walk regularly or often, 39% strongly agree or agree
 - Of those born in 1960s or earlier, 45% strongly agree or agree
- Nearly half (47%) of the respondents feel the wait time to receiving the WALK indication is reasonable while 37% disagree or strongly disagree.
 - Overall, 11% strongly agree and 36% agree (15% neutral)
 - Of those who walk regularly or often, 43% strongly agree or agree
 - Of those born in 1960s or earlier, 55% strongly agree or agree
- The majority (55%) of the respondents feel the total crossing time (WALK and Flashing Don't Walk [FDW]) are enough while 31% disagree or strongly disagree.
 - Overall, 16% strongly agree and 39% agree (13% neutral)
 - Of those who walk regularly or often, 52% strongly agree or agree
 - Of those who have a disability, 63% strongly agree or agree
 - Of those born in 1960s or earlier, 53% strongly agree or agree
- The majority (75%) of the respondents, as a driver or other mode user, are okay with a longer wait time to provide more time for pedestrian crossings.
 - Overall, 42% strongly agree and 33% agree (12% neutral)
 - Of those who walk regularly or often, 45% strongly agree and 31% agree
 - Of those who drive regularly or often, 34% strongly agree and 38% agree

REASONABLE WAIT TIMES (Q6-7)

- Regarding reasonable wait times, respondents showed different expectations as a pedestrian and a driver.
 - 72% of the respondents, as a pedestrian, think that reasonable wait time for a WALK signal is 1 minute or less
 - 75% of the respondents, as a driver, think that reasonable wait time for a green light signal is 2 minute or less

SIGNAL OPERATIONS FEATURES (Q8-12)

- Among the five listed signal operations features (Leading Pedestrian Interval [LPI], Pedestrian Scramble, Pedestrian Recall, Protected Left/Right Turn Movement, and Permissive Left/Right Turn movement), more than half of the respondents are in support of LPI, Pedestrian Scramble, and Protected Turn Movement. The other two features gained support from less than half of the respondents.

TAKEAWAYS FROM OPEN-ENDED RESPONSES FROM QUESTIONNAIRE

In addition to the multiple-choice questions, the online questionnaire also included a freeform question to solicit feedback on people's experience walking in Bellevue. DKS staff reviewed the comments and summarized the most common feedback below.

- Many comments shared feeling both frustrated and unsafe when drivers do not properly yield to pedestrians in the crosswalks, including situations such as
 - Vehicles encroaching and blocking crosswalks.
 - Right-turning vehicles (including vehicles turning during green and right-turn-on-red [RTOR] vehicles) not paying attention to and/or yielding to pedestrians.
 - A notable number of respondents supported LPI operations and noted the issue of vehicles making RTOR during the LPIs make pedestrians in the crosswalk at risk. Therefore, prohibiting RTOR during LPI operations was supported to provide more protection for pedestrians during the LPI operations.
- There are shared frustrations for long pedestrian wait times at signalize intersection, due to multiple factors.
 - The lack of pedestrian recall (i.e., requiring pedestrians to push a button) causes long/unnecessary pedestrian wait times.
 - The lack of pedestrian reservice causes long/unnecessary pedestrian wait times, even though there seems to be enough time left in a split to serve a pedestrian.
 - Long cycle lengths, especially outside the downtown area, cause long pedestrian wait times in general, regardless of other pedestrian features implemented.
- Some pedestrians noted that they feel the crossing times are not long enough, including:
 - WALK times are short, and
 - The total times (WALK and FDW) are short for finishing the crossing.
- Many comments liked the use of RRFBs and would like more of these implemented in Bellevue.
- Many comments liked the accessible push buttons with audible feedback and/or LED light indication and would like more of these implemented in Bellevue.

PUBLIC FOCUS GROUP SESSION

Consultant staff conducted a 90-minute virtual focus group session with 10 members of the public, on December 12th, 2022. The consultant team briefly shared the project background and the preliminary survey results and solicited feedback from the participants on their general experiences walking in the city of Bellevue and their views on specific pedestrian signal operations topics. The topics included duration of crossing time, interaction with turning vehicles, wait times (delay) for pedestrians, among others.

A detailed summary of the focus group session is included as an appendix to this summary. This section summarizes the key takeaways from the focus group session as they relate to pedestrian signal operations.

KEY TAKEAWAYS

- Most of the participants' walking experiences are in the downtown area, while some participants focused their experiences at specific locations (such as near hospitals).
- The group liked pre-timed signals with pedestrian recall as they believe this operation provides shorter and more consistent wait times for pedestrians.
- The group shared frustration for wait times at signals without pedestrian recall, especially when they miss the window for pressing the buttons and must wait another full cycle.
- The group shared concerns about pedestrian safety in dark conditions – both traffic safety and personal safety.
- Most of the participants shared the perception that the duration of WALK indication seems short, including as a pedestrian, a bicyclist, and a scooter rider. By the time they get from the button to the crosswalk, it seems they are already into the FDW pedestrian clearance interval.
- Most of the participants felt the duration of FDW is short and rushed to finish the crossing at the end of FDW indication. Moreover, some participants felt stressed within a crosswalk while the signal started to show FDW.
- The group was in support of the countdown timers to mitigate the stress they feel during FDW.
- The group was concerned about RTOR vehicles not yielding to crossing pedestrians and blocking the crosswalks, even when the pedestrians have a WALK signal.
 - The group would support Block the Box photo enforcement.
- The group had mixed opinions about pedestrian crossing during the Flashing Yellow Arrow (FYA) left turn phase.
 - Some felt unsafe to cross an intersection during the FYA phase, which indicates that they would be supportive of Minus-Ped FYA operation.
 - Some felt frustrated when they were not allowed to cross during the FYA phase while no left turn vehicles are present. This indicates they would be supportive of concurrent pedestrian and FYA operation.

CONCLUSIONS

The public outreach efforts provided channels to learn the experiences and perspectives of the local Bellevue residents and road users regarding the pedestrian signal operations.

As the next step of the Pedestrian Signal Operations Study, the City and the consultant team will develop a new *Pedestrian Signal Operations Guidelines*, based on prior reviews of the national standards, industry best practices and Bellevue's existing practices, as well as the findings from the public outreach efforts.

In operating the pedestrian signals, the City of Bellevue follows national standards and industry best practices. The findings from the public outreach will help inform the City staff and the consultant team about the trade-offs and priorities so the new *Pedestrian Signal Operations Guidelines* can tailor to the needs of the Bellevue community.

The following priorities will be considered, based on the public outreach findings, in the development of the new guidelines.

- Treatments to improve pedestrian safety, especially for those who have special needs (e.g., senior residents, school students, users near medical facilities, etc.)
- Treatments to reduce conflicts between pedestrians and other road users.
- Treatments to ensure sufficient crossing times for pedestrians.
- Treatments to improve walking experiences in areas with high pedestrian volumes, such as in the downtown and near shopping malls.
- Treatments to reduce pedestrian delays while considering the mobility of other road users.

APPENDIX A

PUBLIC FOCUS GROUP DISCUSSION SUMMARY



MEETING SUMMARY

CITY OF BELLEVUE PEDESTRIAN SIGNAL OPERATIONS STUDY

PUBLIC FOCUS GROUP DISCUSSION

6-8 PM, MONDAY, DECEMBER 12TH

VIRTUAL ZOOM MEETING

INTRODUCTION

The objective of the virtual focus group was to gather feedback on people's experience walking and driving through traffic signals in Bellevue as it relates to pedestrian signal operations. Participants were identified by asking questionnaire respondents if they were interested in sharing additional information in a focus group.

AGENDA

1. Project Background
2. Public Members to Share Experience
 - Crossing Time
 - Interaction with Turning Vehicles
 - Permissive vs Protected Left
 - LPI
 - Right Turns (RTOR)
 - Delay
 - Experience Walking in Different Areas of the City
 - Open Discussion
3. Wrap Up

MEETING SUMMARY

This section summarizes the focus group feedback by topic. All feedback below is a combination of direct quotes and paraphrasing. DKS shared with participants that their feedback would be shared with City staff anonymously (i.e., without direct attribution to individuals).

GENERAL EXPERIENCE WALKING IN THE CITY

- Live and work downtown
- Walk a lot in downtown
- Retired and shop downtown. I'm not comfortable crossing unless I have a signalized crossing

- There was discussion about closing 2nd to motorized traffic as a dedicated bike/ped road
- Factoria is terrific: I use the path near I-90 and overpass near T-Mobile. I only need to cross the road a couple times. Only downside is traffic noise near the Interstate.
- Outside of downtown - even just a couple miles - it can be a little scary (Bel-Red, Northrup, 22nd, 24th) as drivers aren't used to seeing peds, and the sidewalks are older (narrow, cracked).
- NE 8th across 405: Very difficult to cross here. Commuters are focused on their commute (or their devices)
- Other side of 405 - Lake Hills Connector near fire station - sidewalk just disappears and must cross to the south side. Commonly see people crossing wherever they want or just walk in the street.
- Wilburton, new Trader Joe's: Lots of new pedestrians

POSITIVE FEEDBACK

- My favorites are near Transit Center at 106th/6th. Includes pedestrian-only phase. I get a fair shake.
- They liked the ability to get the WALK during the middle of the adjacent green phase
 - Main St, SE 4th
- Sky bridges on Bellevue Square are great for pedestrians
- Lead Ped Intervals are very popular
 - The group liked the LPI as a driver, too, to help determine if the ped at the corner is just loitering or if they are crossing. Without an LPI it's hard to know.
 - Bellevue Way & 4th: Pre-LPI the vehicles on 4th would turn very fast. It seems to have made a difference on their speed.
 - 108th & Main: I choose 108th instead of Bellevue Way because it seems safer.
- Mid-block Crossings were generally well-liked
 - Lake Hills Blvd by the Samena Rec Club. It's a busy arterial, and I would never cross this road without assistance from the crosswalk and flashers

DISTANCE BETWEEN CROSSINGS

- Not too many ped signals for crossing in Bellevue. Must walk a long time to get to the next one
- 116th should allow for crossing between intersections instead of walking to one of the signals
- Construction is always occurring, so one-third of all downtown sidewalks and pedestrian crossings seem to be disrupted in some way, making Bellevue an unwalkable city.

WAITING FOR THE WALK SIGNAL

- If you get there just a bit too late and press button, it guarantees you must wait an entire cycle and a half
- Pre-timed signals (in places like Seattle) seem to be faster
- The current system (not having ped recall) encourages crossing against the DON'T WALK signal
 - If I don't get a rational WALK sign, I will walk against the signal.
 - I only walk when told I can. I don't trust that it's safe otherwise.
- It's frustrating that I must press a button. It seems like I'm always pressing it just a few seconds after I would've gotten a WALK, so instead I must wait another full cycle

- Another view: Seattle has [ped recall], but that does not stop pedestrian from crossing whenever they want, including against the Don't Walk.
- Push buttons to call the pedestrian signal are not doing anything for pedestrians
- The current practice [requiring pedestrians to call for their phase by pushing the button] encourages unsafe pedestrian behavior
- I don't understand why the WALK signal is not on every time it's safe to walk
- It doesn't work this way in other major cities with significant ped traffic, like Seattle and Portland
- It's all for cars; it seems like they don't care how long peds must wait at the corner
- It's worse when trying to cross two streets (diagonally) - it's a much longer wait
 - Vehicles get to turn any direction when they get a Green, but pedestrians must often wait twice to continue past the intersection.
- Long cycle lengths during certain times of day can be an issue. One participant said they clocked 2:55 waiting at a signal. Another said it took them more than 5 minutes to cross "diagonally" (two crossings) at the same signalized intersection.
- We have induction loops and video cameras to detect cars. Why not do the same to automatically detect peds?

PERSONAL SAFETY

- Anywhere with shift work that includes high pedestrian volume in dark conditions – especially late at night.
 - It is a personal safety issue to stand in the dark at the corner, waiting for the signal to change. This is particularly true for women.

DURATION OF WALK PHASE

- While biking, I'll get the WALK, pick up my bags, get on my bike, leave the curb, and then it's already at FDW. I know what FDW means, so I get it, but then it feels like I'm in a hurry, even though I started at the very beginning of the ped phase.
- While using an e-scooter, I'll hit the button, receive an immediate WALK, and then have to get back on my scooter to roll down the ramp into the crosswalk.
- I never step off at the beginning of the WALK phase, due to stragglers and/or red-light-runners. I wait a few seconds until it looks clear. By the time I start, the WALK has already changed to FDW much of the time.
- Using scooter, rolling device: Annoying when curb cut is diagonal into the intersection not lined up with crosswalk. I'll roll down the ramp, then I must wiggle to the crosswalk, and by the time I've done all that a portion of the WALK + FDW is already over.

DURATION OF PEDESTRIAN CLEARANCE

- Feel rushed at the end of FDW, in general
- Some signals seem to finish WALK signal very early when it seems more time is available
- It's stressful to see FDW while in the middle of a crosswalk - would rather have longer walk and shorter FDW
- New light rail coming in near Overlake
 - 7-lane ped crossing (including peds on crutches) will need significant ped clearance time
 - 112th/NE 8th NB or SB is a 7-lane beast for peds to cross. I'm a 6'2" fit man, and I don't make it across before it goes to solid Don't Walk.

- Adding countdown timers would help provide more information to pedestrians

PEDESTRIANS AND TURNING VEHICLES

- Protected Left
 - I prefer to cross with the opposite protected left [turning left across the other crosswalk parallel to my crossing], because I know there should not be conflicting traffic.
- Different opinions regarding FYA:
 - When a permissive left turn (like a FYA) does not allow adjacent peds, it is frustrating when there are no left-turning vehicles, but I am not allowed to walk. It's a safe situation and very inconvenient. It's particularly frustrating in the winter to wait for no one.
 - I am uncomfortable crossing with an adjacent permissive/FYA left-turning driver, because they are not paying attention to me. They are looking at the signal and oncoming traffic.
- Right Turn on Red (RTOR)
 - Even when I have a WALK signal, with RTOR I don't feel safe
 - Motor vehicle drivers are looking to their left to find a gap, not looking for me (to their right)
 - Often they do this as a rolling-stop, not actually stopping
 - If they DO stop, it's totally blocking the crosswalk
 - Making eye contact with the driver is necessary before crossing, even during Pedestrian Phase
 - Seattle sometimes provides protected right turns, which is much better
- Refuge Islands
 - In general these are nice, but it seems the drivers use them to ignore me as a pedestrian or wave "thanks" as they keep going

MISCELLANEOUS

- Most ped signals are at intersections, which feels like the worst place to put them – and very car-centric – because of the conflict between turning vehicles and pedestrians
- I'd prefer more mid-block crossings
- (Brian: This is a direct quote I thought was important, as it surprised me): "The way you are talking, it sounds like you're saying it's illegal to cross against the DON'T WALK"
- The only option that puts people equal to cars is the ped scramble
 - Even using that term – "scramble" – makes it seem like peds are unorganized and in the way
- Overall the City is designed with streets that are too wide, straight, and no "obstacles" for motor vehicles.
- Vehicles block the crosswalk at the end of the phase, get "stuck out there" which is frustrating as a pedestrian to step around cars. Some peds will hit the cars with their water bottle.
 - The group would support Block the Box enforcement
- The City has not documented the results of similar discussions like this.

APPENDIX B

ONLINE QUESTIONNAIRE REPORT



Questionnaire

SURVEY RESPONSE REPORT

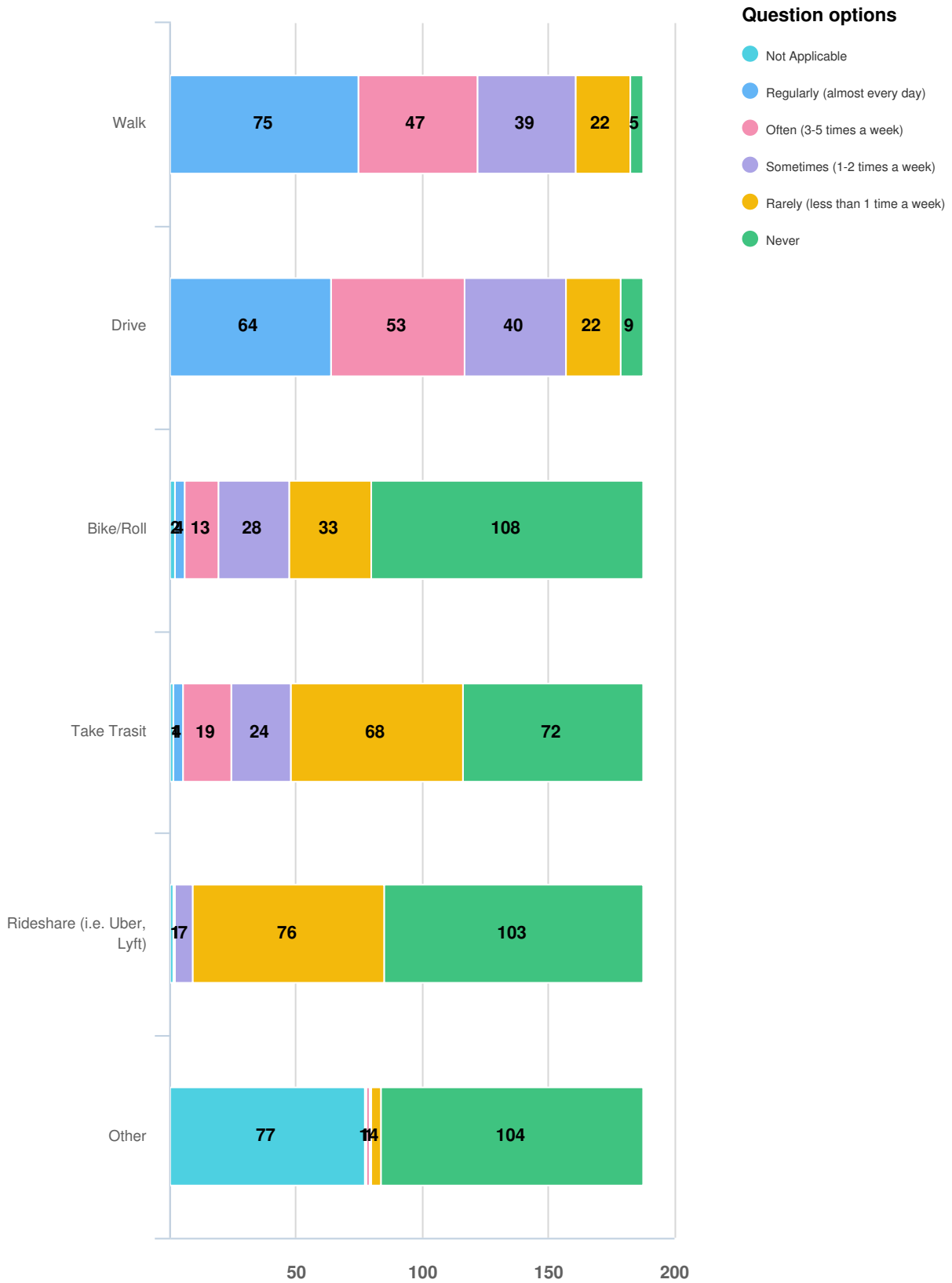
25 October 2022 - 05 December 2022

PROJECT NAME:

Pedestrian Signals Questionnaire

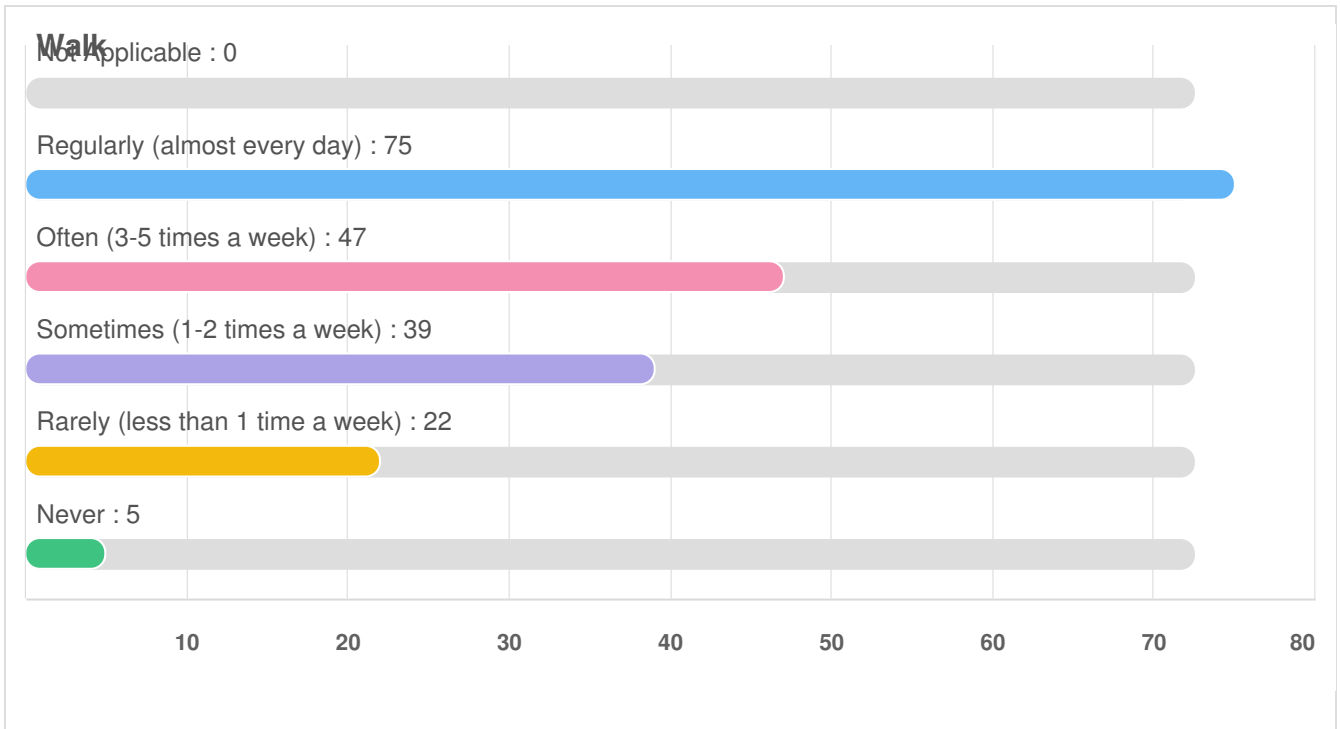
SURVEY QUESTIONS

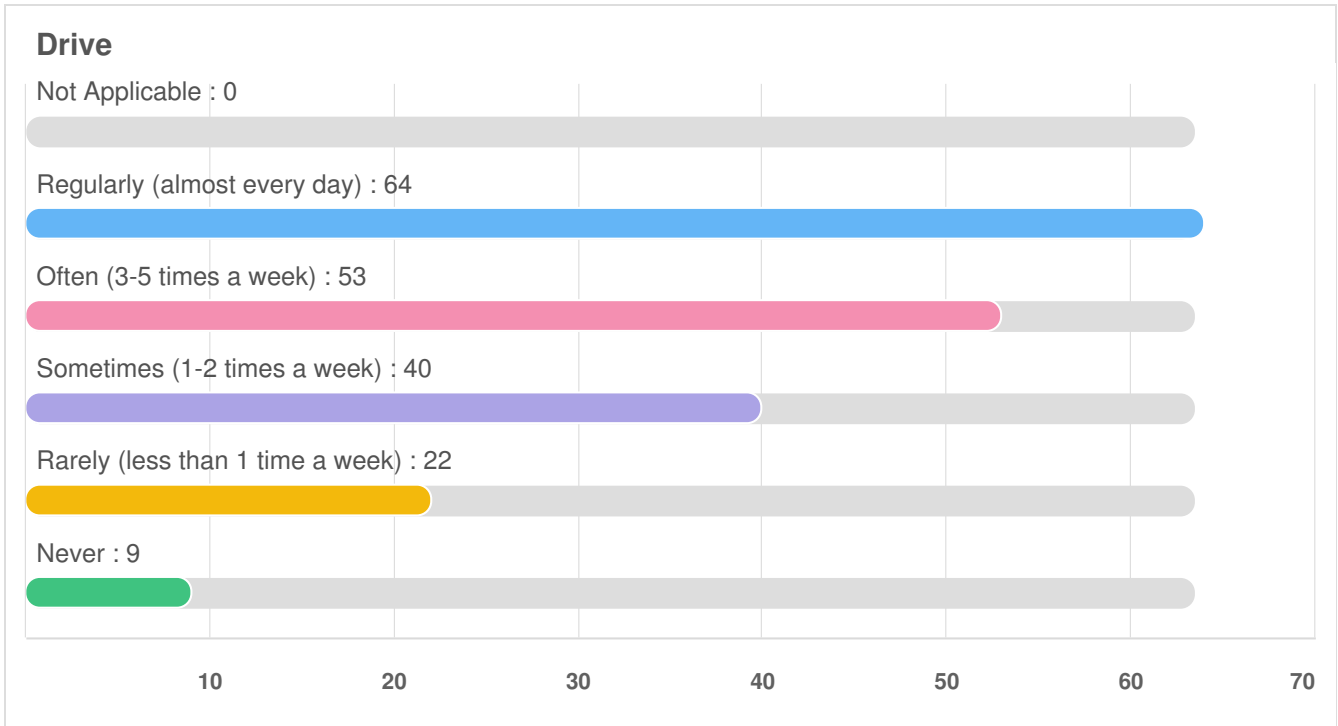
Q1 How often do you travel in Bellevue using the following travel modes?

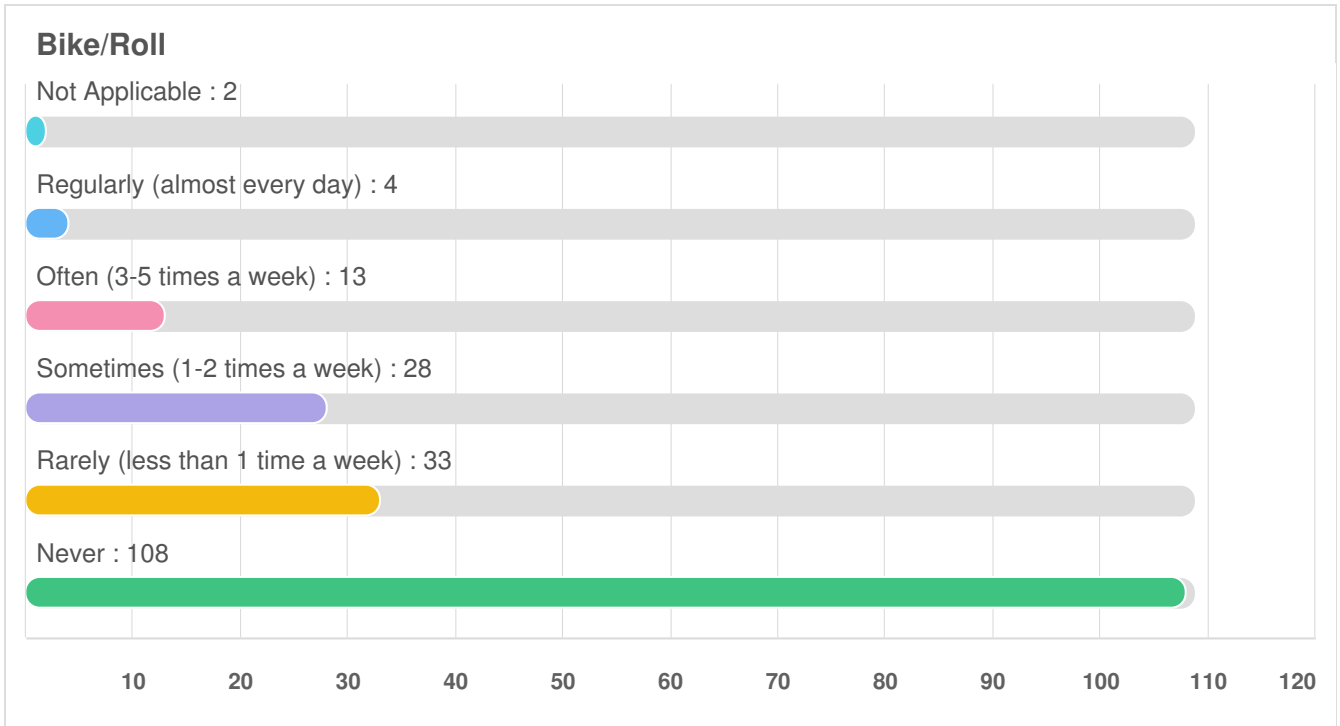


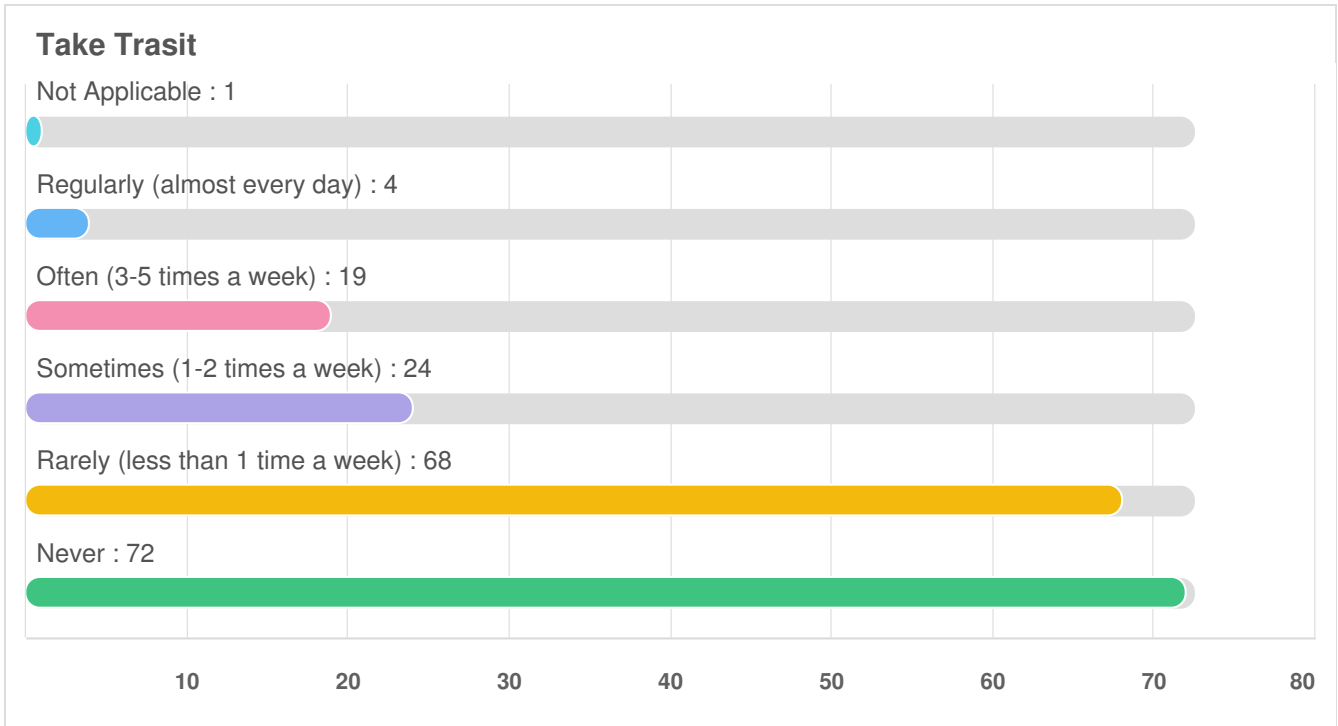
Mandatory Question (188 response(s))
Question type: Likert Question

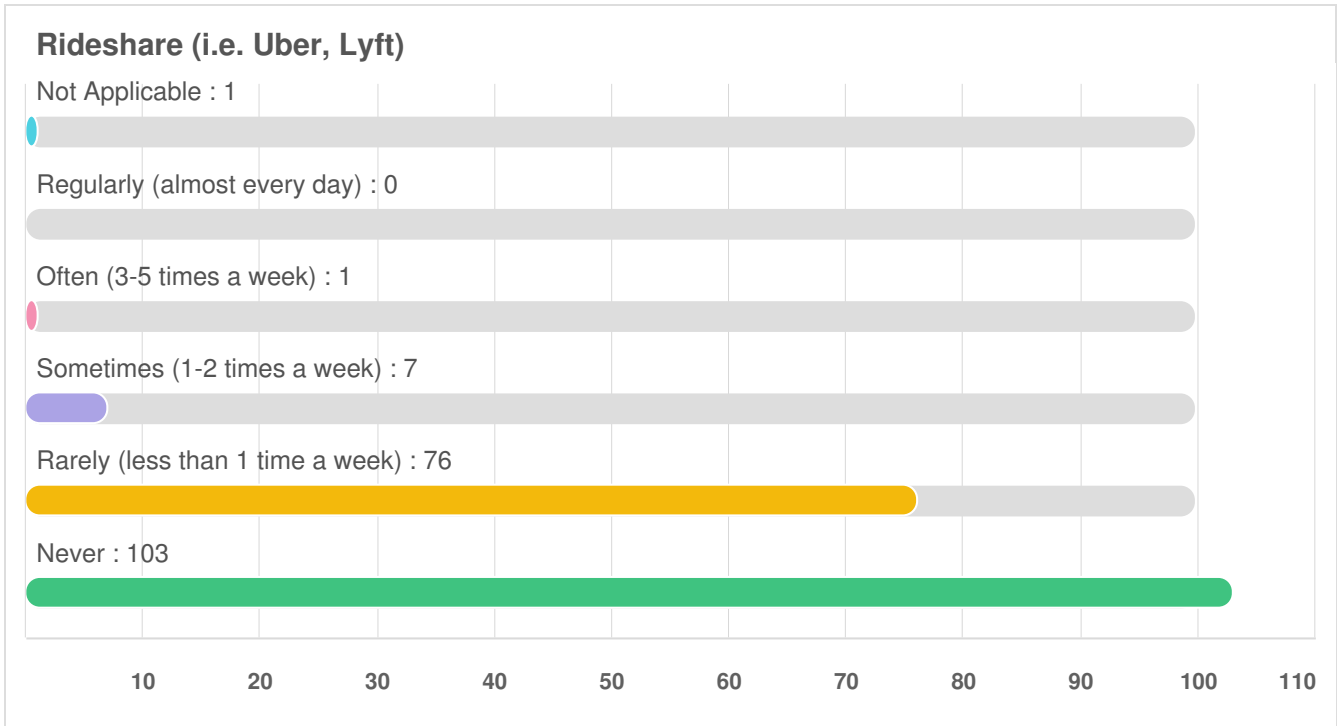
Q1 | How often do you travel in Bellevue using the following travel modes?

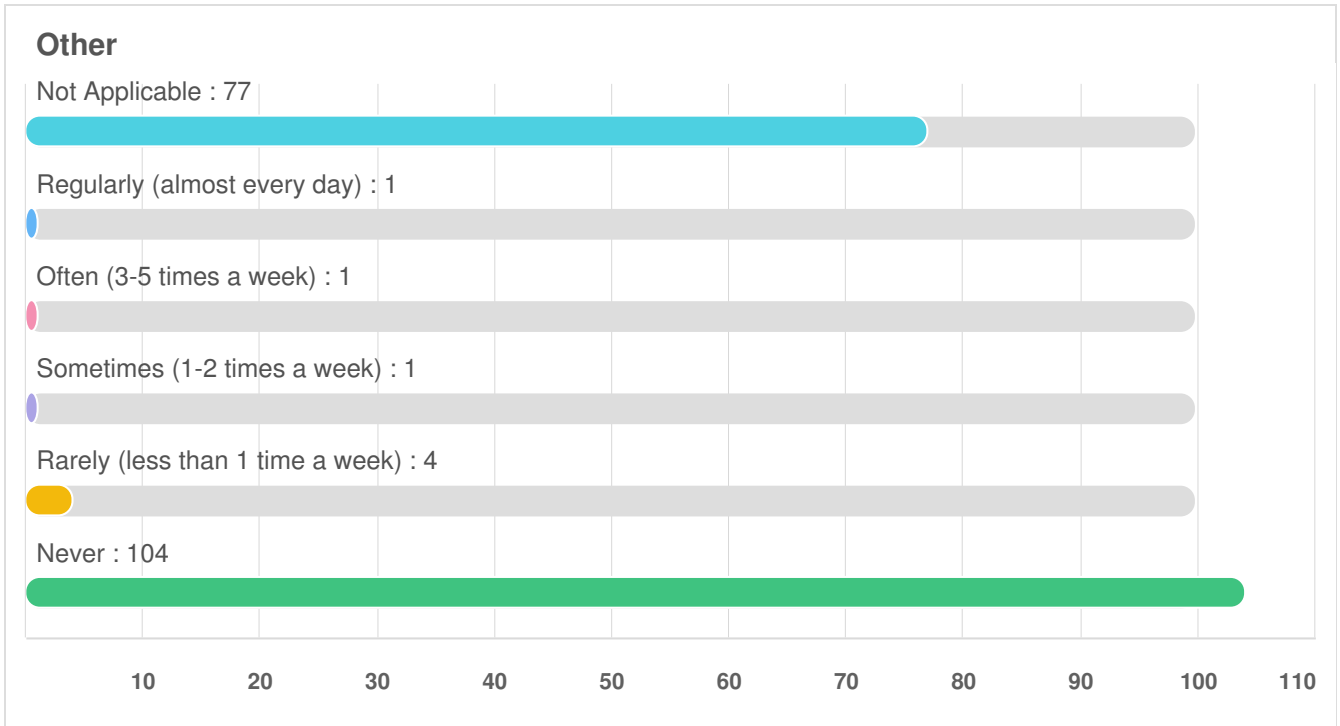












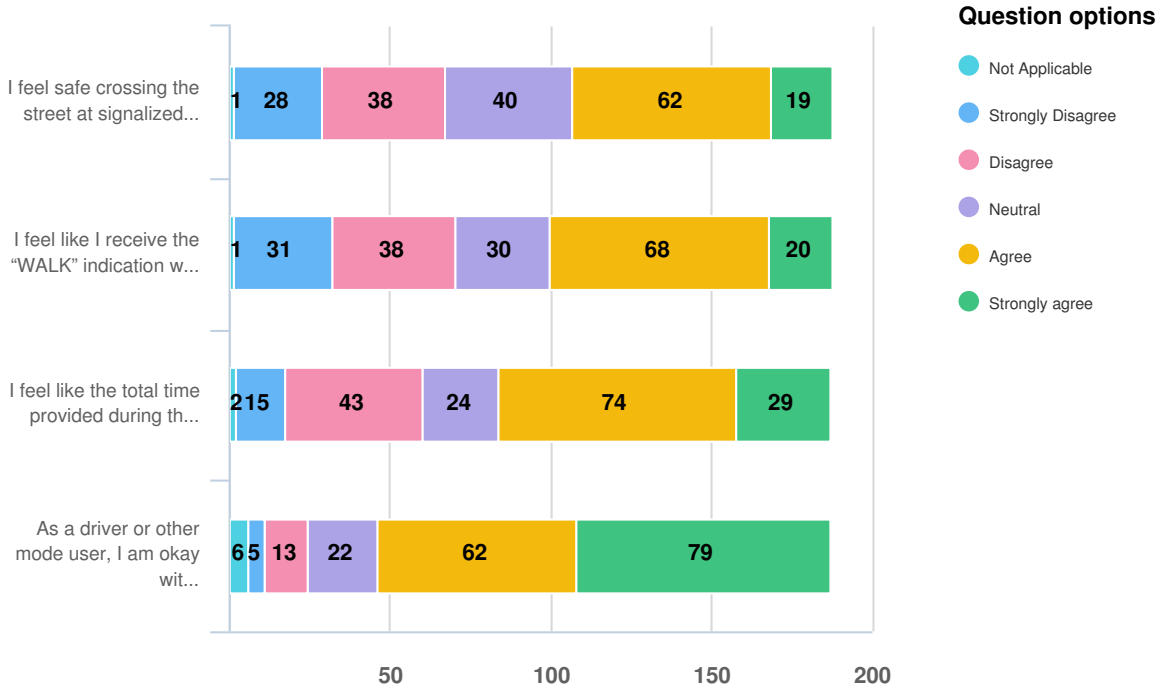
Q2 | If other, please specify

Screen Name Redacted 10/27/2022 12:21 PM	Lyft
Screen Name Redacted 10/27/2022 01:43 PM	Carpooling
Screen Name Redacted 10/27/2022 02:46 PM	I am a power wheelchair user I go out every day to walk my dog. I also go out to run errands and shop
Screen Name Redacted 11/07/2022 09:13 AM	I primarily telecommute, going into City Hall on an as needed basis.
Screen Name Redacted 11/07/2022 09:27 AM	motorcycle
Screen Name Redacted 11/08/2022 10:16 PM	Riding as a passenger (i.e. my husband, sons, daughters driving me) to different desitinations.
Screen Name Redacted 11/29/2022 07:19 PM	N/A
Screen Name Redacted 11/30/2022 05:43 AM	Carpooling
Screen Name Redacted 11/30/2022 10:33 AM	When does the hyperloop arrive?

Optional question (9 response(s), 179 skipped)

Question type: Single Line Question

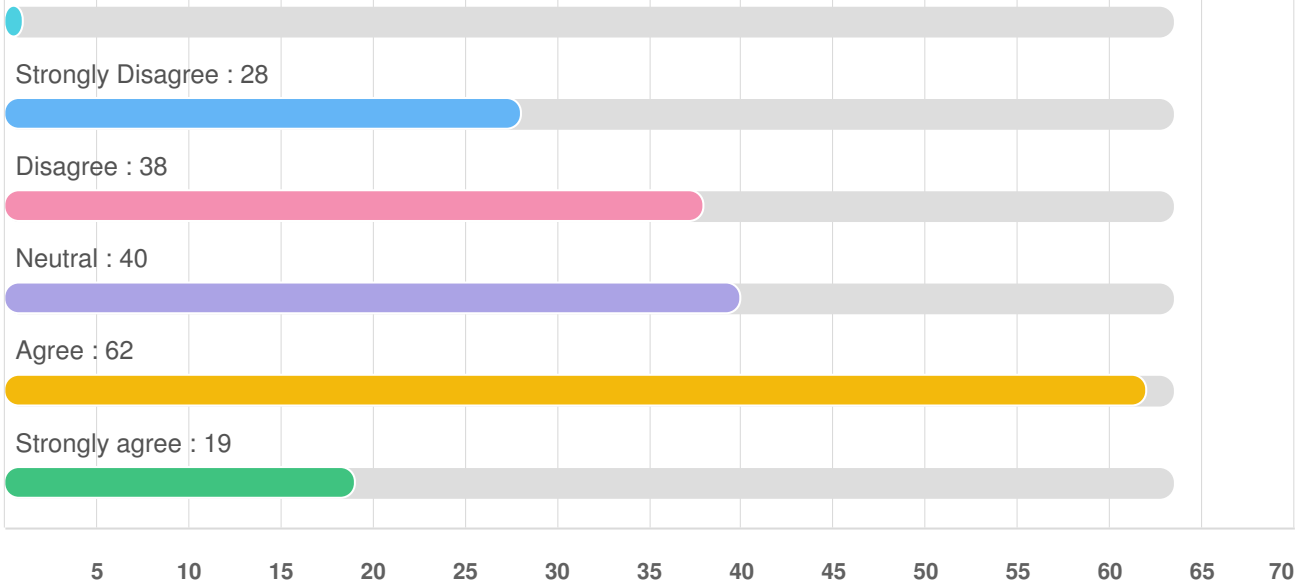
Q3 Please indicate whether you agree or disagree with the following statements:

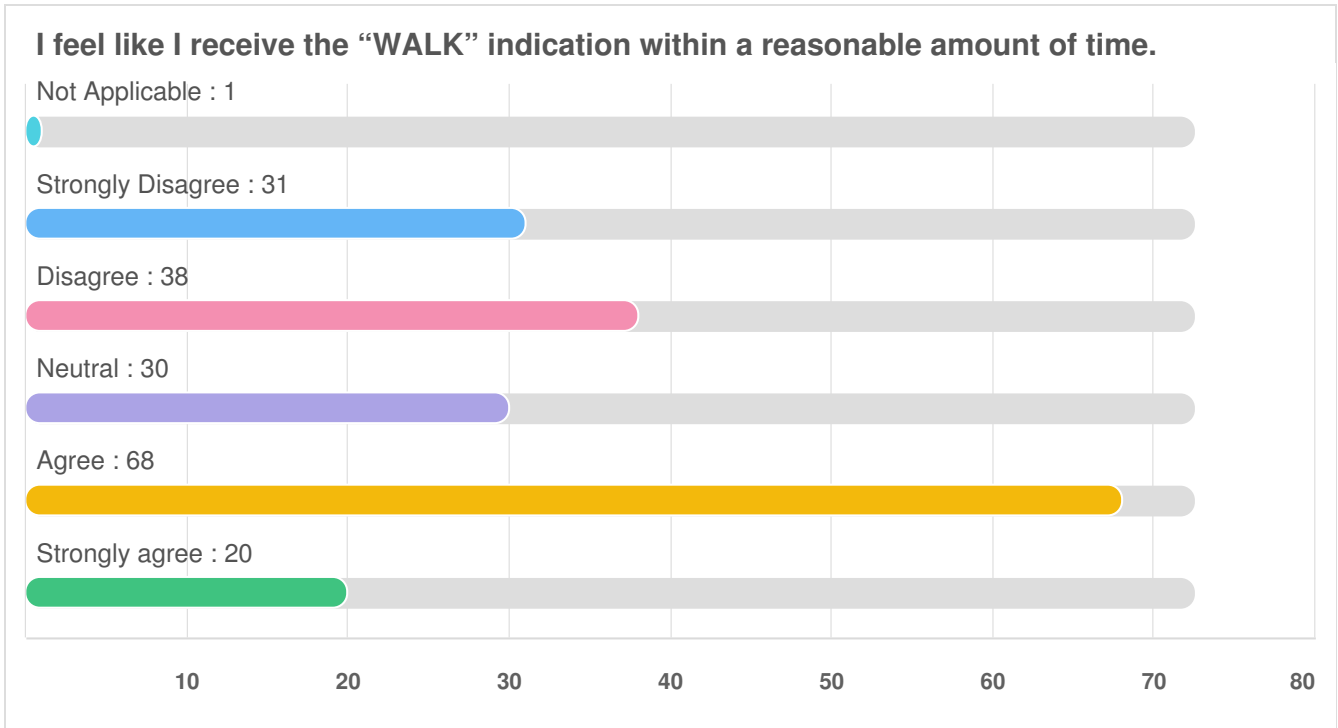


Optional question (188 response(s), 0 skipped)
Question type: Likert Question

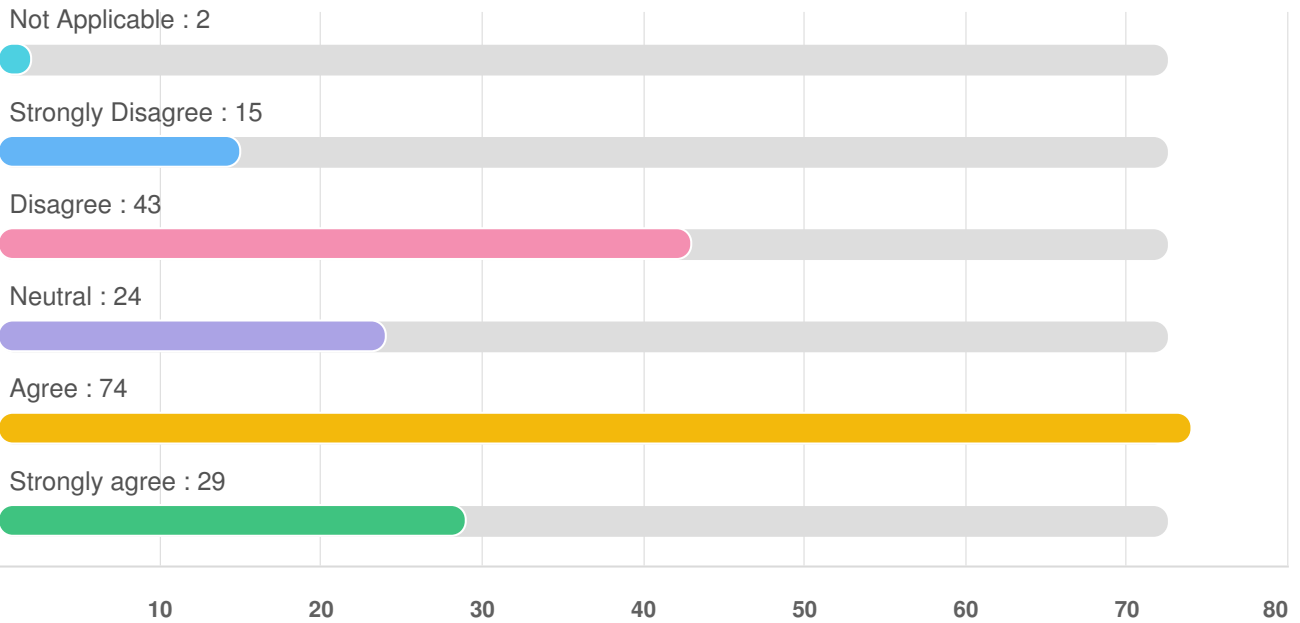
Q3 Please indicate whether you agree or disagree with the following statements:

Feel safe crossing the street at signalized intersections.

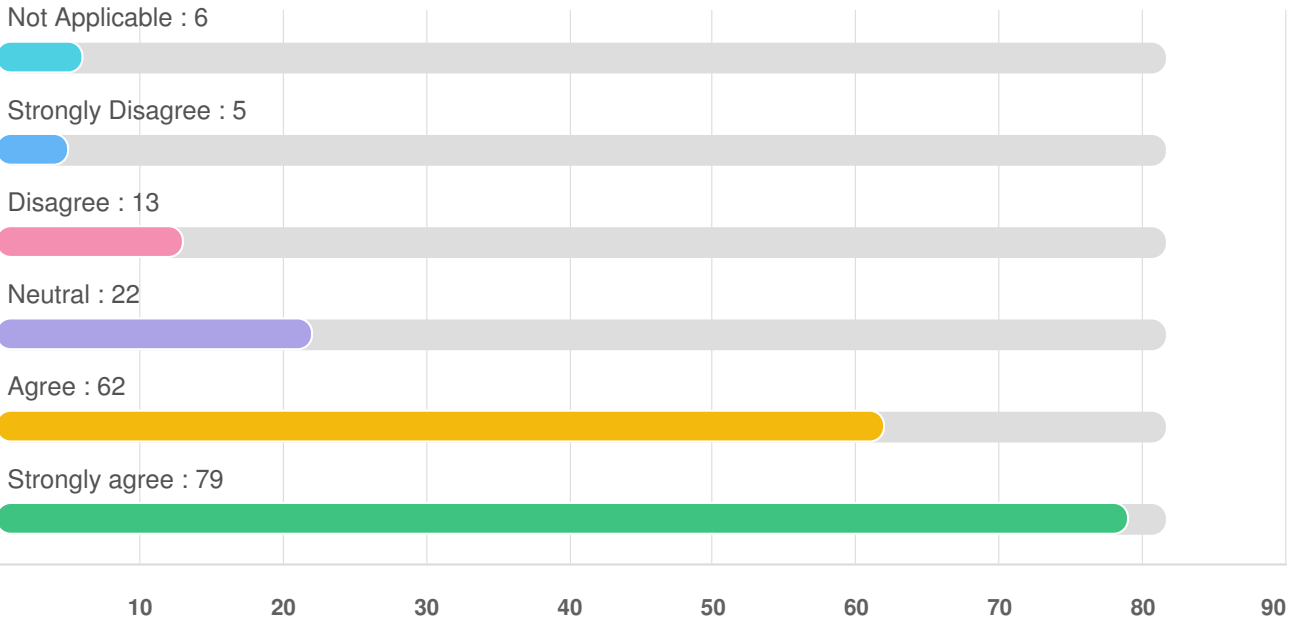




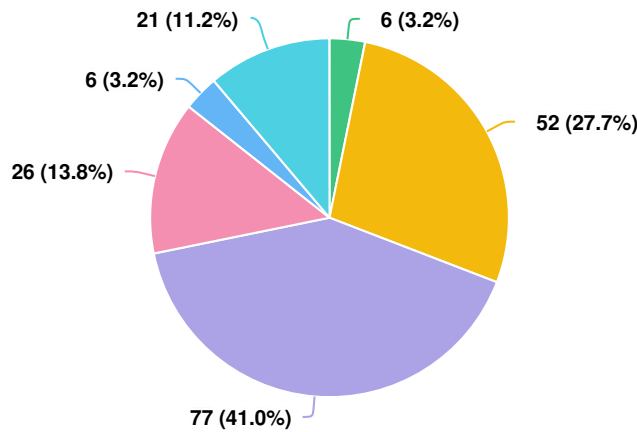
I feel like the total time provided during the “WALK” and flashing “DON'T WALK” indications (with a countdown) offers enough time for me to cross the street at signalized intersections.



As a driver or other mode user, I am okay with a longer wait time to provide more time for pedestrians to cross the street at signalized intersections.



Q4 As a pedestrian, what is a reasonable wait time for a “WALK” indication?

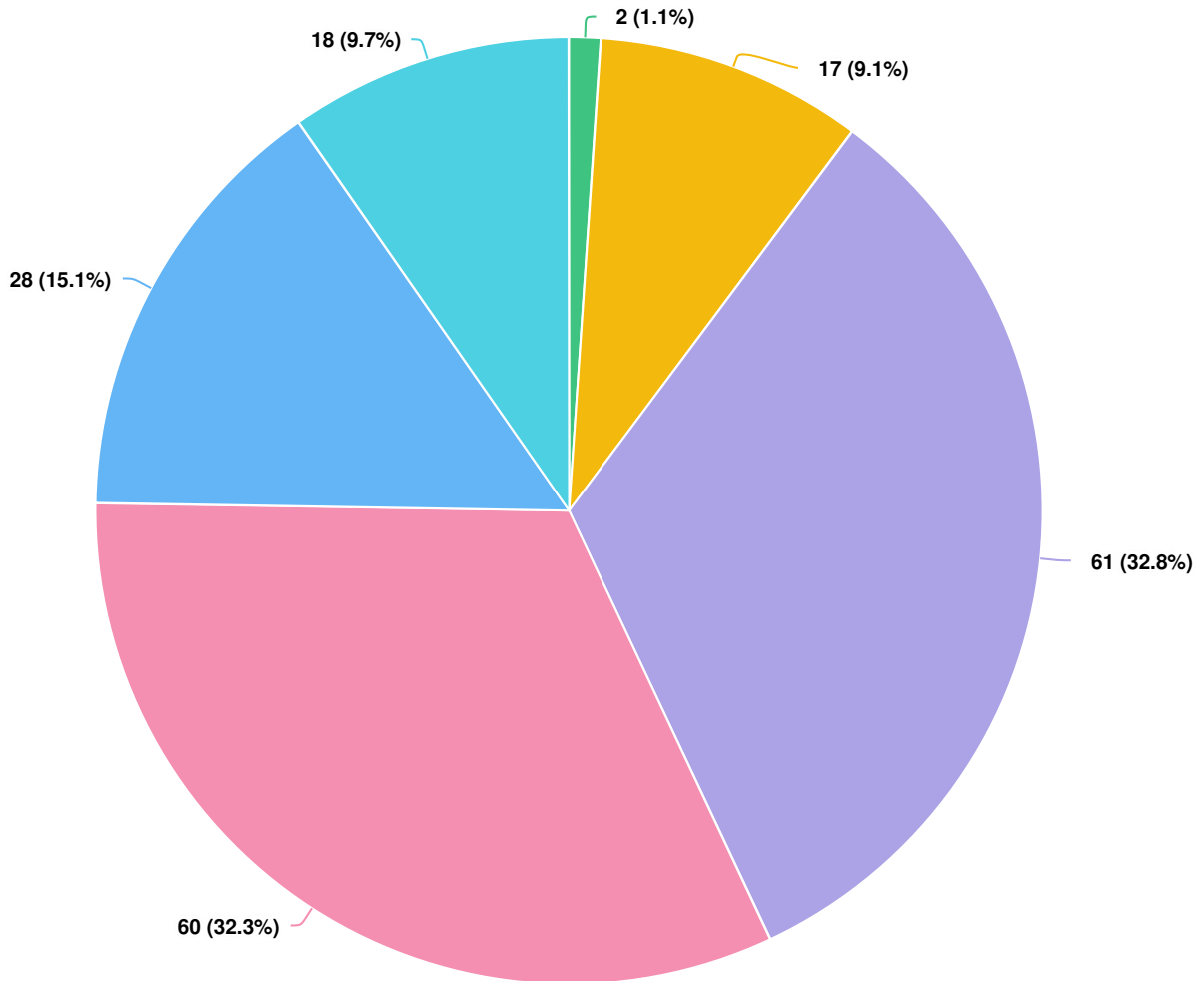


Question options

- Other (please specify)
- 3 mintues
- 2 mintues
- 1 minutes
- 30 seconds
- 0 seconds

*Optional question (188 response(s), 0 skipped)
Question type: Radio Button Question*

Q5 As a driver, what is a reasonable wait time for a green light?



Question options

- Other (please specify)
- 3 mintues
- 2 mintues
- 1 minutes
- 30 seconds
- 0 seconds

Optional question (186 response(s), 2 skipped)
Question type: Radio Button Question

Q6 (OPTIONAL) Please explain why you agree or disagree with any of the statements above:

Screen Name Redacted

10/27/2022 01:02 PM

Every intersection has different needs at different times of the day. The above intersection can be super busy in the north and south direction at commute times and during other times it is busier when school lets out in the east/west direction. It doesn't seem like anything is being done to get the traffic moving the direction that is busiest.

Screen Name Redacted

10/27/2022 01:10 PM

We should have "all walks" At busy intersections. It protects side walk users because any car movement is apparent. Currently I don't feel safe crossing. The delay that happens for the drivers to let the walkers go DOES help. More of that please! Seen a lot of car vs ped near misses and 2 hits at belred x 156th. I understand I might have different views than most drivers since I was a transit taker for a long time and know what it feels like when you're not sure if a car is going to stop for you to cross at the crosswalk.

Screen Name Redacted

10/27/2022 01:17 PM

Wait time should vary with time off day and/ or traffic load. Left turn signals don't always recognize waiting pedestrians. This causes them to wait for another entire cycle

Screen Name Redacted

10/27/2022 02:17 PM

NE 12th and Bellevue Way NE does not allow enough time for average walker

Screen Name Redacted

10/27/2022 02:46 PM

I am a power wheelchair user. Accessing the button to request a walk signal is tricky. I sometimes don't have enough time to maneuver around to cross the street before the walk sign starts blinking. It's very scary for me to cross streets!

Screen Name Redacted

10/27/2022 03:50 PM

Pedestrians have to be extra cautious when the walk sign comes on because cars turning right often start right up without looking for anyone on foot.

Screen Name Redacted

10/27/2022 06:46 PM

I've had no trouble moving but I walk fast or drunk so I wouldn't feel unsafe regardless. Cars can wait. Make Bellevue even more walkable!

Screen Name Redacted

10/27/2022 08:43 PM

I've often seen drivers run red lights even while I'm crossing the street. I always watch autos both ways while crossing. And in some

instances there isn't enough time to cross if you are disabled.

Screen Name Redacted

10/27/2022 09:57 PM

Cars do not pay attention to the pedestrian walk signs and often drive through despite the walk signal. Cars, including city buses, often drive up to the crosswalk when turning as pedestrians are walking through the crosswalk almost forcibly rushing the pedestrians with their vehicles.

Screen Name Redacted

10/28/2022 01:32 AM

Idea- incorporate a handicap button for crosswalks so that folks w disabilities or a hard time getting across don't feel rushed (speaking for others not myself). Some lights are shorter while others are longer. By adding a handicap button along with a regular button, it allows the folks who need extra time to cross to use it while others can just use the existing button. Handicap button would just add 30 seconds to the existing time maybe.

Screen Name Redacted

10/28/2022 04:43 AM

Survey poorly written, need use of flags like kirkland, need designated bike lanes that don't harm drivers or pedestrians, need trees cut near sidewalks, etc

Screen Name Redacted

10/28/2022 10:30 AM

The time to cross the street as a pedestrian should include not only actual crossing time, but also time to "prepare" to cross. E.g. get back on your bicycle, or pick up your bags, or notice that the WALK is lit, etc. Sometimes by the time I've watched the WALK signal light up, picked up my bag and gotten on my bike, the DONT WALK signal has already started flashing and there isn't enough time to finish crossing the street - and I'm a healthy adult!

Screen Name Redacted

10/28/2022 10:27 AM

Just from personal experience but I have been nearly hit by vehicles making a left turn when I have the walk signal lit. I know the city can't control driver habits but it is my experience. I have to be aware of all of my surroundings when I walk or run.

Screen Name Redacted

10/28/2022 01:27 PM

Elderly and small children need a little more time to cross the street

Screen Name Redacted

10/28/2022 03:31 PM

Ideally, pedestrians should be prioritized: they are outside in a usually unpleasant environment: lots of cars around, so noisy; often rain or heat without cover. Moreover, in Bellevue pedestrians are often people who cannot drive for some reason. I'm sure people in a warm/air-conditioned car with noise isolation can wait a bit longer.

Screen Name Redacted

10/29/2022 05:19 AM

Transit is spelled wrong. Hard to know how many seconds for cars or pedestrians is "reasonable". What is the normal length of time. If that is a tough question to answer, then consider it is equally tough for us to answer your questions on what is normal without some concept. I have never counted seconds it takes me to cross the street or wait for a signal etc... are you asking single lane each way? Double with left turns?

Screen Name Redacted

10/31/2022 09:07 PM

The real problem isn't how long it takes for a "Walk" signal. I mostly walk. The real problem is that they don't go on automatically. And if you hit it too close to the green, like less than 20 seconds before it, you don't get a walk. So you get jaywalkers. And we don't care about the walk signal. And people walking on Don't Walk because it's not enforced... which prevents drivers having a chance to turn. Meanwhile, I also drive. Some signals are waaay too long, but not because of cross-walks. NE 10th / 110th NE, at the library, heading east/west, gives insanely long red lights. I've seen a lot of intentional runs. Whomever thought they were "optimizing" by only giving a walk signal when someone presses the button really messed up. Nobody follows the rules when they're that stupid, and it results in a big mess. Fix that, enforce "Don't Walk" and the rest will follow, including decreased accidents because (1) Pedestrians will be paying more attention, partly to avoid citations, and (2) Drivers won't get so frustrated by the jaywalkers.

Screen Name Redacted

11/01/2022 02:25 PM

1) Many drivers pull into pedestrian lanes when a white walk sign is signaling making me feel not always completely safe and 2) I walk in the city every day and am very conscious of vehicle traffic, but most pedestrians do not practice responsible walking, for example they just step into a crosswalk without looking for cars that may be approaching.

Screen Name Redacted

11/02/2022 10:48 AM

you don't provide the option 45 seconds. I would have chosen those. But overall, my answers all would be IT DEPENDS!!!! There is no context for the above questions. IMO, that's stupid and only gives you black and white answers, No nuance.

Screen Name Redacted

11/02/2022 02:37 PM

I don't have any real basis to judge the time it currently takes to cross on WALK but it seems too short at busy intersections downtown

Screen Name Redacted

11/03/2022 06:36 PM

The amount of reasonable time to wait as a ped or a driver is heavily influenced by the specifics of the signalized intersection. At wide

intersections with heavy traffic, it is reasonable to expect to wait longer.

Screen Name Redacted

11/04/2022 04:57 PM

Traffic signals and Walk signals need to better sense traffic flow, especially in non-peak hours. Too often I'm stuck waiting 2+ minutes while there is no cross traffic. SE 7th & Lake Hills Connector is notorious at night.

Screen Name Redacted

11/04/2022 06:03 PM

Drivers are distracted and don't watch for bikes or pedestrians. I experience an unsafe crossing almost every day especially when drivers are turning right on red. I have to yell at cars to get them to look up from their phones to see me (a pedestrian in the crosswalk), and this is in full daylight. I am often shocked at how unsafely drivers are driving around schools when children are present. My neighborhood lacks crosswalks and stop signs needed so that students and walkers can cross the street (more) safely.

Screen Name Redacted

11/05/2022 08:23 AM

Whenever we cross 4 lane road, by the middle of the road, the green light changes to yellow on 25mh street. Do I need to race to pass the road?

Screen Name Redacted

11/05/2022 04:03 PM

Certain intersections seem to have walk and light times which are too short, while others seem much too long for the time it takes to cross (as a pedestrian) or or the amount of time granted at the intersection to drive. For example, the ne 8th and 156th light turning left seems to have a very short protected left turn. Downtown on 8th and Bellevue way turning right or left can be a hassle because of the pedestrian crossing durations, and as a result very few cars proceed through the intersection when folt traffic is heavy.

Screen Name Redacted

11/05/2022 06:43 PM

I've submitted feedback via MyBellevue about certain intersections taking absolutely forever to allow peds to cross. A 2-3+ minute wait is way too long. Feels like all priority is given to cars.

Screen Name Redacted

11/05/2022 07:50 PM

Bellevue lights on arterials are long, but the time for pedestrians is shorter so that the flashing yellow signal for cars is on. When I am a pedestrian I stand for a long time while the cars are allowed to go in the direction and I am not. I like the places where I hit the Walk button and it changes back to Walk, like at NE 4th & Bellevue Way but it seems like no other places does that ever happen!

Screen Name Redacted

11/06/2022 06:26 AM

Not sure what is meant by "WALK" indication. Could mean the entire duration of the WALK or just the part where it is flashing how many seconds are left. The flashing part indicates to drivers that it is a free for all

Screen Name Redacted

11/06/2022 08:41 AM

Waiting time is usually around 2 minutes in my experience. As a pedestrian, very often cars are IN the crosswalk to turn, for visibility. As someone with a child, we often find ourselves having to walk on the road due to lack of sidewalks, which is not ideal. Another issue is the fact that in there are many areas that can be between half a mile to a mile, just to cross the street which can be difficult when walking with children. I feel there should be more reinforcement on drivers because everyday there are people not driving safely because of speeding, illegal parking, or being in the crosswalk. I do not feel safe walking around main roads, especially with a child due to these issues.

Screen Name Redacted

11/07/2022 09:27 AM

when i drive or walk or ride or whatever i'm thinking about the system (the big picture) as should all drivers, walkers, etc. however, the vast majority are thinking only of themselves.

Screen Name Redacted

11/07/2022 01:10 PM

There are few intersections in downtown that don't provide a lot of time to cross (108th Ave and 6th St is an example). This is why I disagreed. With no ped recall, if you are not able to push the button before the cycle phase at most intersections, you will likely have to wait half a cycle length or more for you to walk. This can drastically add to ped wait times especially if you are crossing several intersections. This is why I strongly disagreed with wait times. I wasn't sure the value to pick for the reasonable to wait for a green light because it heavily varies depending on the intersection. However, there are a couple of things to note. As mentioned above, no ped recall can significantly add to ped wait times, while cars almost never have this issue especially on arterials. Also, cars are only making one movement per intersection, while peds sometimes need to make multiple movements at one intersection (having to cross both sides of the street when there isn't a scramble). This is why I chose double wait time for cars.

Screen Name Redacted

11/07/2022 03:34 PM

Drivers do not pay attention to pedestrians and cyclists, especially when making right hand turns on red. The delayed green for cars does help sometimes but not always.

Screen Name Redacted

I have been almost hit by cars turning right more than once.

11/07/2022 08:21 PM

Screen Name Redacted

11/08/2022 07:16 AM

Although yellow light and/or stop light is indicated some drivers are just not paying attention and will continue driving.

Screen Name Redacted

11/08/2022 10:04 AM

Bellevue currently prioritizes the speed of cars over all other modes and I believe this is not what we should be doing. No one will ever want to get around without a car if we don't make other modes more compelling in various ways. Reducing car dependency should be a major focus of the city for a million reasons including climate change, safety, and equity.

Screen Name Redacted

11/08/2022 11:07 AM

Drivers are waiting in a comfortable seat in a climate-controlled box; pedestrians are out in the elements. It's reasonable for drivers to wait a little longer. This also incentivizes a mode-shift away from cars, improving emissions, air quality, and safety for everyone.

Screen Name Redacted

11/08/2022 01:44 PM

The context seems important and is missing. My answers for what is a reasonable amount of wait time is different in DT Bellevue vs in a less dense single-family neighborhood farther out.

Screen Name Redacted

11/08/2022 10:16 PM

At certain intersections, the light should change as soon as all of the cars have gone through the green light. At some of the lights, there is such a long wait even without people walking or other cars at the intersection.

Screen Name Redacted

11/09/2022 11:36 AM

The pedestrian can use the shorter wait time especially in the case of disabilities. Some disabilities cause more pain at a standing position rather than walking.

Screen Name Redacted

11/09/2022 07:17 PM

I as a healthy adult can make it across the intersection in lots of time, but my three-year-old requires more time. I sometimes have to pick her up to get her across in time.

Screen Name Redacted

11/09/2022 08:02 PM

I often walk across Bellevue Way. it feels like I spend a lot of time waiting for a walk cycle there.

Screen Name Redacted

11/09/2022 10:34 PM

Some of the traffic lights, especially on Bellevue Way, NE 4th St and NE 8th St, are very long .

Screen Name Redacted

11/10/2022 07:55 PM

I don't think people can conceptualize how much time 30 seconds, 1 minute, 2 minutes, or 3 minutes is in a survey like this, so I really, really hope you don't take this as gospel. As a daily user of downtown's streetlights I can say the cycles particularly off of the main pedestrian corridor on NE 6th are *extremely* long as a pedestrian—far longer than in downtown Seattle or the U District which are close analogs in terms of traffic, uses, and density. There's *a lot* of car traffic in downtown Seattle, but I never feel like I'm waiting as long as I do in Seattle when I'm a pedestrian waiting to cross. Part of this is that we have a left-turn signal for drivers, when many cities and locations in Seattle don't in the center city. I would strongly suggest adding more "walk" cycles at these intersections with left-turn lanes so that pedestrians are better prioritized (YES, over cars!) in what's supposed to be (but isn't, because of precisely this issue!) our most pedestrian-friendly neighborhood. I would also strongly suggest *removing* these left-turn signals at locations off of NE 8th and NE 4th where they're rarely necessary, especially in the post-pandemic environment with fewer people commuting to work. I say this as someone who most often is walking downtown but drives as well. The pedestrian experience NEEDS to improve, and dramatically.

Screen Name Redacted

11/15/2022 09:24 AM

When it comes to the amount of time I have to cross the street in Downtown Bellevue, I always feel rushed and I am a healthy and not mobility challenged person. I barely make it across the street and that's only if I start walking immediately. If I approach the crosswalk a couple of seconds after the signal has gone, I won't make it. I also want to note that it's ridiculous that pedestrians don't automatically get a walk signal and have to press a button. I have experienced, as a pedestrian, and seen, as a driver, people who should be allowed to cross, but are stuck at the corner while cars have a green, but pedestrians have a red hand. That means you have to wait for the other directions and the left turners to all go before you get another chance to run across the street. Walking more than 1-2 blocks in Downtown Bellevue is an unpleasant chore that keeps me from frequenting other businesses for lunch or dinner or happy hour because I don't want to deal with the hassle of walking.

Screen Name Redacted

11/16/2022 07:31 PM

Walk length of time occasionally feels too short.

Screen Name Redacted

11/16/2022 07:34 PM

I expect the time to be different when I am ON an arterial compared to when I am COMING TO an arterial.

Screen Name Redacted
11/16/2022 09:49 PM

Being disabled mobility wise, some walk times are too short for me to completely cross the street.

Screen Name Redacted
11/18/2022 04:58 PM

I feel safe as a pedestrian at many intersections but there are some intersections that I feel really unsafe at like the 156th NE/20th Street/Northup intersection

Screen Name Redacted
11/19/2022 06:14 PM

I work in Kirkland and have to go to transit center. I live in Bellevue Downtown. To may way there I have 6 traffic lights. My walk there is 17 minutes. 7 of them I just wait on extremely shitty designed intersections. When I see "Walk" signals it transforms to "Stop" signal in less than 10 seconds. And even when I have "Walk" sign it usually means that some butthead stops on pedestrian crosswalk. Other buttheads are turning right without slightest care about pedestrians. Main Street and Bellevue Way is extremely shitty designed.

Screen Name Redacted
11/20/2022 06:14 AM

I have always felt that I have to rush thru the ntersection in order to get to the other side

Screen Name Redacted
11/23/2022 05:25 PM

I would like to see Bellevue follow the model of pedestrian signal operation in Washington DC. There, all push buttons have been disabled and the pedestrian crossing cycle corresponds to the total green traffic cycle (with advanced walk). The countdown begins immediatly with the WALK portion of the cycle. The flashing DON'T WALK portion of the cycle only lasts long enough to ensure pedestrians are clear of the crosswalk before the traffic light changes to yellow. This arrangement (with the longer WALK time) has a calming effect on pedestrians, while the continuous countdown timer informs pedestrians of their safe time to cross. In essence, this arrangement helps to level the playing field between cars and pedestrian access to the intersections.

Screen Name Redacted
11/29/2022 05:56 PM

Walking in Bellevue is laughably inconvenient right now. Bellevue is considering "upzoning" Wilburton, and yet when we did a walking tour with city staff, we ended up not even making it across the street on 116th in time with the light cycle. That was with a group of able-bodied adults walking briskly. City staff doesn't need a survey to demonstrate this -- just take a walk anywhere in Bellevue.

Screen Name Redacted
11/29/2022 05:54 PM

Crossing large downtown streets feels very dangerous when drivers make right and left turns through the crosswalk and I'm not sure if they see me

Screen Name Redacted

11/29/2022 07:19 PM

I, and others I know, don't have the capacity to cross the street due to our disabilities.

Screen Name Redacted

11/29/2022 07:20 PM

If there is not a leading "walk" sign, I feel less safe while crossing. As a driver waiting to turn right, I notice how slow people walk across the street. They need a leading walk so drivers do not get as impatient

Screen Name Redacted

11/29/2022 08:25 PM

My husband is no longer able to walk quickly so we cannot make it across NE 10th before the light changes. We also experience drivers who are oblivious to walkers in the intersections. At best they start to inch forward into their right turns before we're through, at worst they go screaming through in front or behind us.

Screen Name Redacted

11/29/2022 08:20 PM

There are lights in Bellevue that need better/more sensors to change from red to green/don't walk to walk. There are intersections that do not change even when there is no oncoming or sitting traffic. I've sat at red lights or crosswalks and had to wait even though there was no oncoming or sitting traffic and have seen people get frustrated and j-walk or run red lights and red arrows.

Screen Name Redacted

11/30/2022 06:59 AM

Driver speed and not stopping for a right on red are unsafe

Screen Name Redacted

11/30/2022 07:50 AM

The problem with the lights are the "right turn on a red signal." The drivers are so anxious to turn they don't look for pedestrians or worse, they try to "beat" the pedestrians to the crossing so the pedestrians have to wait or the car goes around them. Also, I have seen many more cars running red lights now. The walk sign is on and a car will come speeding through the intersection.

Screen Name Redacted

11/30/2022 10:10 AM

In very busy areas of the city, longer wait times are acceptable. In less busy, wait times should be shorter.

Screen Name Redacted

11/30/2022 06:03 PM

Reasonable wait time varies case by case, but pedestrian wait times should never exceed that of adjacent vehicles

Screen Name Redacted

11/30/2022 08:07 PM

I feel safe some of the time crossing at the crosswalk however at times, people turning right do not always look for pedestrians before turning on red or green. This especially happens on red when they

are busy looking for oncoming traffic. This however, has nothing to do with the walk signals. I do think the walk signals should turn regardless of someone pushes the button or not. People who are not from this area don't realize that is a thing and when it never turns people get impatient leading to risky crossings.

Screen Name Redacted

12/01/2022 12:10 PM

Do not feel at all safe using crosswalks WITH signal, drivers are careless, entitled, inattentive, preoccupied with electronic devices, pets, or kids. Driving safely is the last thing on their minds Do not believe pedestrians need more time, they just need to pay attention to the crossing signal and start moving when it's their turn, instead of standing around finishing their damn texts.

Screen Name Redacted

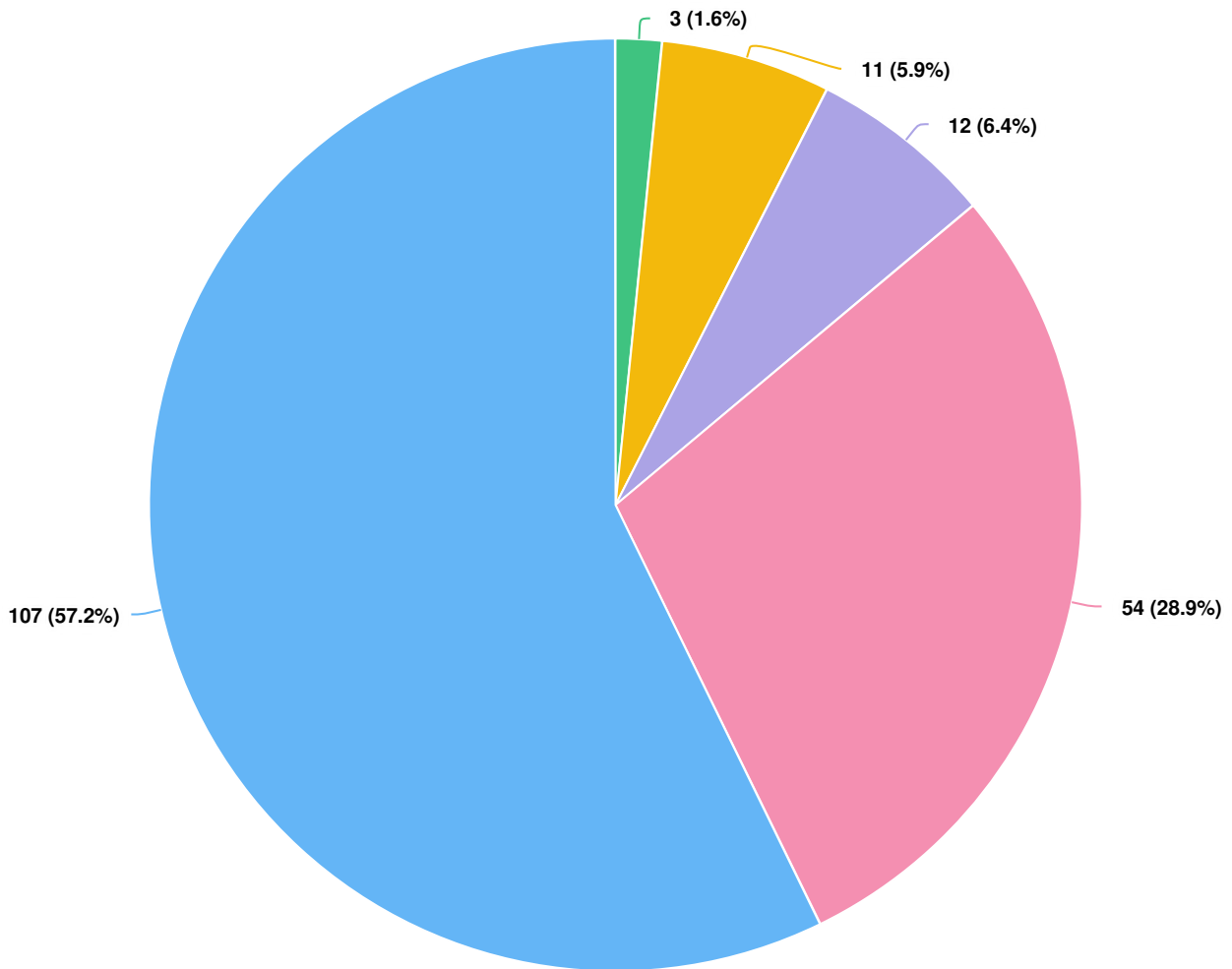
12/02/2022 12:08 PM

The "Walk" signals are really annoyingly brief, and if you're not right at the curb and ready to spring, you're probably not going to make it to the other side the street.

Optional question (64 response(s), 124 skipped)

Question type: Essay Question

Q7 | **Leading Pedestrian Intervals - A leading pedestrian interval is when people crossing the street are given the “WALK” indication before drivers are given a green light. The green light for drivers is typically delayed 5 seconds after the “WALK” indi...**

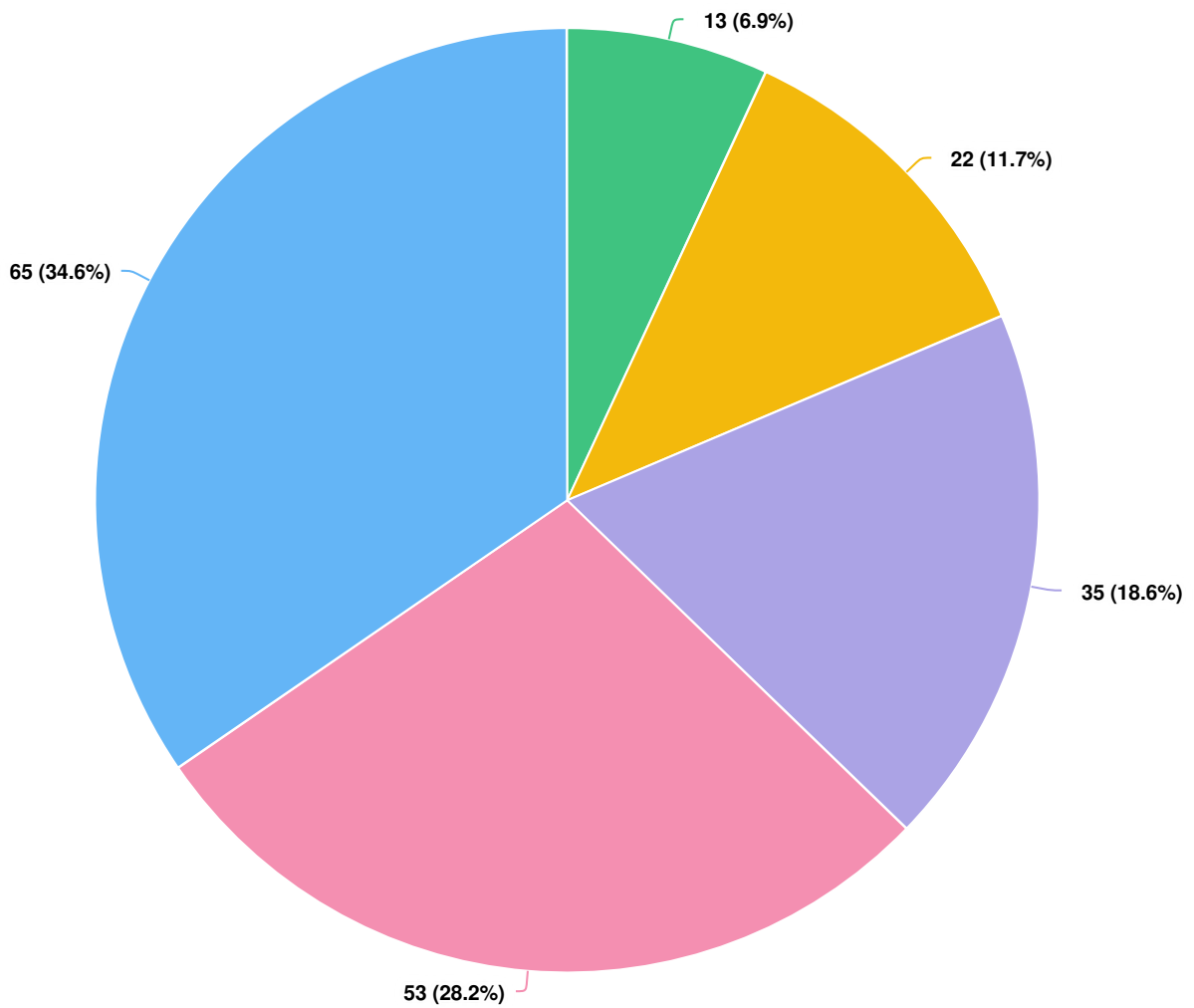


Question options

- Strongly Like
- Like
- Neutral
- Dislike
- Strongly Dislike

Optional question (187 response(s), 1 skipped)
Question type: Emoji Question

Q8 Pedestrian Scramble (All Way Walk) – A pedestrian scramble is when the “WALK” indication is available for all crosswalks, and a person may cross in any direction, including diagonally. All other traffic has a red light. The amount of time for the p...

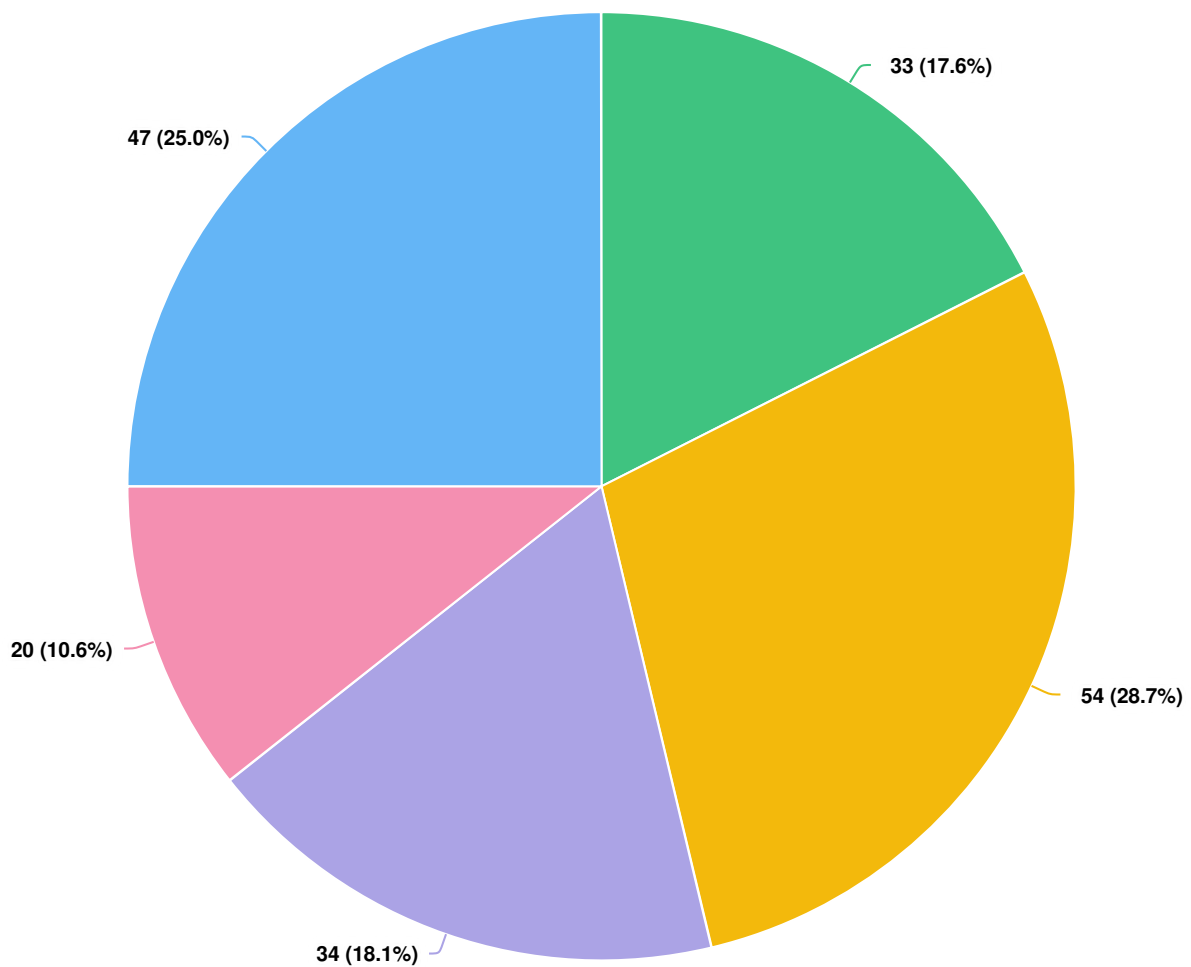


Question options

- Strongly Like
- Like
- Neutral
- Dislike
- Strongly Dislike

Optional question (188 response(s), 0 skipped)
Question type: Emoji Question

Q9 Pedestrian Recall – A pedestrian recall is when the “WALK” indication is automatically activated every cycle, regardless of whether someone pushes the pedestrian pushbutton. This could result in a longer cycle length and longer wait times for all t...

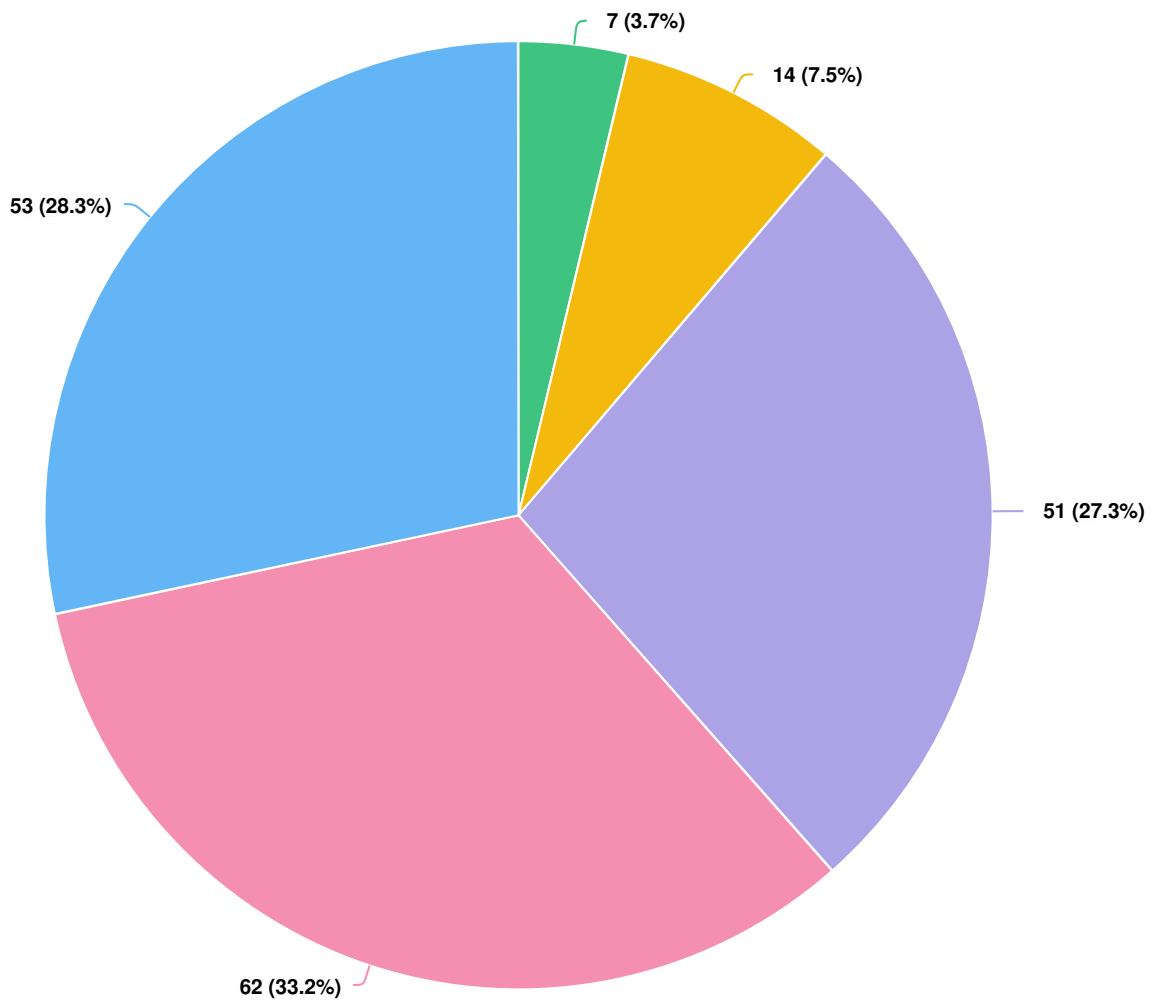


Question options

- Strongly Like
- Like
- Neutral
- Dislike
- Strongly Dislike

Optional question (188 response(s), 0 skipped)
Question type: Emoji Question

Q10 | **Protected Turn Movement** – A protected turn movement is where drivers are allowed to turn right or left on a green arrow, and there are no other conflicting movements, including pedestrians. There is no yielding requirement (except for right turns o...

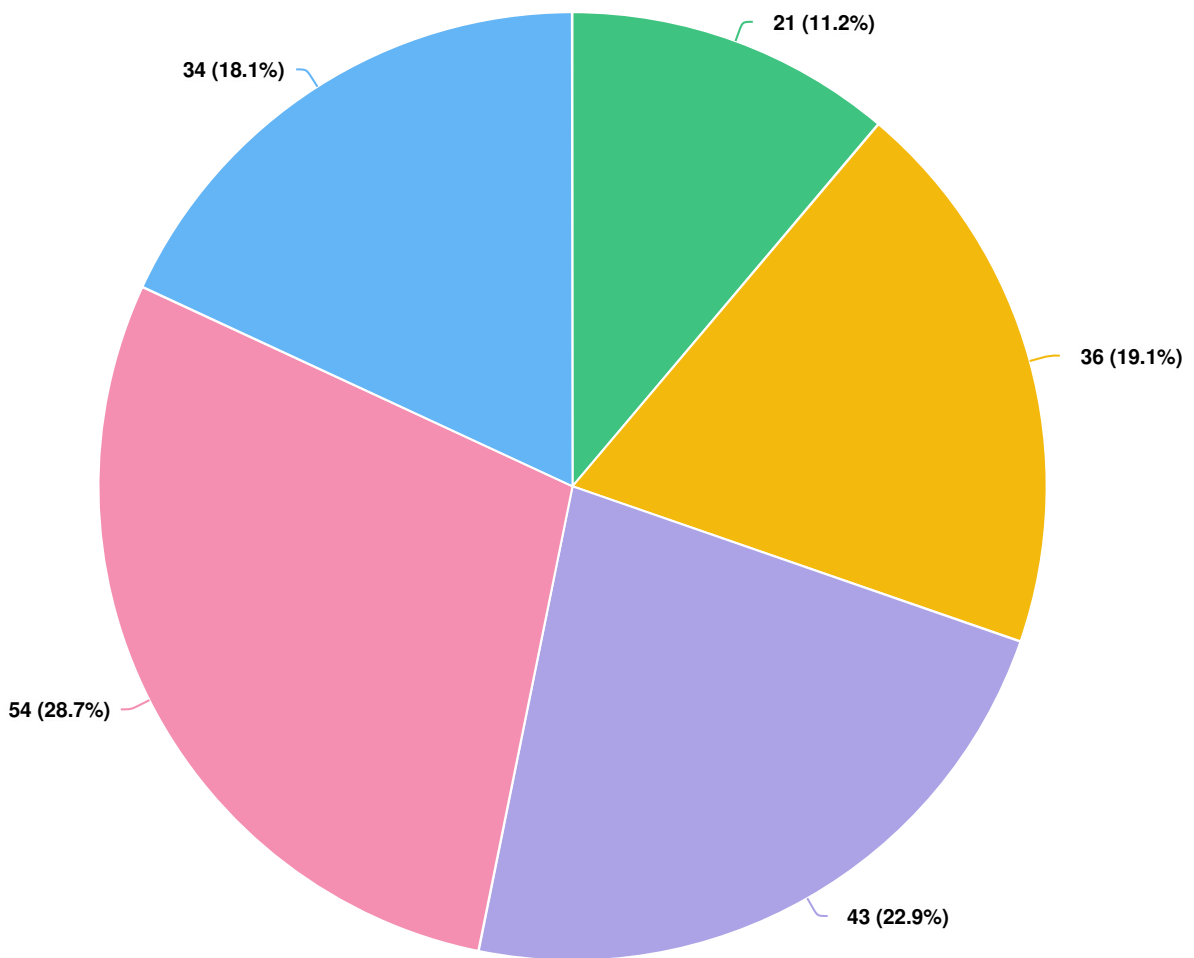


Question options

- Strongly Like
- Like
- Neutral
- Dislike
- Strongly Dislike

Optional question (187 response(s), 1 skipped)
Question type: Emoji Question

Q11 | **Permissive Turn Movement** – A permissive turn movement is when drivers must yield to conflicting movements and are only allowed to turn or proceed if there is a gap in conflicting pedestrian, bicycle and vehicle movement. Common signal indications f...



Question options

- Strongly Like
- Like
- Neutral
- Dislike
- Strongly Dislike

Optional question (188 response(s), 0 skipped)

Question type: Emoji Question

Q12 (OPTIONAL) Please explain why you like or dislike with any of the treatments above:

Screen Name Redacted
10/27/2022 11:55 AM

Just like mist major cities I, if the light is green, the walk signal should be illuminated. No button push necessary.

Screen Name Redacted
10/27/2022 11:57 AM

newer drivers do not follow the permissive turn movement very well.

Screen Name Redacted
10/27/2022 01:02 PM

I fell like the permissive turn indicators are redundant since we are allowed right turns on red at most intersections. I feel like some of the 2 lane roads would be better served if they had dedicated right turn lanes to get the traffic moving. I also don't like walk signals changing when no one is crossing especially in the outer areas of Bellevue. It might be more needed in the downtown core, but I try not to ever have to go down there. It has been completely ruined and reminds me too much of Seattle.

Screen Name Redacted
10/27/2022 01:10 PM

Recall and return seem difficult for people with disabilities who may take longer, are less visible, or can't reach the signal button.

Screen Name Redacted
10/27/2022 01:17 PM

#10 should only be used rarely. #11 is a problem in busy pedestrian areas where cars don't ever get a time to turn safely.

Screen Name Redacted
10/27/2022 01:43 PM

We need more roundabouts and less red light cameras!

Screen Name Redacted
10/27/2022 02:17 PM

LPIs are great but useless when drivers can still turn right on red

Screen Name Redacted
10/27/2022 02:46 PM

I've seen some crazy misinterpretations of the flashing yellow turn signal it is scary. Having a dedicated turn is one less thing to worry about. With all the craziness, pedestrians, flaggers and construction going on, I would welcome that!

Screen Name Redacted
10/27/2022 02:53 PM

Many items depends on human behavior at specific crosswalks. There is no one solution for all. 1. If a main way has no dedicated right turn lane and it is a main crosswalk for pedestrians, that rightmost lane is likely to get blocked for the entirety of the cycle. (e.g. NE 20 th westbound and 148th NE) 2. Many left turn only lanes are stuck on a red left turn signal when there are no conflicting

movements in the opposite direction. Should use permissive turn more liberally. (e.g. Belred southbound left turn onto W Lake Samm Pkway or W Lake Samm Pkway northbound left turn onto 520E)

Screen Name Redacted

10/27/2022 03:10 PM

generally, i am happy with where the above are currently being used in Bellevue.

Screen Name Redacted

10/27/2022 03:50 PM

The Leading Pedestrian Intervals have been a great addition (except not all drivers turning right know about it). The Scramble is a great idea and we would love to see it at larger intersections.

Screen Name Redacted

10/27/2022 06:46 PM

Jaywalking should be made legal in the same way right on red is legal. don't impede traffic and get to your destination

Screen Name Redacted

10/27/2022 07:04 PM

Permissive turn movement seems like a way for pedestrians or bikers to get hit by cars.

Screen Name Redacted

10/27/2022 08:41 PM

Simple answer is to wish for the best, but plan for people to be careless, impatient and full of imperfections; pedestrian, bicyclist and driver alike. Also in winter with rain and low light, it's harder to see pedestrians as a driver.

Screen Name Redacted

10/27/2022 10:22 PM

I don't like the permissive turn movement even though it sounds more efficient on paper. Drivers here are terrible at yielding. I feel so unsafe at intersections where I have a walk sign, but there is a driver turning left into me because he/she is yielding to oncoming traffic but doesn't notice pedestrians crossing.

Screen Name Redacted

10/27/2022 11:04 PM

Drivers to not follow the directions. They do not see/look pedestrians. Right turns on red are an example. I have been almost nearly hit many times while in a crosswalk.

Screen Name Redacted

10/28/2022 04:43 AM

The real key to success is knowing what signal to put where & timing of it through the day

Screen Name Redacted

10/28/2022 06:53 AM

As a pedestrian I've personally experienced numerous times being cut off by vehicles using permissive turns.

Screen Name Redacted

10/28/2022 10:30 AM

Permissive Turn Movement is scary! I have been almost hit many times as a pedestrian attempting to cross, and watching a driver making a right turn on red (or left on flashing/green) and they are looking at oncoming traffic and not paying attention to pedestrians. Even when I'm wearing a flashing red light on my backpack and a reflective safety vest, drivers still do not see me because they are looking in a completely different direction for oncoming traffic and not thinking about pedestrians :(

Screen Name Redacted

10/28/2022 01:27 PM

I like the flashing yellow left turn except that as a pedestrian I note many drivers do not recognize when a pedestrian has the right of way. They seem to think that unless the person is actually in the street the pedestrian needs to wait for them to make the turn. I have almost been hit many times and I realize the driver does not know I have a walk light when they have the flashing arrow.

Screen Name Redacted

10/28/2022 03:13 PM

I feel like many drivers in Bellevue are distracted and not looking out for pedestrians when they make permissive turns like a right on red. I have seen and experienced many close calls.

Screen Name Redacted

10/28/2022 03:24 PM

I think there needs to be more restricts on right hand turns across crosswalks in common bike routes

Screen Name Redacted

10/28/2022 03:31 PM

During permissive turn movement drivers often look only for other cars. This probably depends on the crosswalk location (some are safer), but if I am walking or cycling, I consider it unsafe after having four close calls.

Screen Name Redacted

10/28/2022 05:07 PM

Implementing 'Pedestrian Recall' would be a huge improvement in the downtown area. In fact, any intersection where pressing the WALK button does nothing more than enable the WALK signal (i.e. doesn't change the timing of the intersection signals) should be converted to 'Pedestrian Recall'. 'Pedestrian Recall' can be implemented without significant impacts to cycle length or longer wait times for all travel modes at most intersections in downtown Bellevue as the WALK cycles are much shorter than the vehicle cycles anyway. I know of no major city that requires walkers to use 'beg buttons' in downtown areas that have high pedestrian traffic. The current implementation in downtown Bellevue (Beg Buttons) is very frustrating for walkers, encourages jay walking and reduces safety for walkers as a result.

Screen Name Redacted

10/28/2022 10:38 PM

Leading pedestrian intervals can conflict with right turn on red of there aren't indications.

Screen Name Redacted

10/29/2022 12:50 AM

I like pedestrian recall because there are those few but necessary times when signals seem to not sense pedestrian push button or other automated sensing and then pedestrians seem stranded at a busy crosswalk. I myself have been in the situation and it takes multiple full cycles before I can cross—especially during snowy times when you want things to be more safe.

Screen Name Redacted

10/29/2022 05:19 AM

I would be happy to wait longer as a driver to make sure the pedestrians are safe. Even one pedestrian death is not worth it. I did not understand question #7. Why is the green light and the walk signal ever happening at the same time or 5 sec delayed? One should be red when the other is green otherwise a pedestrian is going to get hit by a car.

Screen Name Redacted

10/29/2022 05:29 AM

Permissive Turn Movement signals may cause drivers to take more risks due to frustration with waiting. There was a high profile death a few years ago at 140th & Bel-Red Rd that I believe was at least partially attributed to this type of signal. I routinely go through the intersection at 148th SE & SE 24th. When going north on 148th and turning left onto 24th the traffic turning left used to get a left turn green light first. Now it flashing yellow arrow for several moments before becoming a green arrow. I have witnessed many drivers take left turns on flashing yellow and have close calls with southbound traffic. I think people get frustrated waiting to turn left.

Screen Name Redacted

10/31/2022 11:22 AM

Pedestrian signal should be activated automatically and remain for the entirety of the non-conflicting light cycle, this is standard practice in most communities.

Screen Name Redacted

10/31/2022 09:07 PM

The premise states, "Bellevue follows national best practices..." This is false. On top of which, any business person could tell you "best practices" is like "conventional wisdom" - it's entirely dependent on your echo-sphere. In reality, Bellevue screwed up with the Recall approach combined with complete lack of enforcement of Don't Walk signals. Pedestrians currently completely ignore Don't Walk, largely I suspect because so often they don't receive any Walk signal. e.g. they press both intersection buttons (e.g. north and east), get North first, go there, and then don't get an East walk because they got to the new intersection too late.

Screen Name Redacted

11/02/2022 10:48 AM

again, IT DEPENDS!! No opportunity for context. my answers would vary depending on context.

Screen Name Redacted

11/02/2022 03:24 PM

The permissive is good because it keeps traffic moving. The protected is good especially for left turns. I wouldn't want to see someone taking a left while there are pedestrians crossing. That's pretty dangerous especially when it's dark outside.

Screen Name Redacted

11/03/2022 06:36 PM

Again - greatly depends on the size of the intersection. Wider intersections with heavier traffic volumes make me like protected turns, and vice versa for smaller intersections

Screen Name Redacted

11/04/2022 04:39 PM

I think they add to confusion to all involved. Sync the lights so they work together with traffic, so simple, please do it.

Screen Name Redacted

11/04/2022 04:57 PM

Keep traffic flowing. We need more flashing yellow lights allowing left turns. Having cars wait unnecessarily to make turns wastes gas and clogs traffic. Study the intersections....some (line NE 8th/Bellevue Way) have so many pedestrians cars often can't make right turns for 2-3 cycles. Each intersection may need separate solutions.

Screen Name Redacted

11/04/2022 06:03 PM

Walkers and cars should never be given a green light at the same time. This can only increase accidents in the era of unsafe driving.

Screen Name Redacted

11/04/2022 08:53 PM

Drivers don't follow crosswalk turning laws and we don't enforce them.

Screen Name Redacted

11/04/2022 09:42 PM

Hate permissive turn bc cars can be aggressive and try to intimidate walkers/bikers

Screen Name Redacted

11/05/2022 04:03 PM

The all way walk makes sense when there is a lot of traffic which needs to end up making two crossings at once, and can be offset by spacing out pedestrian crossings more. Permissive turn movement is nice but I've experienced it where it seems to "sacrifice" protected turns and at a busy intersection it's more frustrating when only one or two cars proceed each cycle.

Screen Name Redacted

11/05/2022 06:43 PM

Pedestrian Recall is great, especially at intersections where ped movement is likely -- such as those on Bellevue Way and near transit

center(s) or corridors. Many times peds don't hit the button or miss it by mere seconds and must wait more cycles or jaywalk. Some Protected Turn Movements, such as SB Bellevue Way turning left onto NE 4th, frequently have drivers running the red with zero enforcement, making it dangerous for peds. My favorite intersection downtown, 110th Ave NE and NE 6th St, was reconfigured to be a Scramble and I love it. Short cycles, scramble.

Screen Name Redacted

11/05/2022 07:50 PM

EVERY time I take a walk downtown when I am at a light when the light changes and the Walk sign comes on the same time as the green for cars, cars will jump out and turn right into the crosswalk so if I step out I am in danger. It seems like drivers don't know that the pedestrian with the WALK sign has the right of way, not the car that is turning into the street. I love the new signals that give the pedestrian a head start before the car gets the green, they should be everywhere!

Screen Name Redacted

11/06/2022 06:26 AM

"conflicting movements" - this phrase comes straight out of a traffic engineer's manual. please use English

Screen Name Redacted

11/06/2022 10:05 PM

Permissive turn movements are a free-for-all with pedestrians the most vulnerable. What are the accident statistics when pedestrians or cyclists are injured or killed in intersections (or on the ADA approach to the intersection)? Does this happen more frequently with flashing yellow arrows? As a driver, I don't like them. As a pedestrian, I don't see the City of Bellevue walking the talk.

Screen Name Redacted

11/07/2022 12:54 PM

Leading Pedestrian Intervals - I'd like to see these applied more widely outside of the downtown (e.g. in close proximity to schools, in commercial districts) where there is also a lot of walking activity.
Pedestrian Recall - There are certain intersections within the downtown and in commercial districts in Bellevue that consistently see pedestrian traffic. It shouldn't be a question whether or not to use pedestrian recall at these intersections. People that walk do not limit their walking to within Bellevue--many people experience walking elsewhere where pedestrian recall is used widely, particularly in busy areas. We need to be looking at nearby regional examples to also consider the behavioral expectation at signalized intersections.
Pedestrian Scrambles - I think pedestrian scrambles are underutilized in the Bellevue Downtown, particularly at intersections with a smaller amount of space dedicated to people driving. I'd like to see downtowns intersections evaluated for where pedestrian scrambles might be best applied. For instance, when walking in Bellevue, at the intersection of NE 4th St and 108th Ave NE I consistently observe

and experience the need for 2-stage crossings. I think this intersection would be a great candidate for a pedestrian scramble. I'd specifically like to see the NE 4th Street and NE 10th Street corridors between Bellevue Way and 112th evaluated for ped scrambles. I'd also like to see pedestrian scrambles considered near schools and along commercial corridors (e.g. Factoria Boulevard, Bel-Red / Crossroads, 156th Ave NE)

Screen Name Redacted

11/07/2022 09:13 AM

Depends on land use/transportation context for each of the above answers. For example, results from this study - <https://trid.trb.org/view/1760071> - showed that pedestrian recall should be considered when pedestrian demand is large enough that there is a pedestrian call in most cycles (pedestrian probability in a given cycle is greater than 0.6 or pedestrian volume per cycle is greater than 0.9). The guidance also suggests setting pedestrian phases on recall when the length of the vehicular green for the concurrent phase is long enough in most cycles that a pedestrian phase would fit without constraining the signal cycle length.

Screen Name Redacted

11/07/2022 09:27 AM

ped scrambles may be appropriate in some locations, but i disagree with longer cycle just for the benefit of the small percentage of peds needing to cross diagonally. ped recall is ok during certain times of day in an urban environment where there is almost always a pedestrian waiting to cross; otherwise, not. protected turns are a necessary evil on arterials like bwne and 148th; if the cbd was one-way, it would be a different story, but we can thank kdc for killing that. permissive turns are great; the downside is the average driver is probably on 50% focused on his/her driving, and the permissive turn requires significantly more attention.

Screen Name Redacted

11/07/2022 01:10 PM

I recognize there is always a case by case in a lot of these things, but in general, a LPI is marginal effect for cars and improves safety significate for pedestrians. Scrambles are really useful for peds, especially when they are needed (like in a transit center). I think we need more in Bellevue. However, there is a time and place for them. Not surprisingly, I think pedestrian recall in a lot of cases, especially in high urban areas. However, it doesn't need to be all hours of everyday and at every intersection. Another adjustment that can be made for when ped recall isn't used is to allow peds to cross when there is enough time to clear the intersection even if they didn't press the button at the beginning of the phase. I much prefer permissive left turns for both peds and cars. It allows both to go and save time. However, there are good cases to have a protected left phase (e.g. high volume left turns, safety concerns, ect.).

Screen Name Redacted

11/08/2022 10:04 AM

Permissive Turn Movement is a direct conflict with safety. Drivers have too much to be looking out for and it relies on them to notice everyone who could be in conflict and make their own difficult judgment calls. The intersection should prioritize safety. It is not safe for two people to be told they can move in the same path at the same time.

Screen Name Redacted

11/08/2022 11:07 AM

I have had three close calls as a pedestrian in downtown Bellevue involving a car turning left on a "permissive turn". Drivers often don't look for pedestrians when turning; only for other cars.

Screen Name Redacted

11/08/2022 01:44 PM

If you miss hitting the push button in DT you have to wait a long time for your chance to walk again. The pedestrian recall seems like something that needs to be used in DT.

Screen Name Redacted

11/08/2022 02:43 PM

Anything that improves the pedestrian experience is very welcome. Bellevue has some very wide roads, such as Bellevue Way. I would be especially happy to see pedestrian recall used throughout downtown- this would go a long way to improving the time it takes to walk around.

Screen Name Redacted

11/08/2022 10:16 PM

Bicycles should have their own light.

Screen Name Redacted

11/09/2022 11:36 AM

The reduction in situations that require judgement calls may lead to less pedestrian injuries. Situations such as the scramble and leading intervals reduce the opportunity for decision mistakes.

Screen Name Redacted

11/09/2022 08:02 PM

I like pedestrian scramble as idea for some pedestrian heavy intersections in downtown Bellevue where it's 4 lanes of traffic in each cardinal. I think a scramble could save diagonal walkers a lot of wait time. Pedestrian recall doesn't seem advantageous for any transpo group so not doing it seems like an optimization for drivers. Neutral on turning patterns because the choice of either seems like it should be informed based on typical traffic patterns for that location

Screen Name Redacted

11/09/2022 08:26 PM

"Permissive Turn Movement" is very very dangerous, IMHO. You should strive to make all intersections "Protected Turn Movements", even if it will take another minute or two for the traffic to flow. It is worth the wait.

Screen Name Redacted

11/09/2022 09:02 PM

All intersections downtown should have pedestrian recall. It feels very bad to arrive seconds too late to push the button and have to wait minutes for the signal to change, ex at the intersection of 4th and Bellevue way NE

Screen Name Redacted

11/10/2022 01:59 PM

The scramble is terrible and unsafe.

Screen Name Redacted

11/10/2022 07:55 PM

See prior comment. I think the protected lefts are the BIGGEST PROBLEM that make walking in downtown Bellevue often a *scary* experience. That's completely unacceptable for what should be Bellevue's most pedestrian-friendly neighborhood. It makes me question sometimes whether I *should* take a walk outside my office because it isn't an inviting experience. In other words, the pursuit of cars-above-all else in this case makes downtown Bellevue *less desirable* as a place to work for this knowledge worker. Please remove unnecessary protected lefts—I just don't buy that they're necessary outside of NE 4th and NE 8th, and they make the turn cycles way too long. "Permissive turn movement" is also a problem because at locations where a right turn on red is allowed in Bellevue (which is very similar), drivers rarely wait, and I've had numerous experiences where a driver has nearly hit me as I'm legally crossing in the crosswalk. Please ban right turns on red at every intersection in Bellevue. It's unsafe, it's dangerous, and even as a driver I don't feel they're necessary—I usually have to wait until the light turns green anyway, because there are enough pedestrians in downtown Bellevue now, that usually the whole "walk" period is filled with people crossing.

Screen Name Redacted

11/11/2022 10:13 PM

Scramble is simple. No cars anywhere. Gives maximum confidence to pedestrians.

Screen Name Redacted

11/15/2022 09:24 AM

The scrambles would be especially helpful in Downtown where people have to cross superblocks. I also prefer the protected turns, less conflict with pedestrians and cyclists would make things safer.

Screen Name Redacted

11/16/2022 07:31 PM

I like the all pedestrians light, especially at busy walkways. A few treatments I feel neutrally about would be appropriate in certain situations. For often traveled areas, always walk is appropriate. But for less traveled areas, a button should trigger walk to reduce wait times. I like the more direct turn options, so drivers can turn without needing to wait in busier areas especially. Sometimes people can get impatient and reckless with permissive turns especially if traffic is heavy.

Screen Name Redacted 11/16/2022 07:34 PM	For 11 - it means that other traffic is unpredictable. Some will turn or proceed in unsafe conditions. Some will not understand the details of the different lights.
Screen Name Redacted 11/17/2022 02:18 PM	Scatter and pedestrian lead time are essential for perceptions of safety
Screen Name Redacted 11/18/2022 04:58 PM	The leading pedestrian intervals is good in theory but in practice but cars will still turn into the pedestrian crossing. I do not like permissive turn movements especially when it is the only option offered. When I drive at a signal with permissive turn movements, the cars behind me start honking when I do not turn even if there is a pedestrian
Screen Name Redacted 11/19/2022 06:14 PM	Drivers just turn when they want. Right turn is especially dangerous. It is ok to have it in rural area. But to have something like this in downtown means extreme risk for pedestrians.
Screen Name Redacted 11/23/2022 05:25 PM	Separating pedestrian and vehicle movements is key to overall safety. All-way walk in busy pedestrian areas (like downtown along Bellevue Way and at the Transit Center) is a key tactic, as is advanced walk. I disagree with the definition of pedestrian recall as stated. If the pedestrian cycle time (WALK plus flashing DON'T WALK) is set equal to the traffic cycle time (green light), there should be no negative effect for any modes.
Screen Name Redacted 11/29/2022 05:56 PM	If All Way Walks are implemented, they need to go FREQUENTLY. Between every signal change, not just once a cycle. If Bellevue lacks the political will to implement these frequently (which seems likely considering they're using a survey rather than just implementing the pedestrian-friendly implements), they should stick with just the walk lead. But there is no question the walk lead should be standard at every intersection city-wide immediately. Turn Movements are harder to grade on their own -- it depends on the intersection. Generally I don't trust drivers to yield, so I prefer a lighted arrow. But, in some smaller intersections with good visibility, I could see the permissive turn movement being okay if it speeds up Pedestrian signals.
Screen Name Redacted 11/29/2022 07:20 PM	Drivers get distracted so easily, it's better to make it straightforward: whe you can turn/not turn, when people are crossing, etc.

Screen Name Redacted

11/29/2022 08:03 PM

I frequently bike in Bellevue and find it difficult due to traffic volume to ride in a lane of traffic. Therefore I use the sidewalks and crosswalks as a pedestrian. It takes an extremely long time to get through downtown if I have to stop and hit the pedestrian button at each intersection vs If the pedestrian walk signal would just automatically change. I understand some intersections may not make sense to do this, but perhaps more than currently can change to this?

Screen Name Redacted

11/29/2022 08:25 PM

The flashing yellow for left turn drivers has been a game changer & seems to keep traffic flowing more smoothly. Because it only activates after the pedestrian signal is completed, there is rarely a conflict.

Screen Name Redacted

11/30/2022 12:07 AM

I like permissive turns when possible, but protected turns if traffic is heavy with no openings.

Screen Name Redacted

11/30/2022 06:59 AM

Simplify the questions above. Very wordy and with traffic jargon

Screen Name Redacted

11/30/2022 07:50 AM

Most of the issues have to do with driver impatience or lack of knowledge of the rules of the road. Changing to the "Leading Pedestrian Intervals" helped somewhat, but when there is a car waiting at a red light and a pedestrian on the corner, the car can still turn on the red. Doesn't matter if the pedestrian gets a 5 second head start.

Screen Name Redacted

11/30/2022 10:10 AM

With all the different modes of transportation, especially now including bicycles, scooters, and boards, I think #11 is extremely risky and has a much higher likelihood of there being a collision between a car and bikers or pedestrians. All the new bike lanes alone, coupled with the new signaling, has made our streets very, very complicated and confusing for even excellent drivers.

Screen Name Redacted

11/30/2022 06:03 PM

Pedestrian recall does not change the cycle length or wait times if implemented in the major direction. This should be done as default.

Screen Name Redacted

12/02/2022 08:05 AM

Leading pedestrian intervals don't help with right turn on red, and left turns give you more time and perspective. Maybe if leading pedestrian intervals were accompanied by a no right turn arrow, it might work, but that would cost too much money.

Screen Name Redacted

12/02/2022 12:08 PM

The pedestrian recall seems to work very well in downtown Seattle. It's really less aggravating than pushing the walk button and waiting and waiting and waiting, which is often the case in Bellevue.

Optional question (77 response(s), 111 skipped)

Question type: Essay Question

Q13 | Is there anything else you would like to share about your experience using pedestrian signals in Bellevue or about the movement of pedestrians at traffic signals?

Screen Name Redacted

10/25/2022 02:01 PM

Keep the cycle length short

Screen Name Redacted

10/27/2022 11:57 AM

drivers need to be held at a higher standard for sure! just because they're in a big metal box they think they own the road.

Screen Name Redacted

10/27/2022 12:21 PM

Signals should be placed at intersections, not 100 yards uphill or downhill from an intersection, e.g. traffic light south of NE 30th Place along Bellevue Way NE, where disabled individuals exiting transit at 30th PI stop have to travel 200+/- yards uphill and then downhill to reach the shelter/St Luke's church in middle of winter/snow and rain. Many of these individuals are in wheelchairs. Some try and risk crossing where they exit to get to the church, risking their lives with done drivers traveling at 50mph on Bell Way.

Screen Name Redacted

10/27/2022 12:17 PM

Absolutely love the flashing crosswalk lights that have been recently installed (such as the one on Lake Hills Blvd near Samena)...I feel so much safer crossing in these places.

Screen Name Redacted

10/27/2022 12:24 PM

Incredibly frustrating to cross the street in Bellevue as a pedestrian. The wait time is terrible, there are seemingly no automatic walk phases in the city, and if I don't press the button before the parallel traffic gets a green light, I have to wait around until the next time. Also, I walk quickly and barely have enough time to cross most intersections. For anyone older or slower, or children, this is terribly unsafe and disrespectful.

Screen Name Redacted

10/27/2022 12:22 PM

I would feel much safer at existing signals if drivers could be trusted to obey the law. Too many drivers don't even stop when taking a right on red, let alone actually look for pedestrians to their right. You need more enforcement and more intersections where right on red isn't

allowed because drivers can't see to make the turn safely.

Screen Name Redacted

10/27/2022 12:23 PM

Need to cite and train drivers to yield to pedestrians and cyclists

Screen Name Redacted

10/27/2022 12:34 PM

In the 10 years we have lived downtown I feel less safe as a pedestrian.

Screen Name Redacted

10/27/2022 12:40 PM

No

Screen Name Redacted

10/27/2022 12:57 PM

I like the signal pushbuttons that show a light or a sound so you know that they have registered your press.

Screen Name Redacted

10/27/2022 01:10 PM

We have awesome trails that would benefit from connection. Reducing the amount of intersections with cars is impactful

Screen Name Redacted

10/27/2022 01:17 PM

There are still some old signals with the big buttons in the downtown area. They are getting old (dirty maybe) and don't always recognize a pedestrian request. Signals that will turn for a pedestrian walk during the middle of a long auto cycle are much appreciated.

Screen Name Redacted

10/27/2022 02:46 PM

I would like the buttons to be easier to reach for power wheelchair users who cannot stretch their arms way out. Please?!!

Screen Name Redacted

10/27/2022 03:50 PM

Bellevue is one of the best cities we have lived in for crossing signals. It also has the most dangerous drivers we've ever encountered though!

Screen Name Redacted

10/27/2022 06:51 PM

Cars very frequently pull forward and block crosswalks, causing pedestrians to need to walk into the street. We need more protection against this.

Screen Name Redacted

10/27/2022 09:57 PM

I walk my dog all over downtown Bellevue. I give a 5 sec count before I cross the street with my dog because cars do not pay attention to pedestrian crossing especially when making a right hand turn on red. Walking across a crosswalk when the walk sign is on while people are yielding on a green to making a left hand turn is also another dangerous situation for any pedestrian. Specifically speaking of the

north/south bound traffic on 108th at the 12th street intersection.

Screen Name Redacted

10/27/2022 10:22 PM

Bellevue is a horrible place to be a pedestrian. Too many pricks in their fancy cars in a hurry to get to the mall. It's very aggressive driving and visibility and sidewalks are awful. For better traffic flow in the busiest intersections, we should have roundabouts with pedestrian crossings a safe distance from the roundabout. They are the best and smartest solution.

Screen Name Redacted

10/27/2022 11:04 PM

Drivers in downtown Bellevue do not look for pedestrians. It is very dangerous for pedestrians in downtown Bellevue.

Screen Name Redacted

10/27/2022 11:11 PM

More flashing lights at crosswalks Do not like bus stops next to crosswalks

Screen Name Redacted

10/28/2022 04:43 AM

See earlier comments

Screen Name Redacted

10/28/2022 10:30 AM

If Bellevue is truly invested in Goal 0, they need to prioritize safety over transport, including the safety of pedestrians. We need slower speeds and more protections for people. As a driver, I'm ok with my commute being 5min slower if that means we have no more deaths/injuries.

Screen Name Redacted

10/28/2022 11:41 AM

As a pedestrian who has been hit by a vehicle in a crosswalk, I don't think the delay between crossing and green light is working. Cars making a right turn aren't paying attention to light or pedestrians anyway.

Screen Name Redacted

10/28/2022 03:00 PM

The signals near my home have audible "chirping" sounds. These are good, even for seeing people, as it reminds us it's time to start walking. Are these indicators on every crosswalk?

Screen Name Redacted

10/28/2022 03:24 PM

Crosswalks with frequent right turn cars are very dangerous for crosswalk users. More no turns allowed signals would be awesome.

Screen Name Redacted

10/28/2022 03:31 PM

Please stop consider pedestrians second-class citizens. Everyone wants to have fewer car traffic, so why not at least stop discouraging people from walking and cycling?

Screen Name Redacted

10/28/2022 05:07 PM

Please get rid of the Beg Buttons. They are the single most frustrating aspect of walking in downtown Bellevue and they do not increase safety. They often force walkers to wait at an intersection even when it is perfectly safe to walk. I have observed people attempt to guess when it is okay to walk when the DONT WALK signal is displayed and sometimes they guess wrong. They are doing this out of frustration for having just missed the WALK cycle. By the way, I walk an average of about 10 miles a week in the downtown Bellevue area.

Screen Name Redacted

10/28/2022 06:27 PM

Would be a lot safer if people did not speed. Lake Wa Blvd / 8th / 116th are all like motorways and should be enforced at <30 mph (preferably 25 mph on all city streets)

Screen Name Redacted

10/28/2022 07:41 PM

I think it is much safer for pedestrians and drivers when the pedestrians receive their walk signal before drivers are given the green light.

Screen Name Redacted

10/29/2022 04:10 PM

Sometimes I press the button and get no walk sign for a full cycle. I don't understand why this happens.

Screen Name Redacted

10/29/2022 09:06 PM

Often if you don't press the signal soon enough, your walk signal gets skipped.

Screen Name Redacted

10/30/2022 01:58 PM

The wait times for pedestrians are far too long and the time to cross is too short.

Screen Name Redacted

10/31/2022 09:07 PM

90+% of the time I am walking downtown Bellevue. I live in a downtown condo. I consider it incredibly hostile, both due to so many closed sidewalks due to construction and due to the signals that won't change if you don't get to the intersection in time and press a button. This is why people walk against the Don't Walk signal. Unfortunately, many pedestrians do that while wearing ear buds and going against the Don't Walk even when there was a Walk signal, resulting in blocking drivers turning. Which clogs traffic.

Screen Name Redacted

11/01/2022 02:25 PM

Please see my previous answer about pedestrians. There is so much emphasis put on the driver's responsibility, I think some signs could be added to remind pedestrians of their responsibilities at intersections.

Screen Name Redacted
11/02/2022 03:24 PM

I walk a lot, daily. What I'm finding where I live in northeast Bellevue is that it really doesn't matter if you hit the button. You still have to wait. I wish some priority was given to pedestrians. Like today there was no traffic at an intersection and I still had to wait through the entire cycle before I got a walk signal. That's pretty ridiculous.

Screen Name Redacted
11/03/2022 06:36 PM

I think permissive vs protected turns at Bellevue x-walks are well managed and thought thru. I like intersections with LPI.

Screen Name Redacted
11/04/2022 04:27 PM

Some older signal "buttons" do not give a positive indication that the button has been pushed and that the need for a crossing signal has been registered. Examples are the crossing signals at SE 8th & NB I-405 on ramp and at SE 8th & North Woodridge entrance traffic light.

Screen Name Redacted
11/04/2022 04:39 PM

Please sync the lights so they speed up traffic. That's all that is needed.

Screen Name Redacted
11/04/2022 04:57 PM

At busy intersections that have a lot of right and left turning cars, give pedestrians 3-5 seconds to react and start walking, then put up the Don't Walk light. If they're not there ready to go and paying attention, they can wait for the next cycle.

Screen Name Redacted
11/04/2022 06:03 PM

I would like to see more effort to separate pedestrians and cars through increased use of dedicated pedestrian walking routes. It would be safer and less unpleasant/unhealthy. When I walk around town or riding my bike, I am always thinking of how I can get away from the cars. Cross walks not at traffic lights should be made safer by the use of flashing lights, raised cross walks, etc.

Screen Name Redacted
11/04/2022 08:53 PM

We should enforce crosswalk laws for turning vehicles, especially right turns creeping into the intersection. We prioritize vehicle movement over safety.

Screen Name Redacted
11/04/2022 09:42 PM

More leading edges for pedestrians at cross walks or medians to provide safety and decrease walk gaps

Screen Name Redacted
11/05/2022 04:03 PM

Most cases it isn't too bad, but in areas like downtown where there is both heavy foot and vehicle traffic (and there will likely be more with light rail) options that avoid pedestrians crossing the road work really

well and crosswalks can feel more risky.

Screen Name Redacted

11/05/2022 06:43 PM

See prior comments. I am a daily, exclusive ped in DT Bellevue and generally dislike the experience. There are many problem intersections where even I, a large male, feel unsafe. I also waste incredible amounts of time waiting for cycles on intersections like NE 4th St / 110th Ave NE, which can take upwards of 2-3 minutes to change to WALK.

Screen Name Redacted

11/05/2022 07:50 PM

Just that as I stated before, every time I take a walk in Bellevue I feel like my life is in danger, mostly from cars turning right when the light is green and the pedestrian has a Walk. With people looking at their cell phones and displays, it is much more dangerous for pedestrians. I never assume just because I got the Walk sign that I am safe in the crosswalk. I walk nearly every day,; downtown, Factoria, Overtake, Spring District, etc. and nowhere do I feel safe and that is why I am still alive.

Screen Name Redacted

11/06/2022 06:26 AM

Has anyone actually measured the time it would take for someone on crutches to cross at the intersection of 116th Ave NE and NE 8th outside the hospital. No, I didn't think so.

Screen Name Redacted

11/06/2022 10:05 PM

Bellevue remains a car-focused culture. Please spend time at crosswalks near schools and elder housing, talking with people so you can understand their concerns about crossing. (First, you will need to understand "peak" pedestrian traffic times.). My neighborhood is beautifully diverse, with people of all ages and from many countries choosing to walk. Please be sure your choices can be clearly communicated to those who are not familiar with English or what a flashing yellow arrow means.

Screen Name Redacted

11/07/2022 12:54 PM

I feel uncomfortable walking through signalized intersections in Bellevue. While my feelings of discomfort are due to factors not limited to signal timing, this response will only cover the aspects of timing that make them feel uncomfortable. Long Crossing Lengths / Minimum Walk Times - Bellevue has large signalized intersections with the majority of space being allocated to people driving. The discomfort in feeling so small while walking across a signalized intersection is further exasperated by minimum walk times. My understanding of how Bellevue currently determines the length of walk time is by multiplying the average walk speed of 3.5 ft / sec to the length of the crosswalk. However, this decision is not made without its assumptions: 1. that someone who is waiting to cross is

doing so at the curb line and 2. that the average walking speed of 3.5 ft/sec is sufficient for the demographic walking. I'd like to see walking speed studies done for downtown and different commercial areas, especially those with assisted living centers nearby. Walking speed can be influenced by high pedestrian volumes, pedestrian age, pedestrian cell phone use, physical fitness, disabilities, geometric considerations (steep grades, narrow sidewalks, shared use) and adverse weather conditions, all of which are considerations when choosing a walk speed. I'd also like to see "walksheds" established in high walk areas (e.g. if someone is within X number of feet of an intersection with high walk traffic that the walk time would still allow them to cross safely). Long Cycle Lengths / Lack of Recall Opportunities - The downtown and other commercial centers should be considered for recall opportunities. Reference Montgomery County's policy B-2 for potential ideas. https://montgomeryplanning.org/wp-content/uploads/2022/07/Pedestrian-Master-Plan-Draft-Recommendations_2022.pdf While there are multiple factors contributing to an uncomfortable experience at some signalized intersections in Bellevue (e.g. curb radii, curb offsets, number of lanes to cross, lack of service opportunities), oftentimes signal timing can exasperate the experience.

Screen Name Redacted
11/07/2022 09:13 AM

In our Downtown, Wilburton, Bel-Red, Crossroads neighborhoods we should prioritize pedestrian safety over the travel delay experienced by people driving vehicles.

Screen Name Redacted
11/07/2022 09:27 AM

penalties for jaywalking, especially ignoring construction signs, should be severe.

Screen Name Redacted
11/07/2022 01:10 PM

If ped recalls or scrambles aren't used at intersections, we really need to look at allowing ped crossings after the phase has started if there is enough time to cross. We do this at too few intersections. Sometimes, I feel that we prioritize car waiting times over pedestrian and bikes by a large amount. I know that we can't just make it significantly worse for cars, but it feels like there could be a better balance for peds and bikes. This is especially true when the negative affect on car travel times can be vary marginal especially during rush hour. This is specific, but I walk it everyday and we need to look at adding a scramble at 4th & Bellevue way. So many people cross both directions. I know it would add time to cars, but we would take out LPI in both phases, so it may not be as bad as it could be.

Screen Name Redacted

Drivers turning right on red is the biggest problem. They are looking

11/07/2022 03:34 PM

to the left at oncoming traffic and not paying attention to pedestrians crossing on the right.

Screen Name Redacted

11/08/2022 10:04 AM

Being a pedestrian in Bellevue currently feels like being a lower class citizen that the city does not think or care about.

Screen Name Redacted

11/08/2022 11:07 AM

Please consider banning right turns on red, at least downtown. This movement is a very dangerous for pedestrians. Even as a driver, I would prefer to not have to turn right on red, but I feel pressured to when another car is behind me. So it would make me more comfortable as a pedestrian AND as a driver if it wasn't permitted.

Screen Name Redacted

11/08/2022 01:44 PM

A one size fits all policy does not seem reasonable. There are locations like DT and in the vicinity of light rail where more pedestrian friendly signal timing should be used with ped recall. Farther away from these dense non-motorized oriented areas could use a more vehicle centric signal timing. I see and participate in alot of jaywalking in DT Bellevue because the wait times for pedestrians are so long. The signal timing in DT Bellevue is a joke amongst locals who run to push the button and jaywalk if they miss it. It is so vehicle oriented. I wonder how much the staff are aware of this. Has the DT association been contacts as they seem to have interest in making DT more walkable.

Screen Name Redacted

11/08/2022 02:43 PM

Many intersections feel quite wide. It would be nice to introduce pedestrian refuges at the intersections of 8th and Bellevue, 4th and Bellevue, and Main and Bellevue.

Screen Name Redacted

11/08/2022 10:16 PM

I like hearing the sounds on traffic lights. This is helpful for dogs and people who are not able to see very well.

Screen Name Redacted

11/09/2022 11:36 AM

In downtown there have been a few close calls with cars turning right while pedestrians are crossing. Increasing visibility and maybe including the adjustable no right turn light may help.

Screen Name Redacted

11/09/2022 09:02 PM

Pedestrians should be prioritized at all crossings downtown, walking times are currently very inflated due to long wait times at crossings

Screen Name Redacted

11/10/2022 09:17 AM

Wider sidewalks for pedestrians without trees planted in the middle of the sidewalk which creates an obstructed walking path especially for

special needs

Screen Name Redacted

11/10/2022 06:01 PM

Beg buttons are the worst. There are enough pedestrians to warrant allowing pedestrian movement on every cycle, and if you got rid of the beg buttons, you'd get a lot more pedestrians. Everyone hates walking in Downtown right now because you spend 5 minutes waiting at every intersection. I generally bike and once I get off of a protected bike lane switch to the sidewalks or side streets. I have no way to trigger the light if I am on the side streets (I frequently get stuck waiting for a car to trigger the light) and I only need a few seconds to cross a street yet have to push the beg button and wait a full extra cycle even when the vehicular light is green if I'm on the sidewalk.

Screen Name Redacted

11/10/2022 07:55 PM

See above.

Screen Name Redacted

11/15/2022 09:24 AM

I also want to notes that when cycling in Bellevue, I often have to rely on pedestrian signals and either have to get off my bike or ask a friendly pedestrian to press the signal because the sensors on the roads do not pick up that a cyclist is waiting.

Screen Name Redacted

11/16/2022 01:37 AM

The pedestrian wait times are ridiculous. Also, it is very stressful to walk in Bellevue knowing if you miss the beginning of the motorized green light cycle you have to wait a whole cycle to cross (or, more likely, jay-walk).

Screen Name Redacted

11/16/2022 07:31 PM

N/A

Screen Name Redacted

11/16/2022 07:34 PM

If there is a very long cycle, it is nice to be able to get a green walk to turn on part way through the long car cycle.

Screen Name Redacted

11/16/2022 09:49 PM

Please do not get rid of the audio tones indicating it is safe to walk.

Screen Name Redacted

11/17/2022 02:18 PM

Currently, it sucks. Crossing streets in Bellevue feels like drivers are bending over backwards to give you a favor. In reality, cities should be designed for pedestrians and crossings should reflect this.

Screen Name Redacted

11/18/2022 03:00 PM

It can be scary being a pedestrian with the number of people who don't look for pedestrians. Anything that gives a head start to

pedestrians is helpful!

Screen Name Redacted

11/19/2022 06:14 PM

Please install cameras and fine drivers that stop on crossing walks.
Please install cameras and fine drivers who don't yield to pedestrians.

Screen Name Redacted

11/20/2022 06:14 AM

on the whole I think the system works really well

Screen Name Redacted

11/23/2022 05:25 PM

I have often been frustrated pushing the walk request button when traffic already has a green light, only to have to wait through an entire additional cycle before the WALK signal is illuminated. In most cases, there was adequate time for me to cross the street before the traffic signal changed to yellow. This unnecessary wait encourages jaywalking.

Screen Name Redacted

11/29/2022 05:56 PM

Walking in most of Bellevue is death-defying. Whatever numbers you're currently seeing in terms of conflict are probably only as low as they are due to the fact that Bellevue is so painfully uncomfortable to walk in. If you want to actually encourage people to walk, please implement all of these features ASAP.

Screen Name Redacted

11/29/2022 05:54 PM

Please make downtown crossings safer and more comfortable for people walking

Screen Name Redacted

11/29/2022 07:19 PM

I would like longer time to cross the street, as well as have verbal cues for people with minimal or no vision. On a different note, I do not always trust drivers respecting the pedestrian right of way protocol. This results in a sense of not being safe while crossing.

Screen Name Redacted

11/29/2022 08:25 PM

I appreciate that Bellevue is trying the various options at different intersections. In answering these questions I've realized that some intersections work well for slower walkers, such as the one at Bellevue Way & NE 8th. We cross NE 10th at 106th every day so our perception is overly influenced by that. Not sure what you can do about the drivers - that hurried, impatient behavior only seems to be getting worse.

Screen Name Redacted

11/29/2022 08:34 PM

If I'm just a few seconds late pressing the button, then I frequently have to wait the entire signal cycle before getting a walk signal. It should just give the walk right away.

Screen Name Redacted
11/30/2022 05:43 AM
Need higher visibility signals and signage with so much distracted driving around

Screen Name Redacted
11/30/2022 06:59 AM
The current system favors cars over pedestrians every way.

Screen Name Redacted
11/30/2022 07:50 AM
As a downtown resident, I feel it is quite dangerous for pedestrians.

Screen Name Redacted
11/30/2022 10:33 AM
blinking yellow left turns can be confusing to some drivers. They often fail to yield to pedestrians.

Screen Name Redacted
11/30/2022 12:22 PM
There are some crosswalks that are obscured, would like to see more lights and clearing of tree branches.

Screen Name Redacted
11/30/2022 02:28 PM
In downtown Bellevue, cars at red lights, stop signs, and parking lot exits regularly do NOT stop for pedestrians legally walking on the sidewalk or crossing the street. Each and every time I walk downtown, I see multiple cars fail to yield to me and other pedestrians. Often, cars will not stop or slow down at all for stop signs or crosswalks. I've had to scream and wave my arms at cars many times to prevent them from running me over in the crosswalk.

Screen Name Redacted
11/30/2022 06:03 PM
Please consider No Turn on Red at high conflict locations

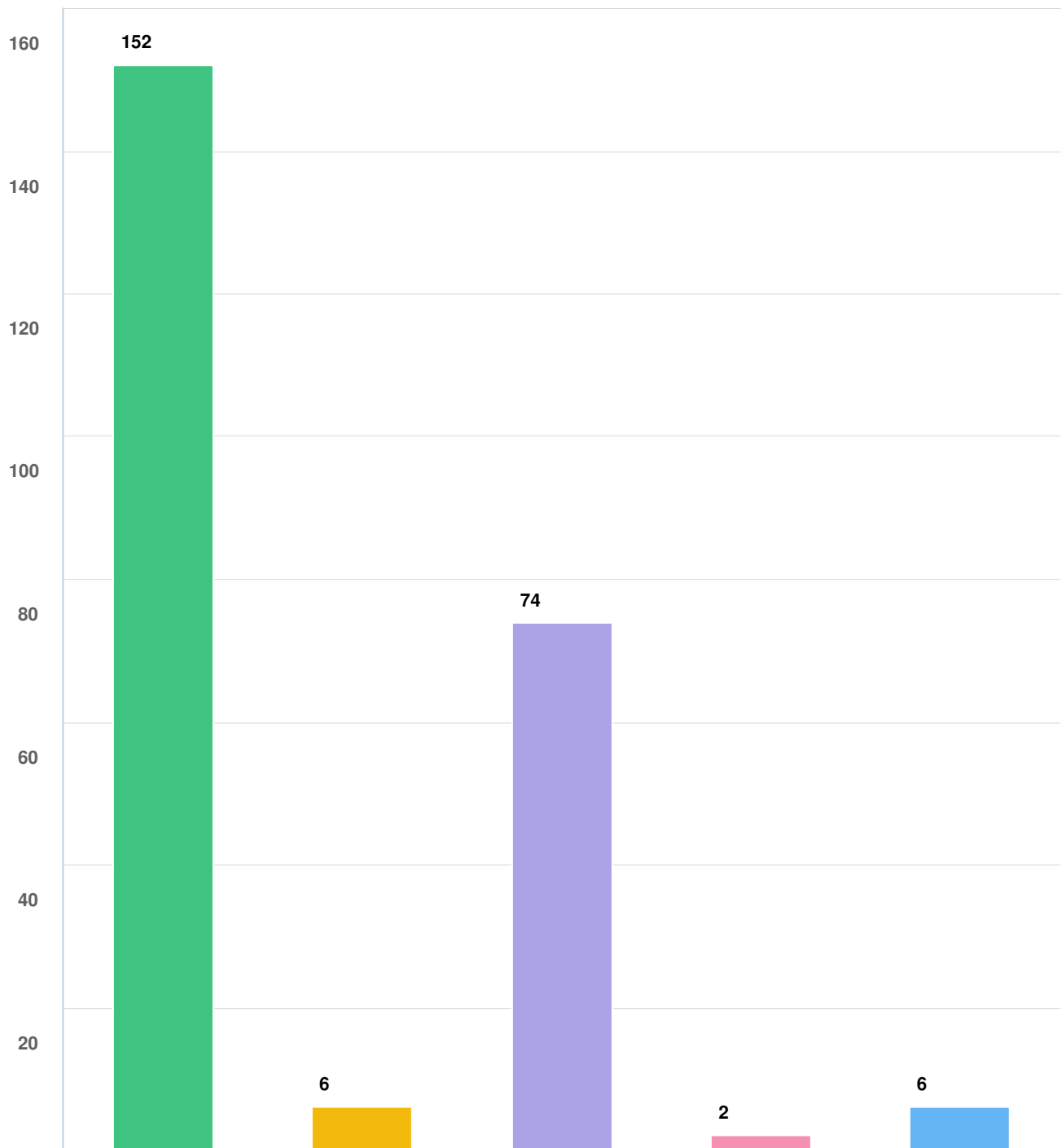
Screen Name Redacted
12/01/2022 12:10 PM
As a walker, I've had too many close calls with drivers who don't pay attention, run red lights, ignore the yield requirement at a pedestrian crossing, are speeding, are using phone and/or mounted computer screen, or juggling their damn dog.

Screen Name Redacted
12/02/2022 12:08 PM
One thing I really hate is when I arrive at an intersection maybe 2 seconds behind someone who's on the opposite side of the street and has pushed the walk button, and they get a walk signal and I don't. This is a problem at 100th Ave NE at the intersection of Old Main/Lake Washington Blvd, for example. And it's the kind of disparity that encourages jaywalking! I also hate it when drivers barrel around the corner of the street you're trying to cross even when the walk signal is illuminated. Been almost run over a couple of times because of careless drivers in that situation.

Optional question (85 response(s), 103 skipped)

Question type: Essay Question

Q14 What is your primary relationship to Bellevue? (Check all that apply)

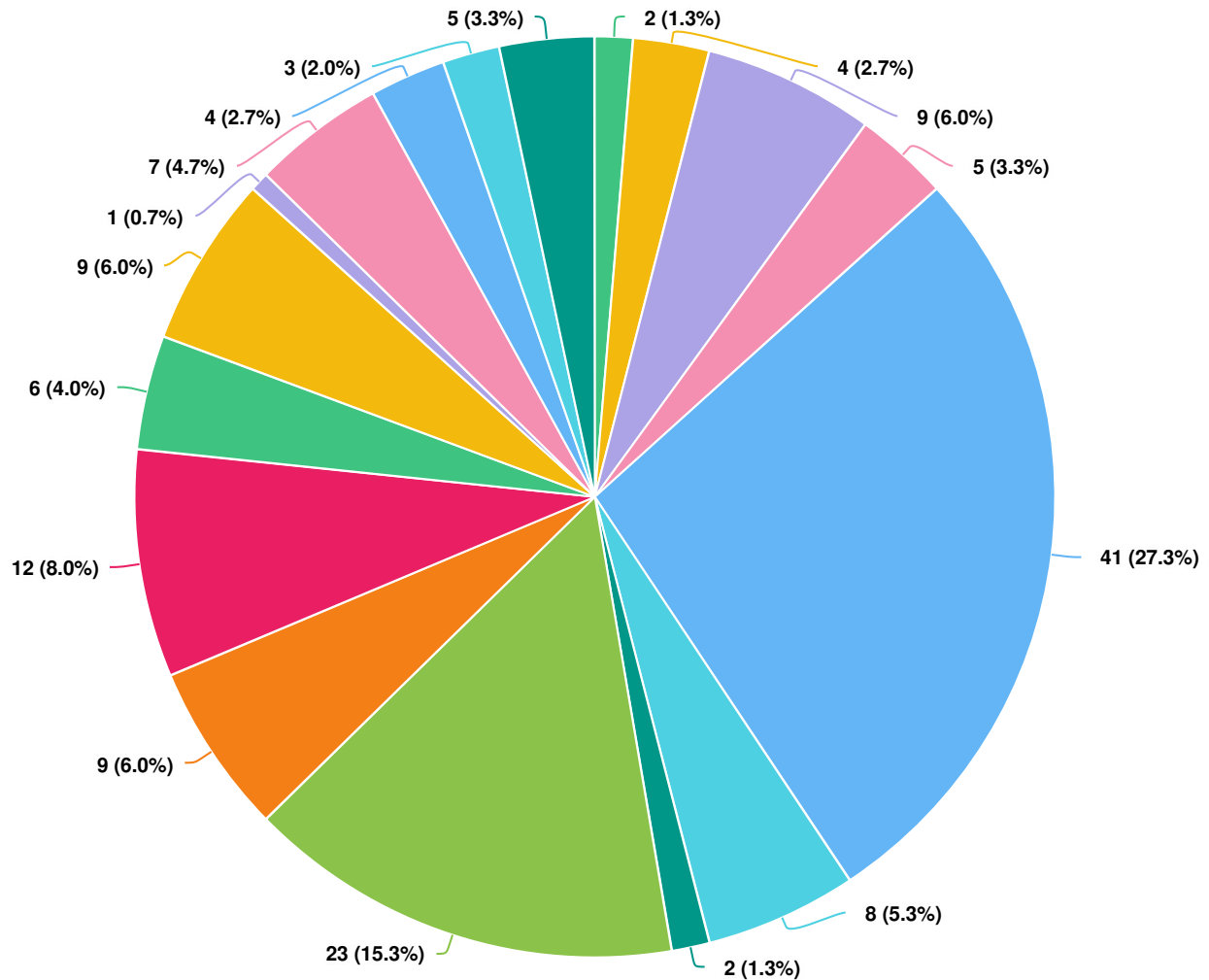


Question options

- Prefer not to answer
- I am a student in Bellevue
- I work in Bellevue
- I am a business owner in Bellevue
- I am a resident of Bellevue

Optional question (183 response(s), 5 skipped)
Question type: Checkbox Question

Q15 What neighborhood do you live in? (link to Neighborhood Area map)

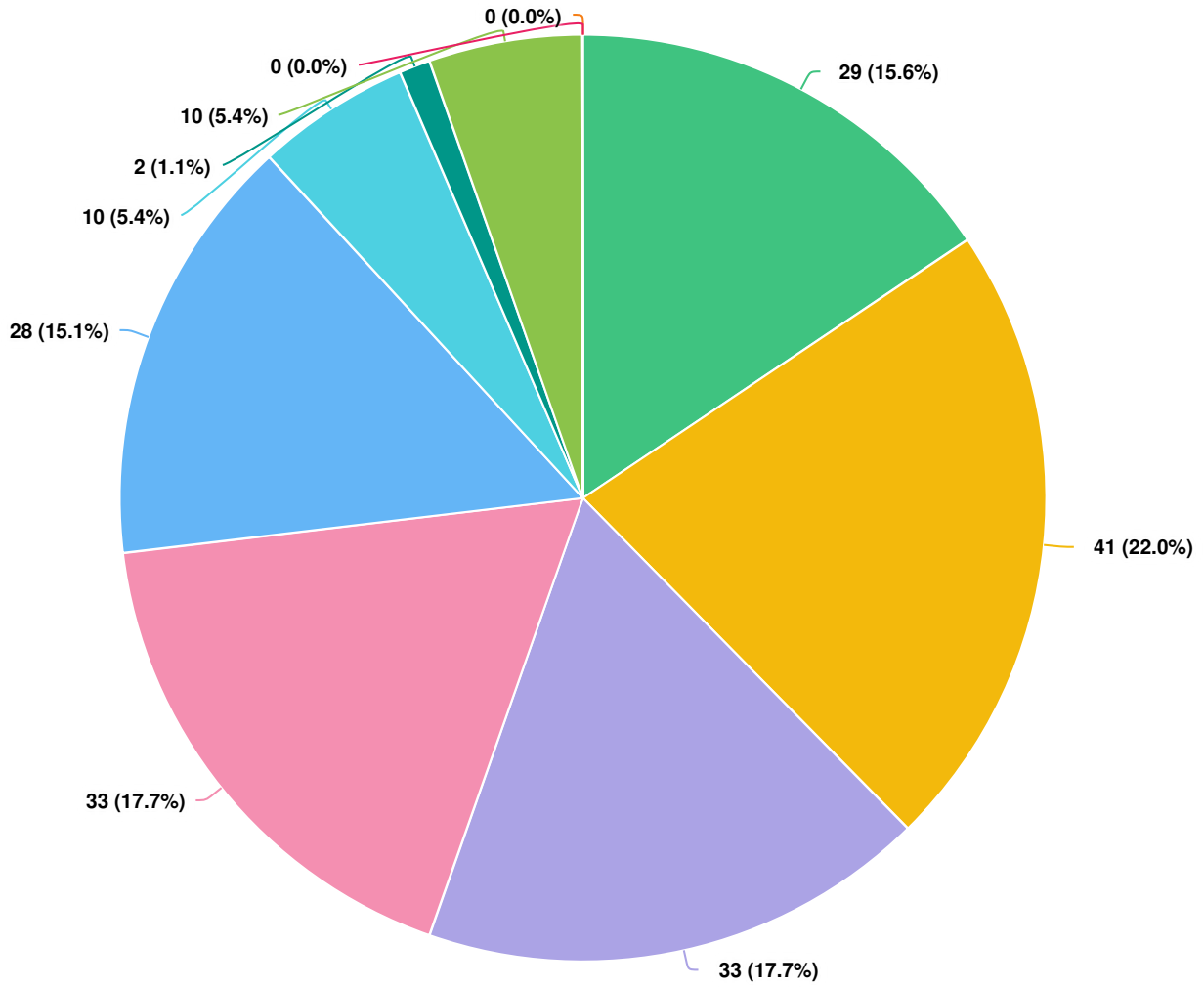


Question options

- Prefer not to answer
 ● I do not know what neighborhood are I live in
 ● Woodridge
 ● Wilburton
- West Lake Sammamish
 ● West Bellevue
 ● Somerset
 ● NW Bellevue
 ● NE Bellevue
 ● Lake Hills
- Factoryia
 ● Eastgate
 ● Downtown
 ● Cougar Mountain/Lakemont
 ● Crossroads
 ● Bridle Trails
- Bel Red

Optional question (150 response(s), 38 skipped)
 Question type: Radio Button Question

Q16 What decade were you born in

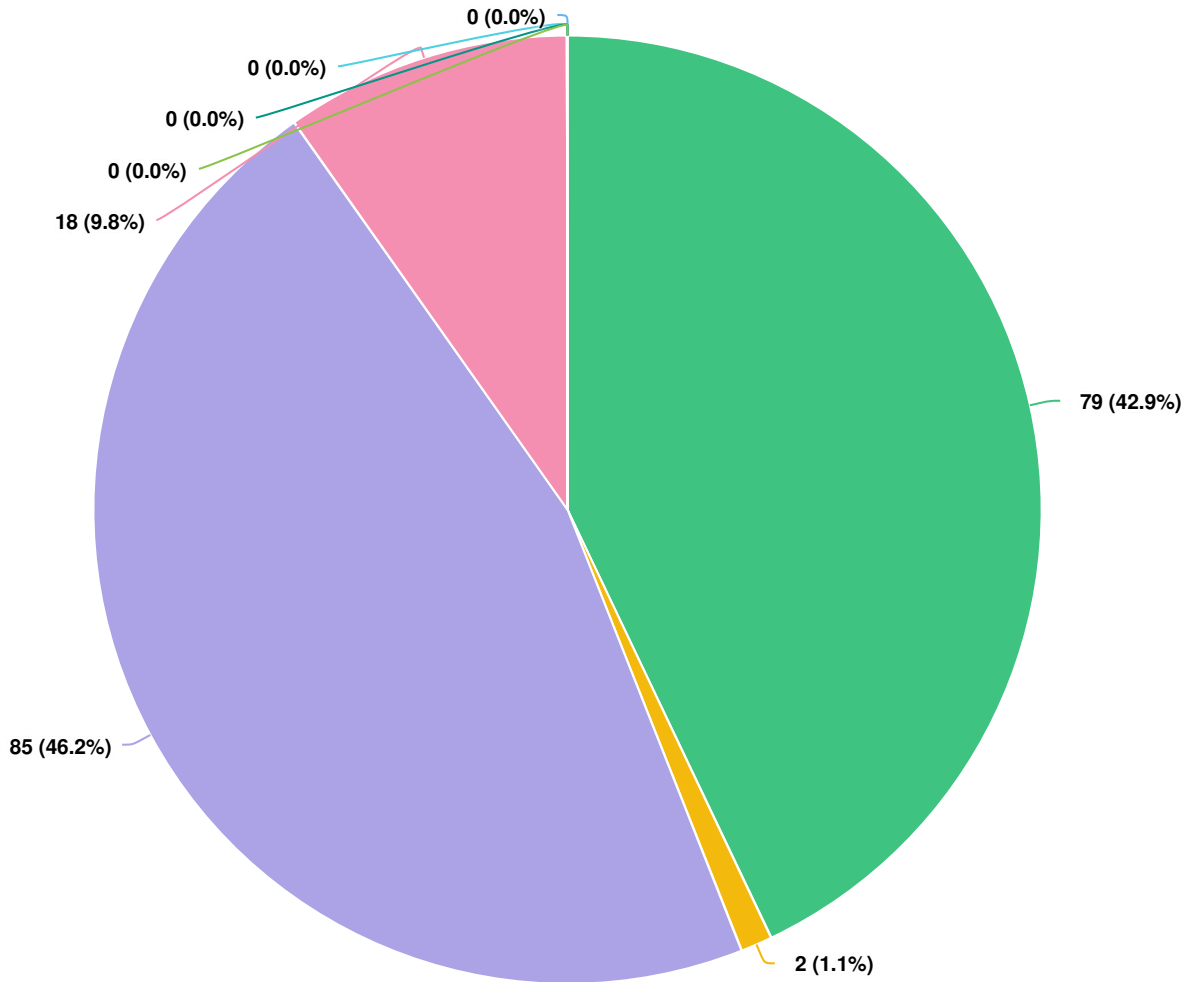


Question options

- 2000s
- 2010s
- prefer not to answer
- 1930s
- 1940s
- 1950s
- 1960s
- 1970s
- 1980s
- 1990s

Optional question (186 response(s), 2 skipped)
 Question type: Radio Button Question

Q17 What is your gender identity?

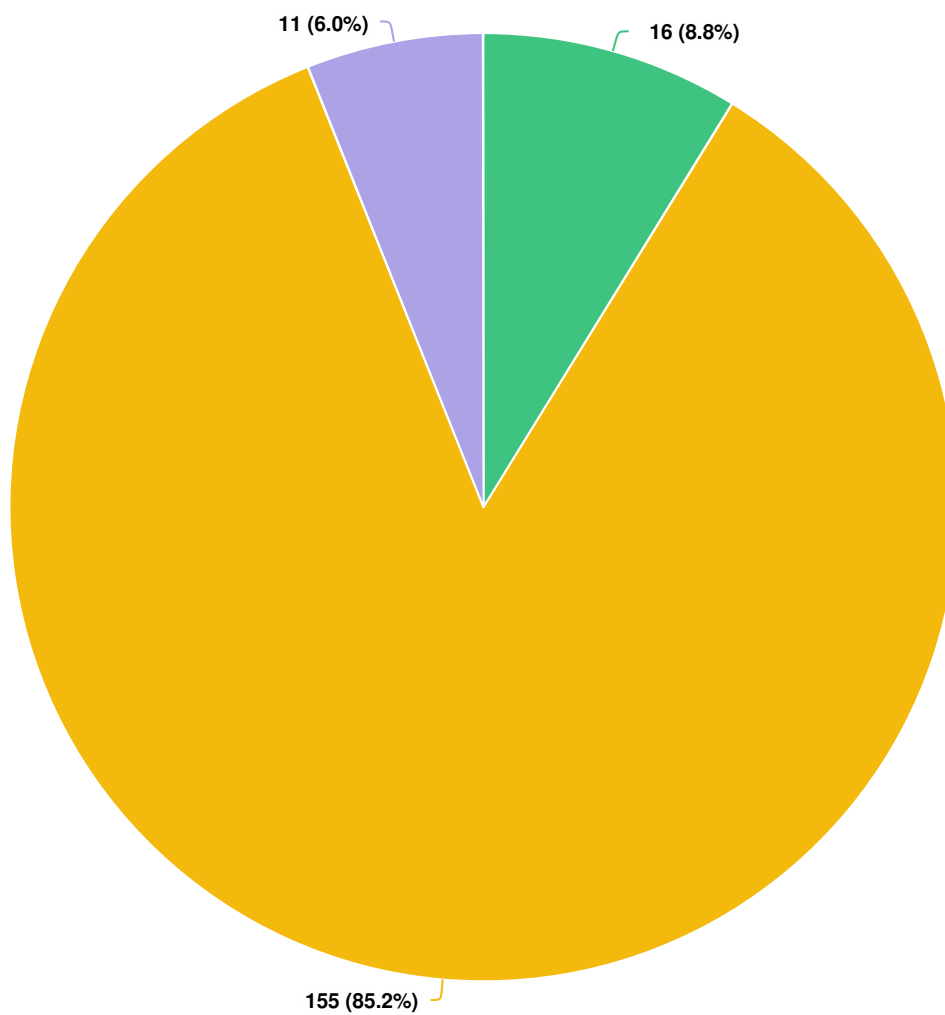


Question options

- Prefer to Specify
- Trans
- Queer
- Intersex
- Prefer Not to Answer
- Male
- Gender Neutral
- Female

Optional question (184 response(s), 4 skipped)
Question type: Radio Button Question

Q18 | Do you have a disability?

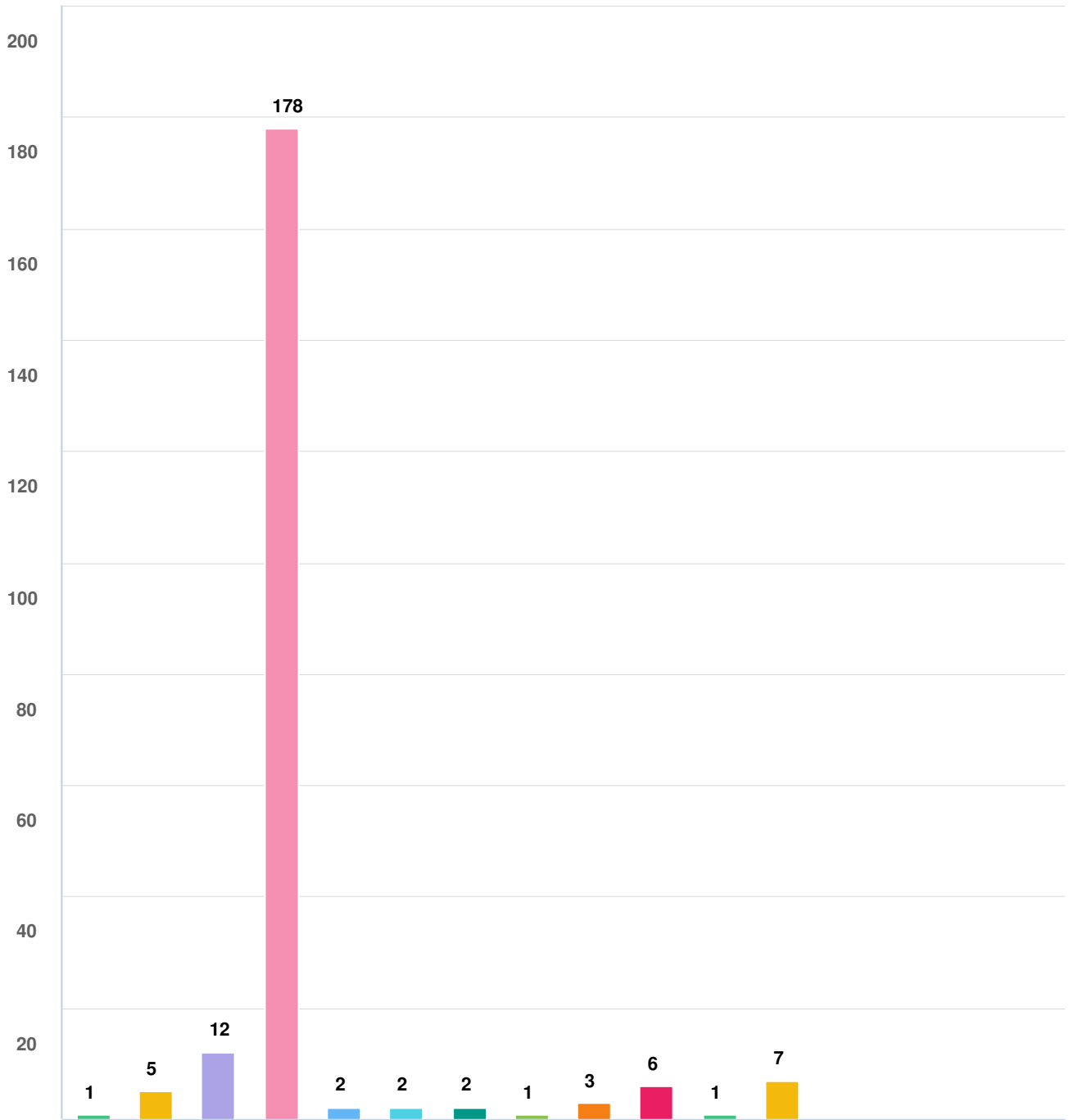


Question options

- Prefer not to answer
- No
- Yes

*Optional question (182 response(s), 6 skipped)
Question type: Radio Button Question*

Q19 Languages spoken at home: (choose all that apply)

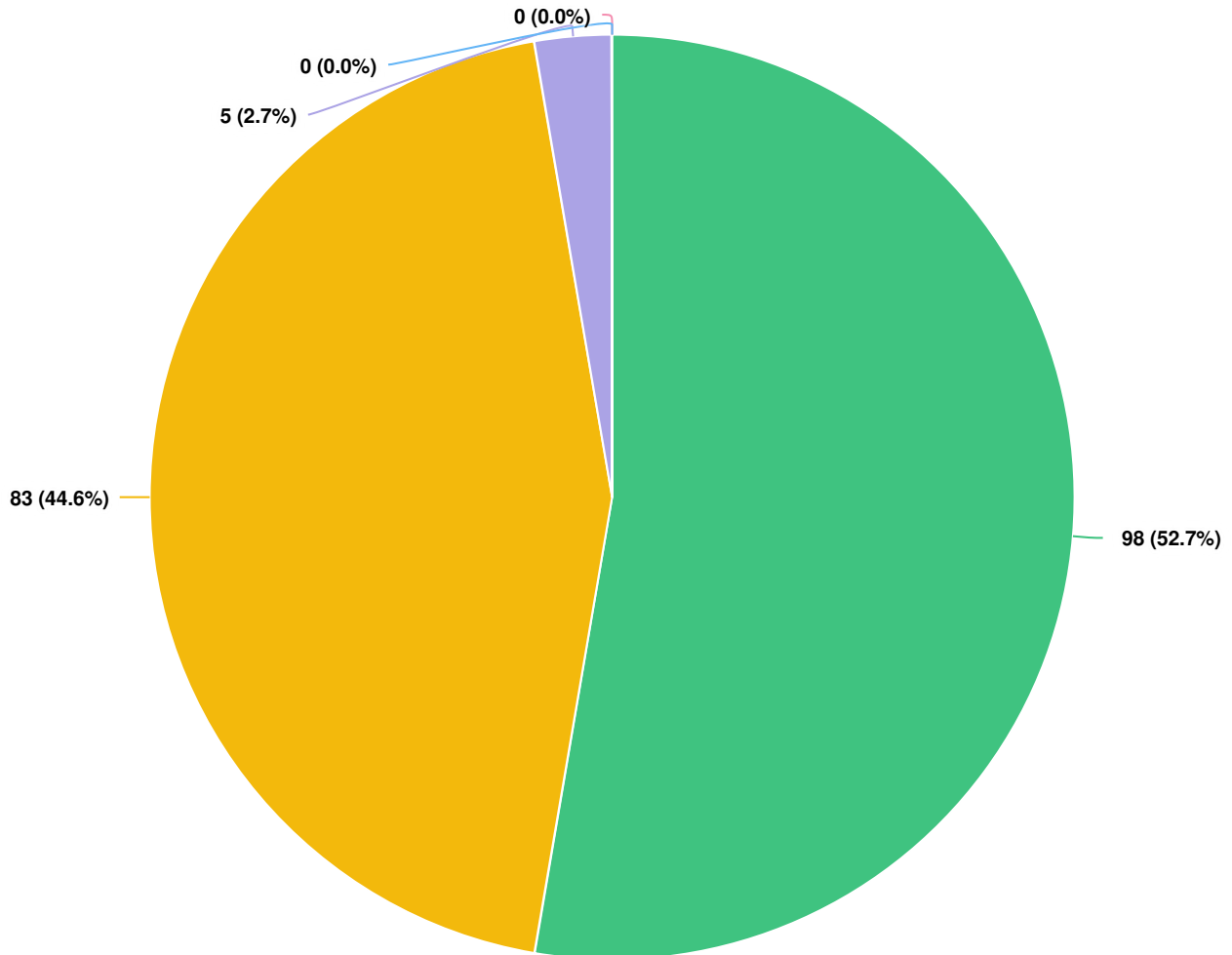


Question options

- Urdu Tegulu Tamil German Not listed (please specify) Vietnamese Spanish
- Russian Korean Japanese Hindi French English Chinese - Mandarin
- Chinese - Cantonese American Sign Language (ASL)

Optional question (182 response(s), 6 skipped)
 Question type: Checkbox Question

Q20 What type of housing do you live in?

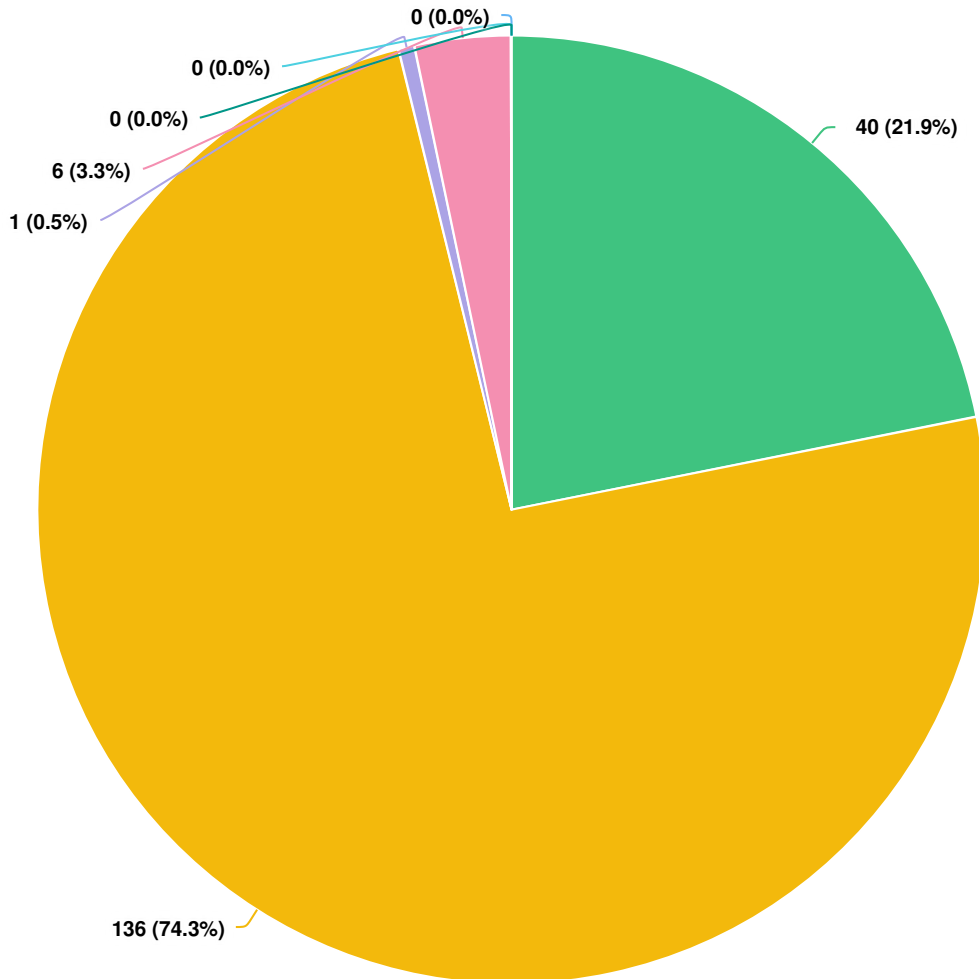


Question options

- Prefer to specify
- Currently without housing
- Prefer not to answer
- Apartment, Condominium or Townhome
- Single-Family House

Optional question (186 response(s), 2 skipped)
Question type: Radio Button Question

Q21 Do you rent or own your current address?

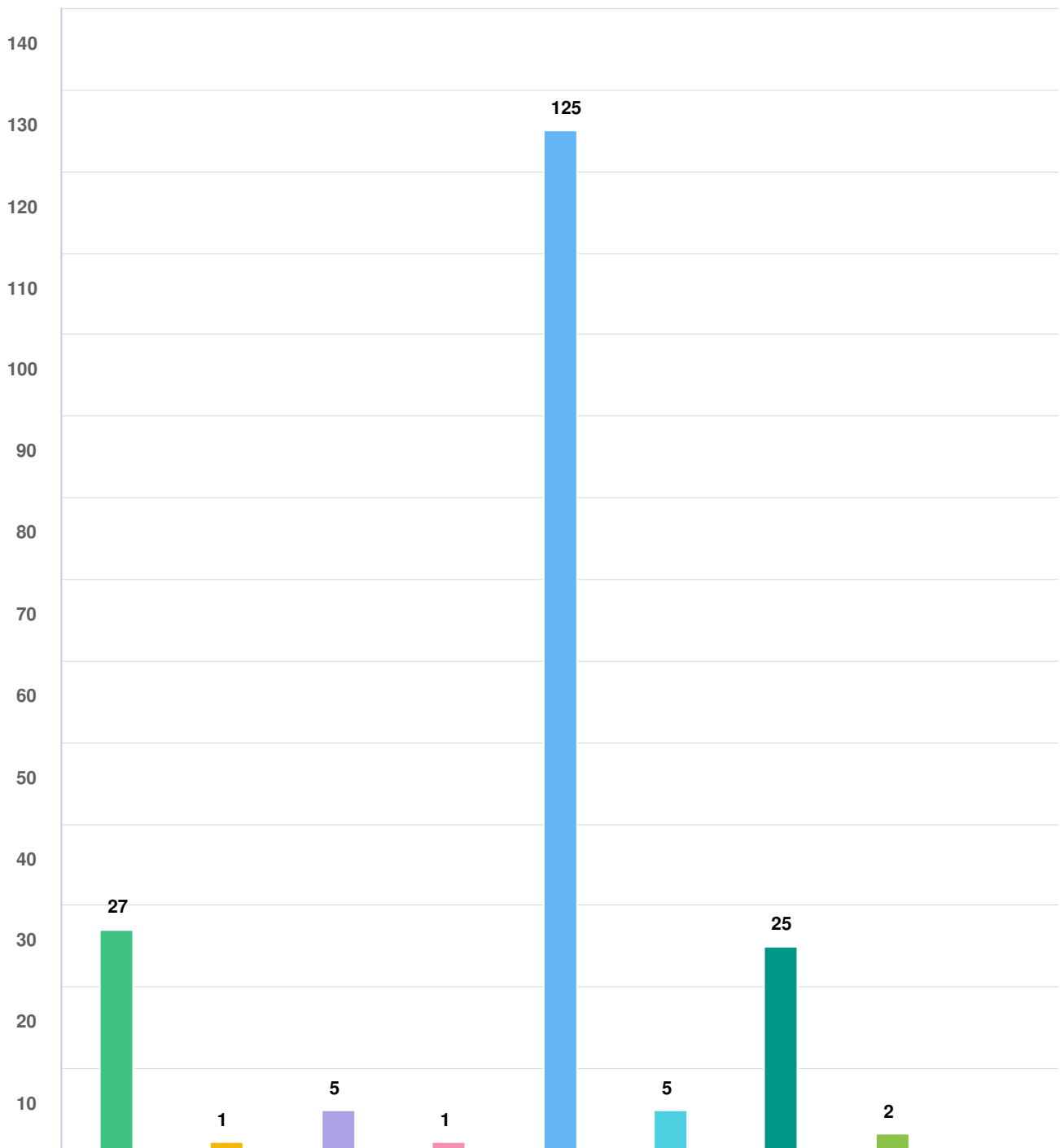


Question options

- Prefer to specify
- Currently without housing
- Living with friends
- Prefer not to answer
- Living with parents/grandparents/guardian
- Own
- Rent

Optional question (183 response(s), 5 skipped)
Question type: Radio Button Question

Q22 What is your race/ethnicity? (choose all that apply)



Question options

- American Indian or Alaskan Native
 ● Prefer to Specify
● Prefer not to answer
● Two or More Races
● White
- Native Hawaiian or Pacific Islander
 ● Hispanic, Latino/a, or Spanish origin
● Black/African American
● Asian

Optional question (182 response(s), 6 skipped)
 Question type: *Checkbox Question*